

The Daily Reporter.

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McMinnville, Or. - - Jan. 31, 1887

Our Public School Again.

Our readers will doubtless remember that on January 22d, we made some notes about exercises at the public school; and put in the following also:

With the work of both pupils and teachers, in the McMinnville public schools, parents and taxpayers in general must be pleased, but with the work of the board of directors, but very little can be said by way of approval.

Our attention has been called to the same; and the directors have asked another explanation. We are pleased to have the privilege of doing so at their request. And first we wish it fully understood that we intend no personal reflections upon our worthy board of directors. These gentlemen are well known and of the highest standing in our city and county. But there are some things about our public school which call loudly for change, and the pointing out of these will be our explanation to the directors for our former brief mention:

We might begin with the grounds. There is not a rail of fence about the entire place; not a tree to be seen.

Let any one imagine the effect that a few shade trees would have on those desolate looking grounds; and how it would affect the spirits of the children. Strangers coming to our town and seeing our wealth and enterprise, have asked why our public school has no more attention paid to it?

About the building itself a word might be said. It is not an uncommon thing to find a shawl or a hat stuffed into the broken window pane of some window.

We are informed that the students themselves purchased curtains for some windows, rather than let the sun beat into their faces while trying to study.

It is also reported that the teachers pay for the janitor out of their own small salaries.

We might suggest other need-

ful things; but we take it this will satisfy the enquiry, and we hope, serve to direct attention to the needs of our school. Should any of these items mentioned be incorrect, our columns are open to admit correction.

We wish to say again that in this matter we have not the remotest intention of making any personal reflections or unjust criticisms. We are aware that the directors of public schools simply direct; behind them are the taxpayers.

The directors are supposed to do nothing more than to put into effect the wishes of the taxpayers.

With our flourishing city; our fine class of students, and our efficient teachers, certainly both taxpayers and directors will thank us for suggesting that all duties are not performed till we do more for our public school than the forementioned items would indicate.

A Dead Letter.

The best point that can be raised to illuminate the long haul and the short haul of the inter-state commerce bill, is the present tariff in force over the route by the C. M. & St. P., NPR and ORN, from Chicago to Portland and back to Walla Walla for instance: Chicago to St. Paul, 750 miles, pay the CM & SPR 9 cents per 100; NPR to Wallula, 1750 miles, 28 cents; ORN to Portland, 214 miles, 28 cents, total, long hauls, 65 cents. Walla Walla pays on the pull back from Portland, reshipments, 90 cents; added to the long haul makes Walla Walla freight count \$1.55 per 100, from Chicago. What sort of competition, under this act of congress, this inter-state bill, can Walla Walla expect for a reduction of figures? It is the same as from "points beyond Portland;" and until goods come from some other source, so as to put Walla Walla "beyond Portland" from Chicago, must remain the same. The tendency of railroad operations during later years has been to unify lines of railway and construct continuous lines out of local and short lines. One bill of lading under this system provided for and secured the transportation of property shipments from the east to the west, and vice versa. This system is the outgrowth of the unmolested laws of commerce. Transportation will obey its own

laws. Continuous lines became most agreeable to the demands of trade, and are the result of commercial convenience and economy. A law of congress hostile to the natural law of trade will derange such natural laws and disintegrate the long lines into local ones again. The bill just passed congress can be rendered nugatory by a bill of lading for each separate short line. The jurisdiction of congress depends upon conditions and traffic contracts wholly within the control of the railroads. They can devise a system of contracts which will take freight out of the operation of this bill and leave it a dead letter.

The remarks of the Register concerning Dr. Howard were most ungentlemanly, and were entirely uncalled for. We are sorry that our friends cannot take a joke. But there is some truth in the old adage that "they whom the Gods destroy they first make mad." We never lose temper over here, discussing the county seat question.

Alfred Holman says that David Goodsell is a plain liar and the Oregonian backs him up. The Evening Democrat says: It declares that its reporters are always right. Does the learned editor of that paper mean to charge its reporters with being immaculate? or only infallible? That some of them will by mistake or design give shadings and colorings to statements to suit their own notions can scarcely be doubted. Like most of people they are liable to err although the chief editor might not retain them on the staff if he thought they lied.

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