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JOSEPHINE NEXT TO VOTE ROAD BONDS

Grants Pass, Ore., Oct. 7.—At a largely attended mass meeting here last night, steps were taken to bond the county for \$500,000, for the purpose of building an automobile freight road from Grants Pass to Crescent City, California, a distance of 100 miles. While the proposed road bond issue is for general road construction throughout Josephine County, the chief incentive is a promised reduction in freight rates. This is to be made possible by the use of the ocean gateway at Crescent City, midway between Portland and San Francisco. The Rogue river lies midway between Portland and San Francisco, on the main line of the Southern Pacific railroad, and, although but 100 miles from the ocean highway, bears an average freight rate of \$25 per ton to and from either San Francisco or Portland.

The principal speaker of the meeting was John T. Flynn, harbor engineer of the California River and Harbor league of San Francisco, who showed that freight could be shipped by automobile freight trucks to or from San Francisco or Portland to Grants Pass, via Crescent City for \$12.50 per ton, without reference to classification, as against the present average rail rate of \$25 per ton. It is estimated that 10,000 tons of products and merchandise would pass over the automobile road each year, thus effecting a saving of \$125,000 a year to the producers and consumers over the present rail rate. With the opening of the Panama canal, it is estimated that the tonnage through this gateway will reach 100,000 a year.

ALASKA QUESTION STILL UNSETTLED

Seattle, Wash., Oct. 9.—President Taft faced here tonight one of the largest and by far the most enthusiastic and responsive audiences he has met on any of his recent travels. He was greeted with prolonged cheers and constantly was interrupted by outbursts of applause.

The president discussed a variety of subjects, including the relation of the Government to business, the tariff veto and Alaska, the latter subject of vital interest here. He declared that Alaska should have at least a semi-self-governing body. Two years ago Mr. Taft advocated here a straight commission form of government for the territory, declaring the population not stable enough for full measure of self control.

"That proposition has not met approval," said Mr. Taft tonight. "I still think it the better way, but the man who stands on a dogmatic statement and says 'No' and never consents to a violation of that principle makes no progress. I am willing to make a concession for a partly elective and partly appointive government in Alaska.

Congress cannot make the necessary laws for Alaska. Alaska must have a local body. In bringing this about, I hope there will be no politics played. I hope the two houses of Congress will unite in bringing about a change that will result in the development of Alaska and making that territory valuable to itself and all mankind.

I see no more reason for self-government ownership in Alaska, however, than elsewhere. We should introduce there the same limitations as to the disposition of the public domain as in the rest of the country.

As for myself, I favor the leasing system. It has proven a success in Australia, New Zealand and Canada. What you want is a condition of ownership that will attract capital. Some people have an idea that you can drive capital where it does not want to go. But if anything has wings, if anything is sensitive, if anything won't go where it does not want to go, it is capital.

Under a leasing system you offer an inducement to capital to go in. Let's try it. I am not insistent, but it does seem to me to be the best way. The profits to the Government from the leasing system could be turned back into the treasury for its further development."

Representative Humphrey, who introduced the President, declared the people of the Pacific Coast, from British Columbia to California are for Mr. Taft. "And," he added, they are only waiting for a chance in the convention and at the polls to say, "Well done, thou good and faithful servant; enter for four years more."

Consolidation with neighboring cities is planned by Marshfield, under the name of "Coos Bay." A resolution to that effect has been passed by the City Council and a special election to decide the matter will probably be held soon. This will, it is thought, be of great permanent benefit in building up that section of Oregon.

HILL WILL BUILD SOUTH FROM BEND

When James J. Hill was at Bend a few days ago he made it plain that the completion of the railroad line to Bend was only a step, and that it was the intention of his great system of railroads to penetrate farther into undeveloped Oregon. Whether he comes through to Klamath Falls with a railroad extension is problematical, although it is more than likely that he will.

In an interview at Bend he said: "We are stopped at Bend for only a little while. We shall quickly be pushing on. We have decided to wait here at Bend only long enough to see in what directions the settling up of the country will be the fastest, to see where the people who homesteaded will be the most permanent and successful."

This assertion of Mr. Hill has the highest significance to central Oregon people and those interested in its development. To the east and south are the surveys into Harney county, where townships have never been touched by the plow, where in 10,000 square miles there are only 5,000 people.

"It will require more than one railroad to develop Central Oregon," said the railroad builder. "We are prepared to build two or three more roads very soon. We will not wait. I have confidence and faith in this Oregon country. Within five years the population of Central Oregon will be 300,000. Within ten years it should be more than 1,000,000.

"I have not seen the Harney country, but I will say that it was reports concerning the possibilities of Harney county that caused me to decide to build up the Deschutes canyon. It will only be a matter of time, at that, until we extend the railroad into Harney. One of the greatest regrets I have in connection with this visit is that storm kept me from being at Burns and attending the meeting of the development league."

Before he finished the interview Mr. Hill exploded the belief of many that the Oregon Trunk would be extended to San Francisco.

"I will not say that we will not be in San Francisco for the exposition in 1915," he said with eyes shrewdly twinkling, "but we will not go into San Francisco over the Oregon Trunk. It would be foolish for us to choose the longest and roughest way to California."

"What is the shortest and smoothest way?"

"There are several possible ways," Mr. Hill answered, "but we built the Oregon Trunk into Central Oregon for the development of Central Oregon. We built the best possible road because we believe Central Oregon merits the best."

"I will illustrate our faith in Oregon. The Great Northern and Northern Pacific have spent \$85,000,000 getting to Oregon. We have never earned a dollar on the investment, but we know we are going to. We know that the opening of Oregon means millions and millions of acres to homes and farmers—that is where the profit would be. Now we are sending out our men to learn what are the problems and difficulties of this country so that they can help the people to be successful working the land. We are going ahead of the rest, willing to do everything possible at no matter what expense, because we believe in Oregon and because we believe in Central Oregon.

One of the things we will be most interested in doing will be in holding land values down to a fair valuation. Nothing could hurt the country more than the land boomers who dine and sun on their neighbors. We must apply the principle that what is best for every one is best for the individual. Excess land values will put off the day of Central Oregon's maximum development.

Another thing we will be interested in doing will be to encourage subdivision of the land. The man who has 1,000 acres of land and sells 500 of it will find his land remaining worth much more than all that he had in the first place. Let the people produce in this country what the country is best adapted to; let the big tracts be divided, and we will do our share in railroad building and development.

Race Prejudice

Resolutions strongly condemning a plan to establish a negro church in South Salem passed at an indignation meeting held recently presage a race war in prosperous residential section of the city. "We do not care so much because a negro church is to be established in this place," said Councilman Elliott. "We fear that the proximity of the church will result in negroes establishing residences near here, and that we certainly deprecate." Many of the pastors of the city are around condemning the move that has been taken against the negroes and a fight to the finish is promised between the two white elements of the town, as well as between the negroes and the whites.

Eugene has an anti-profane society.

HILL ADDRESSES ILLINOIS BANKERS

Springfield, Oct. 11.—Characterizing as "uneconomic and therefore un-sound" the business relations between the Central Reserve association and the United States Government proposed by former Senator Nelson A. Aldrich in his plan for currency reform submitted to the Federal Monetary commission, James J. Hill, chairman of the board of directors of the Great Northern railroad, addressing the Illinois Bankers' association here today, urged the bankers of the country to perfect a plan that would be under their own control.

Mr. Hill, admitting at the onset that the "United States has the most inelastic currency system in the civilized world," declared that Mr. Aldrich and his associates had done a memorable work that "should receive great respect," but that also should be studied with great care.

That political connection is inherent in the constitution of the proposed reserve association was Mr. Hill's chief criticism of the Aldrich plan. In this connection Mr. Hill asserted that if currency reform was not carried through under the leadership of bankers of the country, it would be "taken up by Congress and suffer the same fate that has befallen every other great economic issue after it becomes the football of political parties."

Mr. Hill also made a plea for agricultural reform, declaring that unless this is done "the farm will fail and the foundation of all our prosperity be undermined."

"I want to make one earnest suggestion about this so-called Aldrich plan of the bankers of the country," said Mr. Hill. "Take it up for yourselves, perfect it by the light of your business experience and make it your own enterprise, under your own initiative and subject to your own control, instead of a creation of federal law. Shape your own association for yourselves, and ask Congress for authority under wise legislative regulations, where such may be necessary, to do this thing, instead of surrendering your rights as well as your obligations for all time to a political power. There is no part of the scheme outlined which you cannot plan and execute for yourselves better than any Congress can do it for you. Your state associations and the American Bankers' association furnish all the machinery necessary.

"It is doubtful if any plan creating by law a centralized financial system can pass Congress. At the best it must wait for years. Popular prejudice and our own history tell too strongly against it. But the associated banks are free to go ahead and adjust the details of their business in accordance with the workings of commercial evolution. Legal permission to do this would be less difficult to obtain, because the act would not be irrevocable, the organization would not be entrenched behind the law creating it, and the contemptible voluntary association would be and remain always subject to the supervision and open to check or modification by law if at any time this appeared advisable."

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