

ALL HOME PRINT

The Leavenworth Echo

ALL HOME NEWS

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U. S. RECIPROCITY WITH CANADA

The Treaty Before Congress May Be Justified by What It Leads to in the Future—Views of Senator Poindexter

In commenting on the Canadian reciprocity treaty before congress Senator Poindexter made the following pertinent remarks a short time ago:

"I will vote for this measure, not for what it is, but for what it may and should lead to. It purports to cross the stream that lies between high tariffs and low tariffs, or no tariff, with Canada; and instead of crossing it leaves us standing in shoal water in midstream. I am willing to go to that shoal water and suffer the injustice of an incomplete and ill-balanced measure in the hope that some opportunity may be found of reaching the solid ground of real reciprocity hereafter. I am in favor of a general and complete modification of the trade restrictions between Canada and the United States, and any reduction or removal of tariffs by either country may be considered as tending in that direction. But as a measure of reciprocal concessions the United States of America may as well have had no representatives whatever in the framing of the pending reciprocity agreement, for the Canadian envoys and representatives, if left alone and unrestricted, could not have framed a measure of tariff reductions between the two countries more entirely favorable to Canada than the pending measure. It gives a market in the United States to the agricultural products of Canada and retains the great consuming market of Canada for the manufacturers of Great Britain. It gives Canada an outlet in the United States for what she has to sell and denies us a market in Canada for what Canada has to buy.

"The instrument is as ill balanced in the mutual concessions of the two countries, as uneven in its effect upon the tariff schedules of the United States, as lacking in uniformity in the demands it makes upon the various industries of this country as could well be conceived. It is unstatesmanlike as an international bargain; and it is unjust to the agricultural and timber sections of our Northwest along the Canadian border, because they, alone of our entire population, are required to surrender the protection of their industries without any relief whatever from the enormous tribute they annually and hourly pay to the manufacturing interests and monopolies of Pennsylvania, New York and New England.

"The tariff is not a local question, although it has been the habit of politicians to treat it as a local question, each interest and locality seeking to acquire as much as possible of private benefit as they could buy or barter by trading votes and interests among themselves for purely local and private advantages. On the other hand, it is a national and general question, and no tariff bill can properly be framed which is based upon the sacrifice of one section, or of one interest, or of one class to another section, class or interest. If, as stated by the president in his address to the Illinois legislature, the Canadian representatives would not agree to reciprocal modifications of the tariffs upon manufactures other than those few articles which are included in the agreement, then there should be enacted by the United States, as a supplement to the reciprocity agreement, a bill reducing the American tariffs upon at least a number of leading articles from various schedules which are most oppressive to the American people. In this way only can a uniform, general, and national benefit result from a reciprocity agreement. If the millers and meat packers want the free wheat and cattle of Canada and the American farmer makes this concession in the interest of the general welfare, then a substantial reduction should be made in the tariff on flour and meat. The only authority which the national government has to give protection by way of a tariff is under the general welfare clause of the constitution, and no tariff schedule or reciprocity agreement can promote the general welfare unless it deals generally with the staple articles of production

and consumption of all classes and sections. No tariff bill is justified unless the rates prescribed by it are based on one general principle applicable to all.

"While casting my vote for this measure I desire to do so with this distinct understanding, that when our agricultural population along the 3000 miles of the Canadian line in behalf of the nation throw open the doors of commerce to the grain and cattle, lumber and pulp wood, the butter, poultry and eggs of Canada—free competition in all that we have to sell—we will never rest nor cease our efforts until we have gained from our sense of justice of this nation a reduction of tariffs that will lead to a reasonable competition in what we have to buy, which an exaggerated and exorbitant tariff now compels us to buy from the tariff-made monopolies of the Eastern states.

"This one-sided measure, instead of assembling all of the parts and putting the machine in operation, gives us only one-half of the necessary elements of a properly regulated and adjusted tariff with Canada and with the world. I am willing to accept the ill-made agreement and use it as the beginning, not only of reciprocity with Canada, but of commerce with all the world—not only in the agricultural products of the Northwest, but of every article necessary to the welfare and comfort of our citizens. And when such a healthy competition is restored and new occupations and industries are thus opened up to the enterprising American youth, when the inferior goods and the extravagant conduct of business which monopoly produces have been checked by revision downward such as demanded in the nation Republican platform of 1908, let us hope also that American patriotism will strike off the shackles and restrictions that have destroyed American shipping, so that a liberated trade will again be carried under a liberated American flag on the high seas of the world. The tariffs and restrictions upon ships and ship-building materials, which were intended ostensibly to promote American shipping and shipbuilding, after 40 years of trial have proved a complete failure. Under them and because of them American shipping and the American flag are no longer seen in the ports of foreign countries. Now, that these restrictions have failed of their purpose and have killed that which they were intended to foster, common sense and common patriotism demand their repeal."

Of Benefit to Entire West

Representing ten western states, the executive committee of the Western Development League met in Portland during the past week and mapped out a plan that will be of great benefit to the whole West. The organization was formed to attract people from the crowded East to the vacant lands of the West. To convince people of that part of the country that there are greater opportunities here, a special train will be run through the East next winter carrying products of the ten western states. The train will be accompanied by a number of prominent westerners and they plan to call on the governors of the states visited, and other leading men, interesting them in the campaign. At least five cars of exhibits, showing the products of the West in comprehensive fashion, will be taken along. This will be the biggest showing ever attempted along this line. The project is of such magnitude and so free from narrow boosting that it will probably make a big impression in the East.

Announcement

Aloha Rebekah lodge, No. 194, Leavenworth, will meet in Firemen's hall Tuesday, May 30, at 2 p. m., and from there will proceed to the cemetery, where they will endeavor to observe Decoration Day.

All churches, lodges, and the general public are cordially invited to gather at the hall at the above time and participate in the work of beautifying the cemetery and in giving honor to our departed friends.

Ida Peppmoeller,
Lizzie Thompson,
Walter Myers,
Committee.

ICICLE CANAL COMPANY BUSY

Has Almost Seven Miles of Its Irrigation Ditch Completed—Will Deliver Water on the North Side of the River This Summer

The Icicle Canal Company, of which that redoubtable and successful promoter of irrigation canals, W. T. Clark, builder of the high line Wenatchee canal, is the chief promoter and guiding spirit, has almost eight miles of its canal finished and will turn water into the ditch this week. Not, however, for irrigation purposes, but to swell the flumes and settle the earth portions of the ditch and season it for a larger quantity of water which will be turned in two or three weeks later, when the ditch between the intake on the Icicle river, between six and seven miles southeast of Leavenworth, and where the line crosses the Wenatchee river one mile east of town, will be practically completed.

L. P. Horton, who has charge of the construction work, says he is making of the Icicle canal one of the best and most substantial irrigation ditches in Washington, and that when completed he does not expect any interruption in the service on account of breaks. In conveying the water from the south side of the river to the north side considerable more than a mile of 24-inch water pipe is being used.

On the north side of the river the water will be delivered into an open ditch and distributed among a large number of landowners who have signed up for water which they expect to use in orchards that are already planted or will be planted this fall and next spring. Some 1500 acres on the flat between Leavenworth and Peshastin, on the north side of the river, has been cleared or is in process of clearing. No finer land than this, for orchard purposes, can be found in the Wenatchee valley.

Wright & Day set out 55 acres in trees on this flat last year, and the trees have made most extraordinary growth. In the immediate vicinity some eight or ten others set out ten- and twenty-acre orchards last year, all of which have made satisfactory growth. Within a half mile of the Wright & Day ranch Frank I. Curtis of Seattle is clearing up between 50 and 100 acres, some of which has already been planted to trees. The balance will follow as quickly as the land can be prepared. Mr. Curtis is a large landholder in this vicinity and has unlimited faith in its possibilities. Our fellow townsman, A. H. Sylvester, also has ten or more acres cleared adjoining the Custis land, most of which is set out in trees.

All this land is under the Icicle ditch and will be watered this year. The canal will be continued on down the river, possibly as far as Monitor, watering and making productive many other thousands of acres in Wenatchee valley.

An Effective League

Washington Development League, recently formed in Seattle, promises to exert the most effective exploitation influence ever put forward in the Evergreen State. One hundred and eighty-eight delegates attended the initial meeting, at which enthusiasm ran high. Every commercial organization in the state is eligible to membership in the League, which will advertise the state as a whole. The inquiries resulting from its publicity will be submitted to all members impartially, for them to follow up. While exceeding simple, the plan of organization is comprehensive and broad. Its whole purpose is to foster a get-together and stay-together spirit from one end of Washington to the other. Both of Seattle's leading business bodies—the Chamber of Commerce and the Commercial Club—co-operated in the launching of the League. The officers elected follow: J. W. Maxwell, Seattle, president; Albert Pancoast, Bellingham, vice-president; Rufus R. Wilson, Seattle, Secretary. A strong executive committee was selected, which will hold its first quarterly meeting in Olympia in July.

Just as the world begins to admire a man, he breaks out into vanity.

NEWS FROM THE STATE CAPITAL

Automobile State Licenses Must Be Paid—Business of Express Company Increasing—Important Ruling by Attorney General
Olympia, May 24, 1911.

In a letter written to the assessor of Garfield county the state tax commission holds that if a man disposes of personal property in his possession before the taxes on it are collected, and acquires real property later, the latter can be held for the personal property taxes.

In the year ended March 31, 1911, a gross business amounting to \$699,184 was done by the Northern Express Company in Washington over the Northern Pacific railroad, on which it paid a tax in the sum of \$33,459.21, being the 5 per cent gross privilege tax. In 1910 the company paid \$30,204.34.

A. A. Tozer of Everett has been re-appointed state oil inspector by Governor Hay, and Julius Lyse of Wilbur has been appointed to succeed O. W. Stone of Davenport as a member of the board of embalmers examiners. Mr. Tozer's commission expires June 11, 1915, and Mr. Lyse's June 12, 1915.

In an opinion given to the adjutant general, the attorney general holds if horses are needed for the use of the national guard the quartermaster must contract for them at a cost of not less than \$2 a day, but the adjutant general has no authority to purchase them with money appropriated for the maintenance of the guard.

On account of the continual violations of the law relating to the licensing of automobiles and motorcycles, Secretary of State Howell has announced he will send out men all over the state to check up these licenses and in the event the owner of a motor vehicle refuses to pay the license as required by law he will be prosecuted.

The state tax commission has prepared a statement showing that there are now in force in the state of Washington 2303 state liquor licenses, bringing in to the state treasury the sum of \$57,575. In King county there are 596, or more than one-fourth of the total number. In San Juan county there are but two, and Island county has but one.

In an opinion to the state bureau of inspection Assistant Attorney General Lyle holds that county commissioners are not authorized to receive compensation under the law for services performed while acting an ex-officio members of the board and inspecting roads in their districts. This will eliminate a custom which has grown up of allowing each commissioner pay for caring for the roads in his district.

The attorney general's office also holds that where a retail and wholesale liquor business is conducted by the same man in the same building that he must have two state licenses, the same as is required by the federal government.

H. A. Fairchild, chairman of the state railroad commission, has been appointed by Governor Hay as a member of the new public utilities commission. His appointment takes effect June 9, one day after the new law is operative. His present commission expires June 8. His new appointment holds good until June 8, 1917.

As chairman of the state railroad commission Mr. Fairchild has made an excellent record, having been with the commission since its inception, assisting in the preliminary organization and taking an important part in the famous wheat rate case which netted the farmers of Eastern Washington \$300,000 a year as a result of the commission's order; handling the interurban rate case on the electric line between Seattle and Tacoma; conducting most of the examination of witnesses at the hearings that established the actual physical value of railroads in Washington, and practically conducting the hearing on the distributive rate case which is now in progress. Governor Hay announces that in making the appointment he is merely following out his policy of keeping men in public service who have made good.

The other two members, J. C. Lawrence and Jesse S. Jones, do not have to be reappointed when the new law takes effect, as the law itself provides for their retention.

SWING ROUND THE CIRCLE

Governor Hay Will Visit All Counties in North Central Washington

A tour of the Northwesten counties of the state will be made by Governor Hay on the invitation of many prominent men of that section. Starting from Newport, the county seat of Pend d' Oreille county, under the guidance of S. J. Appleman he will go up the Pend d' Oreille Valley and will return to Newport probably in about a week. From there with Senator W. A. Anderson he will make a trip through Stevens county visiting practically all the towns and cities; he will then go to Ferry county, stopping at Republic and Curlew and other places and from there he will go by the Spokane Falls and Northern railroad into Okanogan county, where, although his trip is not definitely planned, it is probable that he will visit Moulson, Oroville, Loomis, Conconully, Okanogan, Brewster, Pateros and perhaps Twisp, before going down the river to Wenatchee. The friends of the governor have long been urging him to make this trip. He has not visited this section for many years although he is well known in all the counties through which he will travel.

Takes Dramatic Reporter to Task

Editor of The Echo: I want to say in regard to the criticism, in a recent issue of The Echo, of the recital at the Opera House May 5, that it was considered rather unfair by many parents and friends of the little folks, who participated. The writer of that article suggested "more simple numbers." Now, their daily work at school takes in the lighter, easier line of oratory, whereas, elocution takes up the many different phases of the work, and the recitals are given for the sole purpose of allowing the parents and friends of the little folks to ascertain for themselves, the advancement the children have made. Any child can stand up and recite a simple childish piece, but unless they are taught or are unusually talented, it is very hard for a child to impersonate an adult, and the children gave imitations at the last recital that might have taxed the efforts of grown-ups. Inasmuch, as they are children whose ages range from five to fifteen years of age, it seems to me they all deserve great credit for the ambition they displayed, in wanting to depict the life of their elders. For a number of years there was an organization called "The Pollard Lilliputian Company," of Australia, composed of 50 boys and girls, ranging in years from four to eighteen, they produced all the latest comic operas such as "Wang," "The Burgomaster," "The Belle of New York," "The Runaway Girl," "The Toy-maker" etc, and they were exceptionally fine and drew crowded houses all over the world. Now, those little children gave a reproduction of life as it is, and I'm sure if the writer of the article, in the recent issue of The Echo, had ever had the pleasure of witnessing one of their performances he would have enjoyed it, and would not think the parts assigned them beyond their years. The sketches etc. used at the last recital were put on especially for the public, to see and judge the capabilities of the pupils studying in this line of work.

MRS. MABLE HUTCHINGS.

Forest Supervisor Sylvester says approximately two hundred thousand sheep will find summer range in this vicinity. Already many flocks have come in and others are on the way. The familiar sight of packing outfits have been in evidence for the past few weeks. Such veteran flockmasters as Hendricks Brothers and Henry Treadwell are again circulating among old Leavenworth friends.

Man is disposed to believe that while he helps others, no one ever helps him.

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ALL OVER THE NORTHWEST

Exhibit Train to Call Attention to Resources—Rice Growing on Pacific Coast—Lumber Orders From Australia

The land about Willapa Harbor may soon be growing rice. Large tracts are said to have been purchased lately for this purpose. Experts are reported to have found the soil so well adapted to rice culture that it will grow as fine a product as the Texas and Louisiana fields.

Puget Sound and Columbia River mills share in a large lumber order recently placed for Australian buyers. A total of 12,000,000 feet is included and about half will be supplied by Sound mills. Such a purchase is expected to have a good effect on the somewhat dull lumber market.

Oregon and Washington will be bound together with another link of steel soon, for work is progressing favorably on the new Oregon Trunk bridge across the Columbia at Celilo. Carloads of steel for the superstructure are arriving daily. The bridge will cost \$2,500,000 and will be completed next September.

Washington is to be an integral part of the Panama-Pacific International Exposition to be held in San Francisco in 1915. The promoters intend to make it benefit the entire Pacific Coast. During the exposition a series of excursions will be run to Washington and Oregon, under the auspices of the fair management, for booster purposes.

The formal opening of the new Oregon-Washington Railroad & Navigation Company passenger station was observed last Saturday in Seattle. The event was notable because Made-in-Washington materials were largely used. From an architectural standpoint the structure is impressive. It is compactly arranged, so as to facilitate train operations. The improvement is in keeping with the betterment that this road is making all along its lines.

Substantial cash prizes are to be offered amateur aviators flying in a competition to be held during the week of Seattle's Golden Potlatch. Seattle's crop of embryo bird-men are already hard at work upon their inventions along this line and machines all over the Northwest will be invited to join the competition. In order to diminish the danger of serious accidents as much as possible, a committee of experts will pass upon each machine and operator before it is allowed to leave the ground.

All the lumber manufactures west of the Rocky Mountains plan to get together under one head. Already, the three strongest associations in Washington, Oregon and British Columbia have joined forces, with headquarters at Centralia. The purpose is to get better control of the situation; not from any improper motive but to put the industry on a firmer business basis. It has been recommended that the Northwest be divided into eight districts, namely: the Willamette River Valley, Columbia River Valley, Grays Harbor, Willapa Harbor, Southwestern Washington, Seattle, Tacoma, Everett, Bellingham and British Columbia.

The whole Northwest is interested in the inauguration of through passenger service on the Milwaukee Railway, which is scheduled to begin Monday May 29. At that time, trains will be started from Chicago and Seattle simultaneously, each one headed for the other city. This event will mark the completion of another transcontinental railroad from Puget Sound to the East. It is to be known as "The New Steel Trail." Two trains will be run each way daily. The running time will be 72 hours each way. The equipment for this service cost \$2,000,000 and is entirely new. Already, the Milwaukee is doing vigorous exploitation work to build up the land along its lines, thereby becoming a vigorous and welcome force.

If you are on the down-hill line make haste to get a transfer.