

ANOTHER TRIUMPH SCORED BY FIGMAN

Many Curtains Prove Popularity of "Mary Jane's Pa."

Debonair, irresponsible, quick to dismiss every serious fact by turning it into the channel of humor, Hiram Perkins, as interpreted by Max Figman, is a wordless chap who causes no end of trouble for Portia Perkins and nettles everybody by his philosophical humor and his intimacy with poetical quotations. But as his truer nature was aroused and revealed under the sweet influence of Mary Jane the affection excited for him in the big audience that filled the Hellig on the opening night of "Mary Jane's Pa" was expressed by the many curtain calls.

BRITISH MARQUIS LOOKING FOR A JOB

Queensbury Hasn't Found What He Wants but He's Still Searching.

(Publishers' Press Leased Wire.) New York, Aug. 21.—The Marquis of Queensbury has not yet found the job he came to America to look for. He is studying America and Americans—and has made some interesting discoveries.

"I was not all prepared to be rushed as I have been," he declared. "I thought I could land here quietly enough and avoid notoriety until my plans had begun to shape themselves; but I have given up. Why, you Americans ought to have an aristocracy of your own, you approve so strenuously of European aristocracy."

"That's a queer thing to say, I s'pose. But I don't really believe America will be the country she is destined to become until she has."

PANAMA STEAM SHOVEL ROUTS OUT CROCODILES

(United Press Leased Wire.) Washington, Aug. 21.—Workmen on the Panama canal have encountered two 15 foot crocodiles—the first that have been seen in Central America for many generations—and each is between 2,000,000 and 4,000,000 years old, with seven full sets of teeth on the upper and lower jaws. The crocodiles were routed out of their hiding place about two weeks ago by a steam shovel working in the Culebra cut, and are now on their way to the National museum at Washington.

Bad Indian Johnny Caught.

(Special to the Journal.) Aberdeen, Wash., Aug. 21.—Johnny Shale, the Quinault Indian, who became drunk maddened and held up the town of Taholah on the reservation, defying all attempts to take him a day or two ago, has been arrested at Hoquiam, and is being held pending instructions from Superintendent Johnson of the Customs agency. When he left the agency he still carried his gun, and threatened to shoot anyone who interfered with him.

Shoaf's Father Summoned.

(United Press Leased Wire.) San Antonio, Texas, Aug. 21.—In response to a message that in his son, George F. Shoaf, a Socialist writer for the Appeal to Reason, who has been investigating the McNamara cases in Los Angeles, has been killed there, George C. Shoaf has left this city for the coast. Shoaf has been informed that his son was slugged in the California city and his body thrown into the ocean.

Waterways Issue Discussed by Expert

Development of Rivers and Harbors Said to Be Needed for Growth and Continued Prosperity of Any Country—What England Has Done.

In the publication today of a review of the work of the British royal commission on waterway transportation The Journal completes the series of articles from the pen of S. A. Thompson of Richmond, Ind., on the subject of "Waterways as Creators of Prosperity."

By S. A. Thompson.

The conclusions reached and the recommendations made by the royal commission of Great Britain and Ireland are not without interest and significance to the people and the government of the United States. That commission was appointed to seek a remedy for the depression in British trade and industry, which is especially evident in the Midlands, once the greatest manufacturing region in the world. One great factory after another has left its former location, which at most was only 85 miles from a harbor, and sought a new location on the seacoast. This was not a matter of choice, but of compulsion, for the owners found themselves not only beaten in the markets of the world, which they once had dominated, but even shut out of the market of London, only 100 miles away, by manufacturers in the heart of Germany, 500 miles farther away—but with water transportation available all the way.

Canals Are Studied.

The royal commission studied the canals and inland navigations of the United Kingdom and found a great, connected waterway system, with channels which have been continually deepened, widened and improved, so that they could accommodate larger and larger boats and carry an ever increasing traffic. They found the valleys of these streams shown thick with thriving industries and filled with prosperous cities, some of which, as Frankfort did, grew more in one brief score of years after the coming of the waterway than in a thousand years before. And as a natural, inevitable and invariable result they found, in every country visited, that the busiest and most profitable railways were those which lay closest to, and co-operated most fully with, the waterways.

They studied the canals and inland navigations of Great Britain and Ireland, and found, not a system, but a jumbled collection of odds and ends of waterways, no two sections having the same width and depth; all of them too narrow and too shallow for modern needs; most of them unimproved since 1830; all of them strangled by obstructions; some emasculated by adverse railway control of strategic sections; some lying derelict and abandoned, crushed by unfair railway competition. They found, not growth of trade and industry as on the continent, but decay, as told in a preceding paragraph, and, as a natural and unavoidable consequence, a steadily decreasing rate of dividends on railway capital.

Exception to Rule.

But there was one striking exception to the general rule, one bright spot in the gloomy picture, and that was in the vicinity of the Manchester ship canal. A brief and imperfect outline of the effect on Manchester has already been given, but it should be said that the six or seven million tons of traffic which have been developed at this new made port were not stolen from Liverpool. That city, with the object of holding the trade built up through centuries of effort, made repeated reductions in its dock and harbor dues. In spite of these reductions—possibly in part because of them—her traffic grew faster

than ever, so that in the 12 years immediately following the opening of the Manchester canal the revenue of the port of Liverpool increased more than five times as much as during the same length of time preceding that event.

The British royal commission learned from their studies that the influence of no other one thing penetrates so deeply into the very heart of industry and trade as does that of transportation. They learned that in the great race for commercial supremacy the position held by any nation depends chiefly upon the character, the efficiency and the economy of the transportation facilities with which it is provided, and that in the last analysis national existence depends largely thereon. They learned, beyond all doubt or question, that waterways are creators of prosperity for cities, states, nations—and railways.

May Issue Bonds.

They recommend: That a permanent "Waterway Board" be created, which shall be made up, not of legislators with countless other calls upon their time, but of experts who shall give exclusive and continuous attention to its work.

That this board be empowered to issue bonds to provide the needed capital.

That all the inland waterways of the United Kingdom be acquired as speedily as possible and placed under the control of the board.

That the first step should be the construction, at an estimated cost of about \$100,000,000, of two great waterways extending from the Mersey to the Humber, lying across the Midlands like a gigantic letter X, with branches which would shorten the routes from north to south and from east to west.

That a comprehensive plan be formed, and carried to completion as fast as funds become available, which shall extend a connected system of modern waterways to every part of Great Britain and Ireland, so that the manufacturer of the United Kingdom may be able to compete on even terms with the manufacturer of the continent in the markets of the world.

Details differ in our own country, but the same principles apply. There is chiefly a problem of canals, ours chiefly a problem of rivers. (It goes without saying that in both countries there will be continued development of ocean harbors—with the addition in this country of the channels and harbors of the lakes.)

Permanent Board Needed.

There is a problem of arresting decay, ours a problem of hastening development. But we, the same as they, need the permanent board or commission of experts, the comprehensive plan, the complete, connected system of waterways, and the bond issue in order that the needed work may be pushed to speedy completion.

The growth of the United States has been wonderful. But that growth is not finished, it is scarcely begun. If we shall have the wisdom and the courage to supplement our magnificent railway system with a splendid system of inland waterways, all the growth of the past will be but as a prologue to the mightiest drama of national development which the world has ever seen. If, by the improvement of our waterways, we make possible the utilization of all the multitudinous resources with which a bountiful providence has endowed us, it needs no gift of prophecy to foresee the speedy coming of a day when America, dowered with illimitable wealth and girded with resistless power, may stretch forth her hand and say to all the warring tribes of earth, "Henceforth there shall be peace."

21 Y. M. C. A. BOYS OFF FOR SUMMER OUTING

Twenty-one boys under the leadership of J. C. Meehan, one of the assistant secretaries of the boys' department of the Y. M. C. A., left on the steamer Monarch at 7 o'clock this morning for Astoria. From which point they will start on their tramp down the coast to Bayocean and then east up the Wilson river road to Forest Grove. They will take the train from Forest Grove for Portland on their return and expect to arrive in Portland September 2.

The original plans were to take the Y. M. C. A. launch to Astoria, but it was found that it would be more expensive getting the launch back to Portland than going by steamer. A pack horse will be taken along to carry some of the camping outfit and each member of the party will have a knapsack. Everything necessary will be taken along, but the boys will have to forego all luxuries. G. H. Johnson and C. G. Raymond of the Y. M. C. A. will also accompany the party.

AVIATOR ROBINSON TO ARRIVE TOMORROW

(Special to the Journal.) Astoria, Or., Aug. 21.—Mechanician Will J. Shackelford, from the Glenn Curtiss aeroplane factory, arrived in Astoria yesterday afternoon, bringing with him a hydro-aeroplane and an aeroplane, which Aviator Hugh A. Robinson will use in his flights here commencing Wednesday.

"Robinson left Chicago Saturday," said Shackelford. "I started ahead. He will arrive here Tuesday. Astoria is an ideal place for the flights. He will make his water flights from a barge which we will have anchored in the harbor. Robinson is the nerviest 'bird-man' flying, and his flights will be truly astounding. He may attempt a flight to Portland, but that will depend upon weather conditions, although he told me he would like to attempt to meet the Portland newspaper men and accompany their special train when they come on August 25."

Robinson believes in the fetish of the supposedly unlucky number "13." He has his machines all marked "13." He has been killed there, George C. Shoaf has left this city for the coast. Shoaf has been informed that his son was slugged in the California city and his body thrown into the ocean.

"JIM HAM" LEWIS HAS EYE ON TOGA

London, Aug. 21.—Colonel James Hamilton Lewis of Chicago, former congressman and defeated Democratic candidate for governor of Illinois—whom Speaker Champ Clark called "the biggest dude in the country," because he has a necktie of a different tint for every day in the year—recently returned to London from Madrid, where he has been projecting a railway. He has returned in high spirits.

Colonel "Jim Ham's" raiment is more radiant even than when he combated "Bathhouse" John Coughlin for senatorial supremacy in Chicago. He fairly makes the streets dazzle when he walks down the west end and his presence revives a dying season and suggests again the glories of the coronation decorations. His famous "pink" whiskers are a joy.

Colonel Lewis was full of his attitude. The colonel said he may decide to run for the United States senatorship of Illinois as soon as a vacancy occurred. Concerning the arbitration treaty between the United States and Great Britain, he said: "I distrust both the spirit and the intention of this agreement. It varies only slightly in language from a similar understanding we have had seven times before and I cannot forget that while three of them existed England exerted both sentiment and assistance against America. When we had civil war England was willing to aid in attempts to disrupt the government; so she was when we were at war with Spain."

The colonel is a native of Georgia but was a representative in congress from the state of Washington. Subsequently he moved to Chicago and became corporation counsel there.

EARS NOT STOMACH CAUSE MAL DE MER

New York, Aug. 21.—Dr. Julius Auerbach, who has spent nine months at the University of Vienna, returned yesterday by the North German Lloyd liner Bremen, confirmed in his belief that seasickness is not due to stomach disorder but to irritation of the semicircular canal of the inner ear. This is a theory that has been known for some time to specialists, and Dr. Auerbach believes that Professor Alexander Dalkinik of the University of Vienna has proved it. The doctor says that the function of the semicircular canals is to maintain the equilibrium. When they are irritated, their owners have all the symptoms of seasickness. The doctors of Vienna found by experimenting that a child in whose ears the canals had been destroyed could not be made seasick and that animals without the ear canals were unaffected by seasickness. Dieting before a voyage, therefore, could not prevent seasickness. The doctor said no remedy had been found.

The Socialists of Massachusetts have nominated a complete state ticket, headed by James P. Carey, of Haverhill, for governor.

Men's Suits on Sale

Regular \$15 Men's Spring Suits at \$11.85

Regular \$20 Men's Spring Suits at \$14.85

Regular \$25 Men's Spring Suits at \$17.85

Regular \$10 Men's Spring Suits at \$7.85

New Arrivals of Men's Fall Suits Now Shown

When You See It in Our Ad—It's So

MOYER

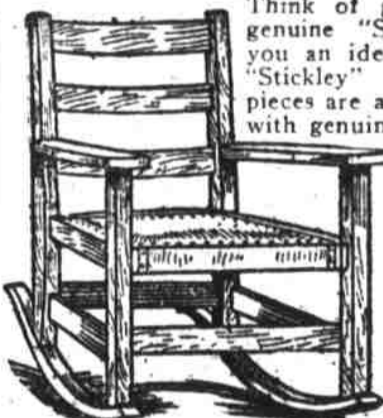
First and Morrison First and Yamhill Second and Morrison Third and Oak 89 Third

Are You Obtaining Your Share of Bargains From This Great

August Clearance Sale?

The goods are going at remarkably low prices and hundreds of new and satisfied customers made every day. Don't miss the opportunity.

Stickley Rockers, Chairs and Settees at Special Prices

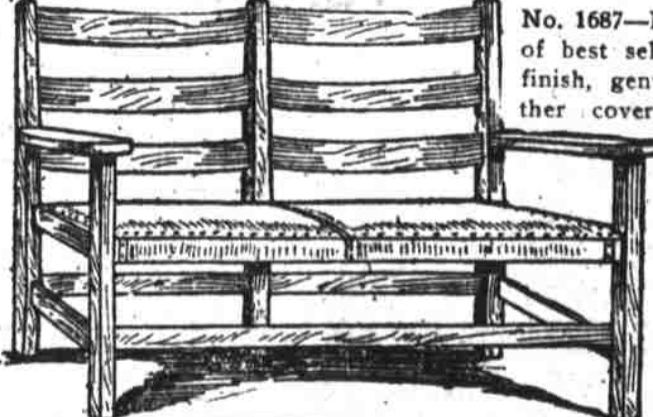


Think of getting great reductions like these on genuine "Stickley" furniture! The cuts will give you an idea of these goods, but you know what "Stickley" means for style and quality. These pieces are all in solid oak, fumed finish, upholstered with genuine Spanish leather.

This Stickley Rocker for \$8.75

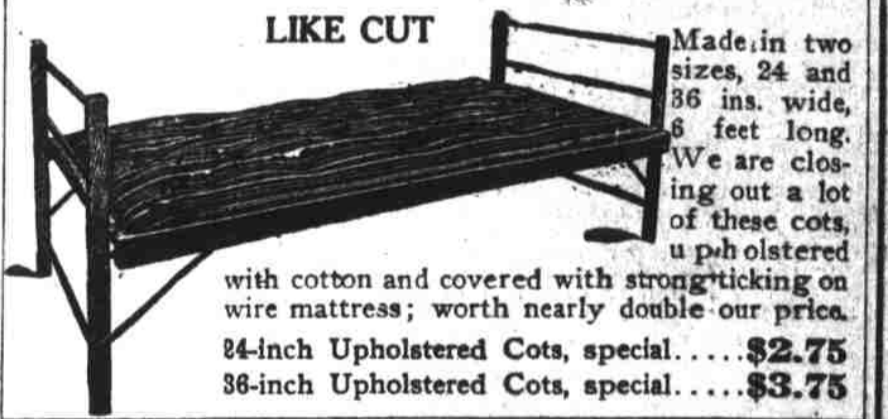
No. 1565—Made like the cut, by the Chas. Stickley Company; seat has strong steel supports and is covered with genuine Spanish leather; solid oak, in the popular fumed finish. These rockers sell regularly at \$12. Our August sale price is only \$8.75. Chairs to match at same price.

This Stickley Settee for \$15.75



No. 1687—Made like the cut, of best selected oak, fumed finish, genuine Spanish leather covering over strong steel spring upholstery. Regular \$20 value, August Sale price, \$15.75

Upholstered Cot Special



LIKE CUT

Made in two sizes, 24 and 36 ins. wide, 6 feet long. We are closing out a lot of these cots, upholstered with cotton and covered with strong ticking on wire mattress; worth nearly double our price.

24-inch Upholstered Cots, special... \$2.75 36-inch Upholstered Cots, special... \$3.75

A 54-Piece Dinner Set for \$4.65



Fine decorated semi-porcelain. Fifty-four pieces in the set. Your choice of three decorations. One of the greatest bargains of this August Sale. And look at this—Six 7-inch Plates, Cups and Saucers... 75¢ Plain white semi-porcelain. Tuesday only.

Lowest Prices at Gevurtz



First and Yamhill Second and Yamhill

Easiest Terms to All the People

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