

THE JOURNAL
INDEPENDENT NEWSPAPER
Published every evening (except Sunday) and every Sunday morning at the Journal Building, 225 Fifth Avenue, Portland, Or.

DEPENDENT PORTLAND

Portland is to be a seaport it ought to be a seaport. A publication recently issued by the shipowners of the Pacific coast catalogues 125 to 150 steam schooners which operate in the Pacific trade.

Here is evidence of the backwardness of Portland in doing those things that strengthen her claim to distinction as a seaport city. The vessels built of Oregon materials and supported by Oregon traffic pay good dividends or they would not be built.

The weightiest local issue before Portland at this time is her transportation and her relation to her transportation. The greatest opportunity that lies within the grasp of Portland is involved in the issue of whether or not this city has the capacity to solve the transportation problem right.

The Astoria handicap must be removed. The rates for northwest products down the Columbia must be fixed on a basis of a downhill haul instead of on a basis of an overmountain haul.

ZONAL POSTAL RATES

It is said that the house committee on postoffices and post roads will recommend a commission on inquiry as to whether a reasonable flat rate for universal parcels sent on this continent can be profitable, and if so what that rate should be.

LIMITED WAR

FOR several months Italy has been waging limited war with Turkey. The net result has been to keep a running sore open in both countries, and to fill the hospitals and empty the Italian banks.

CITY GARDENING

PORTLAND is coming into her own. This city is almost, if not quite, without a peer in the individual homes, each on its own plot, each the care and pride of its owner.

children a direct, personal, and eager interest in the 40 or 50 feet square of fertile ground. Now this has come, and every schoolhouse, is, or it should be, the inspiration of the children's labors.

Much has been said, but not too much, about the vacant lots that are being, and will still be, turned over for the children's gardens. But the good influence plays at no fences, and should begin at home.

MR. HICINBOTHAM'S LETTER

A GAIN Mr. Hicinbotham is in error. He has not read the proposed road bills. He thinks "state-aid" means a state highway. This is made clear in his article in The Journal yesterday.

NEGLECTED OREGON

THE total gold output of Oregon since the beginning exceeds \$100,000,000. This is the record at the United States mints. Nobody knows how much gold has been carried away in buckskin sacks and credited to other states.

We know but little about the gold possibilities in Oregon. All we know is that about \$100,000,000 in placer gold has been taken from the beds of creeks and deposits along their banks.

We know little about the geological deposits of Oregon. We know nothing about our geological possibilities. We are doing the amazing act of shipping Bedford stone all the way from Indiana for use in Oregon buildings, though it is certain that there are literally mountains of all kinds of building stone of the finest character in the state.

All we know about gold possibilities is in the finds that have been made by individuals, little skilled in the lore of geology. All we know of the geological deposits is that which has been picked up here and there from the outcroppings by persons acting in an individual capacity.

How Women Use Ballot

Union, Or., March 23.—To the Editor of The Journal.—In reply to "Not a Suffragette" in your issue of March 22, I am glad to hear that you are not a suffragette. I have been an advocate of woman suffrage for about 45 years, and have lived to see it become one of the most popular and progressive issues of the day.

Lack Backbone

Oak Grove, Or., March 21.—To the Editor of The Journal.—A textile worker at Lewis and Clark was asked by the mill manager 1911. If such men had more gumption and would quit such jobs and get out and look for something better, they would undoubtedly find it.

Opposes Women Voting

Portland, Or., March 19.—To the Editor of The Journal.—Responding to Mrs. M. J.'s letter and call of March 18, I am delighted to learn that there are some women broad minded enough to look out for the best interests of the community, and to protect their husbands and children against the danger of "women voting."

the storm clouds will blow over. The trouble with the Italians is that they have the Turkish wolf by the ears and see no way to let go. If the Italian fleet bombards Constantinople or Salonika the problem of the near east will be opened on the spot.

Confiscation

Portland, Or., March 25.—To the Editor of The Journal.—The confiscation of the state's tax would prove a confiscatory should not be ignored. It is of quite natural. Its most persistent advocate first held that opinion (to be more exact, he held the opinion) in buying vacant lots.

SUEZ LOSES PANAMA GAINS

ONE of the greatest experts on naval architecture, Professor I. H. Biles, writes that a vessel of 700 feet in length offers 20 per cent greater economy in transportation, as compared with one 500 feet in length, provided that the draught is increased in proportion to the length.

Call it what one will, single taxers term it confiscation, and that is what they are fighting. Will those who claim to be against confiscation—against the taking by those who do not earn what they do earn—join forces in the cause?

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them by carrying Oregon products. What is this we hear about "Oregon First"? What about the familiar slogan, "Made in Oregon!"

Letters From the People

(Comments sent to The Journal for publication in this department should not exceed 500 words in length and will be responded to by the name and address of the sender.)

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE. Destructive floods are one of the first signs of spring break east. Party enthusiasts are mostly men who have a political job or hope to get one.

OREGON SIDELIGHTS

There is only one prisoner in the Wasco county jail. A manufacturer of canvas gloves is arranging to establish a factory at Newberg. Sheridan Sun: Grand Ronde has an Indian band of 15 pieces composed entirely of Indians, except three.

SEVEN ROMANTIC MARRIAGES

John Calvin. John Calvin selected his wife, as he did everything else, in the most matter of fact way. When Calvin's friends were urging him to choose a wife, and were kind enough to give him many suggestions as to the kind he should select, they did not alone stop at that.

Pointed Paragraphs

A rolling stone gathers some hard knocks. Small men feel big when standing on their dignity. It's his running expenses that keeps many a man behind.

The Old Songs

The modern airs are cheerful, mellow and sweet, we hear them sung and whistled all day upon the street. Some hitting lusty ditty that's rollicking and may win gain the public favor and hold it for a day.

Why Fence This Park?

Portland, March 25.—To the Editor of The Journal.—For the satisfaction of the taxpayers and the edification of the public generally, will the park commissioners, or whoever is responsible, take us what good and sane reasons they have for constructing such a fence as they are now building around Columbia park?

A Mammoth Calls Lily

Crawfordville, Or., March 15.—Mrs. Harry Allen, of this place, has a call of the fence mender. The one belonging to William McCaleb, mentioned in the Tuesday issue of the Semi-Weekly Journal, it stands four feet nine inches above the ground. One foot measure is 15 inches long by 1 1/2 wide. The lily is now blooming.

Carries Knife Fifty Years

Myrtle Point, Or., March 22.—To the Editor of The Journal.—I saw in The Journal that a man has a jackknife that he has had for 50 years. Now, I have a knife that I got when I was 14 years old, and I am 64 now. I bought the knife of Alec Boon in Greensboro, Pa., and have carried it across the continent, not the Walker, but the handles for dead, and the blades in the hands for alive after the first were worn out. It is a fair knife yet. Z. T. JOHNSON.

John Spargo

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Isthmian Canal Tolls

From the San Francisco Chronicle. Presumably our eastern exchange represents the eastern point of view in respect to canal tolls, which to a large extent are necessarily the views of congressmen.

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