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THE LIVE MAN'S WAY

PORTLAND is either going to be a seaport, or it isn't. The issue will be largely determined by the acts of Portland men.

There is not an important inland port in the world that was made a port by the act of nature. The original Thames was scarcely deep enough to float a schooner, but London is the busiest port in the world.

The same is true of Rotterdam. It is true of Antwerp. It is true of Hamburg, 93 miles inland, and the greatest port on the continent of Europe.

The way to make Portland a seaport is to use it as a seaport. It cannot be a seaport without ships. It cannot be a seaport without ocean lines.

It cannot be a seaport of distinction so long as Portland's Alaska trade and Portland's oriental trade go via Puget sound. It is the steamship lines that determine whether it is or is not an important port.

40.18, longitude 53.40. The Anna Rocks are in latitude 39.30, longitude 50.30. The Hamilton shoal is in latitude 40.25, longitude 54.28, and the Ryder shoal is in latitude 46.30, longitude 49.35.

THE BONUS

ARGUING the inferiority of Portland as a seaport and the superiority of other Pacific ports, F. E. Edwards, 1931 East Main street, Portland, says: "The Journal declares openly that if Portland does not give a bonus she cannot command any oriental business."

The bonus is believed to be necessary at this time chiefly because Portland's former premier ship has been allowed by neglect to go to ruin. The late steamer line was a losing business so far as Portland was concerned.

The Waterhouse line is primarily a Seattle line, and it was never run as a strictly Portland line. Portland was an annex Waterhouse ships frequently left Portland with Portland flour exporters standing on the wharves appealing and begging for room for a shipment on the vessel.

The line was never managed with the idea of building up a Portland business. The Harriman railroad which arranged for it to make Portland, owns the Pacific Mail, running out of San Francisco.

It is another grave phase of the present Portland situation. It adds mightily to the stress Portland is under with no line to the orient.

THE PORTLAND TRADE CRISIS

FEW know it, but the very life of the milling business almost hangs on oriental trade. Even the country mills are almost universally forced to sell a part of their flour in the orient.

LETTERS FROM THE PEOPLE

(Communications sent to The Journal for publication in this department should be written on only one side of the paper, should not exceed 300 words in length and must be accompanied by the name and address of the sender.)

NAMELIST VIEW OF ROOSEVELT. Portland, Or., Aug. 1.—To the Editor of The Journal—"Observer," in the Journal of July 29, put 10 questions squarely up to the laboring firms of this city and state, when he said to "Subscribers that he will have to be satisfied with conditions as they are, and that unless he and others change their politics and vote for the real third party, the Socialist party, and get the grafters out."

THE STRAPHANGER'S COMPLAINT. Portland, Or., July 30.—To the Editor of The Journal—I have just read B. S. Josselyn's statement wherein he states that he has never seen a straphanger.

HIGHEST ON RECORD. IN the Portland stock yards yesterday a beef steer, sold in the ordinary course of business for the block, brought seven and a quarter cents a pound.

VINDICATING BRYAN. NO more dramatic occurrence ever transpired in an American political convention than was the introduction in the Baltimore convention of Bryan's famous resolution denouncing Ryan, Belmont and Murphy.

A GAME OF WOLFPULLING. Portland, Aug. 1.—To the Editor of The Journal—At last, after more than two years, Portland begins to realize that there has been a steam roller at work in Oregon.

COMMENT AND NEWS IN BRIEF

SMALL CHANGE. This will be noted as the thunder and mad dog summer. One can live on about nothing—water, salt and potatoes.

OREGON SIDELIGHTS

Big preparations are being made for the W. O. Log Towing at Log City on August 22 and 23. This is the third annual rally at Langlois.

SEVEN FAMOUS CALENDARS. Mexican Calendar Stones. The most interesting and unique of all the methods of calculating time is exhibited in the Mexican calendar stones.

STAND BY OUR OFFICERS. Portland, Or., Aug. 2.—To the Editor of The Journal—Many things have been said in our newspapers depicting the mistakes of some of our police officers, making it appear as though every day some one needed the restraint of men.

OUR OLD FRIEND MARY. MARY had a little dog. Until one day the brute got gay and bit her on the limb.

TANGLEFOOT. OUR OLD FRIEND MARY. MARY had a little dog. Until one day the brute got gay and bit her on the limb.

Most Important Bill Before Congress

By Joseph E. Ransdell, President of the National Rivers and Harbors Congress. "Act to Provide for the Opening, Maintenance, Protection and Operation of the Panama Canal" (H. R. 21,898), is, in some respects, the most vitally important piece of legislation which has been before the congress of the United States in the past 30 years.

Section 5 of the bill exempts from the payment of tolls vessels engaged in coastwise trade of the United States, vessels of American registry engaged in foreign trade, provided that the owners allow such vessels to be taken and used by the United States in case of war or other public emergency, and vessels belonging to the government of Panama.

There may be room for an honest difference of opinion as to our right to exempt American ships engaged in foreign commerce from the payment of tolls, but we are obliged to accept any interpretation which Great Britain may place upon the treaty? It is not also the right of the congress of the United States to interpret the provisions of the treaty, and its duty to legislate in accordance with that interpretation?

Railroad controlled boats are prohibited from passing through the Panama canal if doing a purely coastwise trade, but are allowed to pass and to handle the cargo to the extent of half their cargo if on the way to or from oriental or European ports. Would the sole and inevitable effect of this amendment be to give the transcontinental lines a monopoly of coast-to-coast traffic both by water and rail?

One of the most important features of the bill is contained in the latter part of section 11, which gives the interstate commerce commission authority: (a) To order the construction of tracks connecting railroads with the docks of water carriers and to determine the terms and conditions on which such tracks shall be operated;

We believe that the portion of the bill providing first, that no tolls shall be charged at the Panama canal to American ships engaged in coastwise trade, and second, giving the interstate commerce commission authority to regulate the relations between carriers by water and carriers by rail should be retained; and that the portion prohibiting the ownership of control of water carriers by competing railroads should be restored.

Some carpenters do better work on the stage than some actors. Every girl figures on playing the star part in a wedding one day. Probably no one regrets the fact that we can die but once, unless he be the undertaker.

Pointed Paragraphs

Some carpenters do better work on the stage than some actors. Every girl figures on playing the star part in a wedding one day. Probably no one regrets the fact that we can die but once, unless he be the undertaker.

Give a man the little he wants here below and he'll be the little he wants there. Perhaps patent medicine men fill their almanacs with ancient jokes to show their skill in prolonging life.

Great wit is said to be akin to madness, yet we never hear of a man going about boasting of his superior insanity. How it must jolt a mother when the son she thought was tied to her apron strings gets tangled up in some girl's shoe strings.

If a woman knows how to manage her husband she also knows how to keep him from knowing that she is doing it. A female philosopher says that as long as a woman can keep out of a man's reach she can keep him thinking she is worth reaching for.

Tanglefoot. OUR OLD FRIEND MARY. MARY had a little dog. Until one day the brute got gay and bit her on the limb.

We had heard she had a dog. Whom she had taught to beg. And that one night, for reasons slight, He bit her on the leg. —Boston Globe.

We knew she had a canine. A bulldog, strong as built. And we heard, too, he at her fawn. And chewed her left hind stail. —Houston Post.