

Green Journal AN INDEPENDENT NEWSPAPER C. S. JACKSON, Publisher Published every day, afternoon and morning (except Sunday afternoon), at The Journal Building, Broadway and Yamhill streets, Portland, Ore.

Investigation of this situation which will be a real investigation and not simply a skimming of the surface or the chasing of a shadow. If it simply resolves itself into search to ascertain to what extent shippers are delinquent in their duties it will be of no consequence.

The investigation should go to the bottom and ascertain to what extent the railroads of the country have in the past three years failed to maintain their equipment to the requirements of business.

It should be ascertained to what extent eastern roads refuse to return equipment to western roads. It should also be ascertained to what extent the operation is inefficient, and finally the investigation should disclose to what extent the railroads of this country are able or unable to handle the business of the country.

It is our opinion, which is simply confirmatory of that expressed by James J. Hill five or more years ago, that the railroads are simply unable to handle the increased traffic of the country.

We have pointed out time and again that the only possible method by which this situation can be remedied is by the improvement and use of the waterways. They are used in every other country and they will simply have to be used in America, as the loss to the shippers of this country even now is running into hundreds of millions of dollars, and will be more.

The railroads in their blindness and selfishness have opposed the improvement of the waterways, based upon the idea that it would take traffic from the rails. The best informed railroad men have known for years that with any considerable increase in traffic the railroads could not handle the business, but rather than have the competition they think will follow the use of the waterways, they have opposed their improvement and would impose enormous loss upon the country, even though they could not handle the business themselves.

The loss to the northwest along this year would have made navigable all the waterways of the northwest, and the losses in other sections of the country are relatively the same. In other words, we are actually facing a crisis, and one that in our judgment must be met without flinching, and a real remedy be found.

terior part of the world need sorely is a strong dose of common sense, surcease of old hatreds, an influx of new ideas, new hopes, new beliefs.

The best thing that could happen to Poland would be a stroke of the peculiar brain affection which destroys the memory. Could that unhappy country and all its neighbors instantaneously forget their dark past and begin the world anew they might have some hope of happiness. But how can they ever keep step with America and western Europe as long as they drag about with them "a body of death" in the shape of ancient grudges, bitter memories, revenge and superstition?

Yesterday's decision by the Interstate Commerce commission further reduces the discrimination between the short and long haul in rate making. Nothing but water competition promises any permanency for the advantage cost terminals hold over intermountain cities, and even that principle is being slowly undermined.

The Columbia river and the ocean more and more stand out as Portland's final trench in defending her position. But what are we doing to use them?

The building boom did not equal in total expenditures for labor and material the totals now being expended in shipbuilding along the Portland waterfront.

America is building ships and replacing those sunk, interned and put to other uses in the war, and is building ships for use in her own swiftly developing ocean carrying trade.

The effort of the American government during the past three years to foster and assist American shipping interests has, along with the war, been a powerful factor in giving stimulus to the shipbuilding industry.

well-born children, but how can they be? It is the people's chance to nervous wrecks, who are always grinding away with no time to spend with their families?

Let us safeguard our rights and privileges as workers. The fourth commandment, though despised and set aside by us as a people, is as binding as when it was given to Mount Sinai, and it was given for all alike. If we put religion out of our lives, we shall decay as a nation as sure as did the people of Rome and Greece.

Another sign of decay is the want of decay in the number of children to be found in each American family, the average of which is three.

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PERTINENT COMMENT AND NEWS IN BRIEF

SMALL CHANGE Thanksgiving dinner prospects are calculated to give the people a chance to the movement back to the farm.

With eastern birds manifesting a disposition to migrate westward, applicants for jobs are plentiful.

The haunting refrain that comes often in these days to the Oregon farmer or dealer who still has a crop unharvested or unshipped is "And the next day it rained."

South Dakota's remarkable new law, designed to give the people a chance to the movement back to the farm.

Miss Jeanette Rankin of Montana, first lady congressman of the land, first lady of the nation.

Rag Tag and Bobjail

Stories From Everywhere. This column all readers of The Journal are invited to contribute original material in verse or in prose.

She'd Have to Drive Some. Jones had the misfortune to get in the way of an automobile driven by a woman.

Now If This Had Been Charlie! A vagrant gust of wind frustrated a daring attempt of E. G. Stackpole, a young life term for murder committed in Los Angeles in 1904.

A Delicate Instrument. Two men were in the dining car ordering breakfast, says the New York Times. The first one said to the waiter: "George, you may bring me two fried eggs, some broiled Virginia ham, a pot of coffee, and some rolls."

What's the Use of Wishing? They were dining off food in a restaurant, according to the Wisconsin State Journal.

A SERIOUS SITUATION

The railroad companies are facing a very serious responsibility in their failure to provide sufficient equipment for the needs of the business of this country.

The National Advisory Committee for Aeronautics has discarded the term aeroplane, suggesting, instead, the use of the word airplane.

It is suggested with some truth that many of the shippers do not load or unload their cars promptly, and that cars are held for storage purposes when they ought to be in use.

At a recent hearing in this city growing out of the car shortage situation on the Southern Pacific in this state, it appeared from the railroad reports that the lumber shippers and many other shippers using large numbers of cars were loading them with the greatest promptness.

The great menace in the situation lies in the fact that the public may be deceived as to the real causes of the shortage, as the railroads are using every means to make it appear that the shortage is largely the fault of the shipper.

IN PORTLAND

The best year of Portland's building boom did not equal in total expenditures for labor and material the totals now being expended in shipbuilding along the Portland waterfront.

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LETTERS FROM THE PEOPLE

Discussions are the greatest of all reforms. It rationalizes everything it touches. It rebuffs the force of the better, and it comes back on its own terms.

Proposed New Election Method. Portland, Nov. 14.—To the Editor of The Journal.—Change of the election system must be made to insure an honest expression of the will of the people at the ballot box.

Oregon's Progressive Editor. Portland, Nov. 13.—To the Editor of The Journal.—Our friends on the other side are heaping encomiums upon certain individuals and generally putting one another on the back because they are not doing it.

It is possible that one vote may decide any election and the title should be as unquestioned for a single vote as the title of a monarch is for a lifetime.

How Oregon Was Served. Portland, Nov. 12.—To the Editor of The Journal.—Someone has said all history is a fib. All the same, it is a noble and useful thing to know what we have done.

THE JUDGE'S SECRET

Ever hear of Boonville, Mo? Probably not. You will not find it listed in any of the state directories because there are not that many people living there.

For the year ended June 30, 1916, the exports of explosives from this county were valued at \$81,000.

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ONE WHO LOVES CONSISTENCY

Monmouth, Ore., Nov. 12.—To the Editor of The Journal.—Last week I was disappointed to find that the people of Oregon had passed the Sunday law repeal measure.

As a man who is rushing madly in the arms of the almighty dollar, which we worship, and we can hardly take time either to eat or rest.

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THIS PRODIGIOUS ELECTION

From the Boston Globe, November 9. What an amazing election! Predictions baffled. Theories smashed. A great nation standing stock still with fascinated eyes fixed on a row of cold figures—figures big with destiny.

Across a continent, from ocean to ocean, millions of minds at tenson-pitch of expectancy, in front of the newspaper bulletins, in the cities, in the back of the village post office, at the crossroads grocery—from little fishing port on the Maine coast to watering tank railroad station on the great plains.

From the Fort Worth Telegram. Ever hear of Boonville, Mo? Probably not. You will not find it listed in any of the state directories because there are not that many people living there.

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WHERE THE FIGHT WAS WON

With Apologies to Arthur Chapman. Out where the smile dwells a little Out where the handclasp is a little stronger.

That's where the fight was won. Out where they do not believe in love, but where they do believe in the power of the handclasp.

Where they bare the sham in the blatt and lingo. Of cash-box statemen and dollar jingling.

Where they gauge at par the Colonel's bellows. Where the hand turns straight, the quick heart mellow.

Where they place the man above the dollar. And spurn the touch of a boss' collar—begin with the ace of spades.