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AN INDEPENDENT NEWSPAPER
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Thereafter three vacancies will occur every two years, to be filled by legislative appointment. The only restriction placed upon the legislature in making these appointments is that it shall consider nominations by the Port of Portland commission and the city of Portland. The bill neither disturbs nor infringes any of the powers now exercised by the port commission.

It should become apparent from this brief analysis that the bill proposes to confer upon seven men, a port commission, authority to pledge the people's credit to an amount exceeding \$10,000,000, that it authorizes them to tax the public more than \$100,000 a year and to do as they like in buying and selling property and in building water terminal properties. Authority so broad really causes the consolidation to appear incidental, the tail of the kite so to speak.

Portland is committed to a program of port development and expansion. On one occasion after the other, Portland people by splendid majorities have declared their will and their willingness to spend money to build a port. Their attitude has not changed. But they will not forget that M. H. Houser retired as chairman of the port commission because he did not believe the commission should "enter so fully into the real estate business" and because he thought the proposed grant of power over-large.

OUR VISITORS

Portland is host to the Travelers' Protective association. From all parts of the United States the traveling men have journeyed to this city, come to confer and to lay plans for their further usefulness. It is not the first time that many of the visitors have been within Portland's gates. They have been here in the past, bringing with them utilities necessary to the wants of the city and its population. They have brought to us those things that aid in building municipalities, and things that afford comfort to the city's inhabitants.

In the wake of the travelers is progress and growth and happiness. They bring the modern labor-saving machinery, the new devices that lighten men's loads, and the latest in comfort providing inventions.

They have become an indispensable part of the commercial structure. The inauguration of rapid and effective distribution marks the growth of the specialty and the general merchandise stores and the advent of the huge modern mercantile establishments with their thousands of employees. Without the distributors, the travelers, many parts of complex modern business could not stand.

Nothing was ever produced or distributed that didn't in some way fill a human need. The ultimate of all work is to aid in happiness. Happiness is the goal of all endeavor, and in this hemisphere, carrying with them their utilities, the traveling men have distributed happiness to the homes of the world.

To them Portland extends the hand of welcome. There is good cheer and geniality wherever the knights of the grip go. There is a career of buoyancy and smiles and good humor and good fellowship. They know how to accept hospitality when it is extended for they are in all their works the exemplars of hospitality. And that is one reason why Portland's doors are wide open to them with the injunction that they are to ask for whatever they want that is not in sight—remembering, of course, that this is a dry town.

BY A HAIR'S BREADTH

A MOTOR truck bound east on Stark street was crossing Fourth Monday morning. An automobile going in the same direction was passing the truck at the intersection contrary to law. A pedestrian crossing the street hurried in front of the truck. The auto driver observed him from his view as he shot past the truck. He stopped directly in front of the automobile. Immediate application of the brakes and a hurried lunge by the pedestrian avoided by the narrowest margin an injury, or perhaps worse. The pedestrian had no warning of the automobile. He didn't expect a machine to pass at an intersection. And even had he anticipated the car, he would have had every right to expect a warning signal. The pedestrian was entirely within his rights—he acted as any person hurrying to work might act. He could expect to cross the street without facing two machines abreast, or nearly abreast. The automobile driver broke the law by passing another vehicle without sounding a warning. And he was in excellent position to break a pedestrian's skull.

Had a serious accident occurred, the automobile pilot would have been in a sorry position before a jury.

THE STATE CHAMBER

Can anyone imagine the tremendous force of Oregon's manpower united in upbuilding the agriculture, the industry and the business of this great state? The Oregon State Chamber of Commerce exists for the single purpose of "hitching the state to its opportunities." This week the State Chamber is bringing to conclusion a campaign for funds with which to finance its useful enterprises.

The thought that with larger support, larger effectiveness will be

given such work as that which has been done during the past year by this organization should be sufficient to stir the impulses of generosity.

WHAT A RIVER DID

ST. LOUIS faced a sugar famine a few months ago. Railroad congestion barred distribution of the product to the Missouri city. Sales had been reduced to almost nothing. Housewives traveled long distances for a pound, even half a pound of the precious carbohydrate. What was to be had was purchased only at sky prices. Eventually it was difficult to secure at any price.

As the tentacles of the famine drew tight about the city, as the population prepared to go sugarless, and while the railroads were helpless, a string of barges were towed up the Mississippi river. They docked at St. Louis, and from them was removed 2,000,000 pounds of sugar. When all other resources had failed, the Mississippi river came to the rescue of St. Louis. Over her broad expanse the barges came. To her, and to her alone, St. Louis owed her sugar supply. It was emergency relief from the flowing Mississippi.

A little later St. Louis' automobile industry was jeopardized by lack of transportation facilities. Cars had been built by the hundreds. The factories had been busy. The cars were great. People wanted automobiles and they had been produced. But they were stored in warehouses. There was no way to move them. The railroads were already overloaded.

As hundreds of thousands of dollars tied up in the cars was threatened, as the factories were on the verge of closing down, throwing thousands of workers out of employment, and as buyers cried for their new cars, the Mississippi again came to St. Louis' aid.

Power boats were puffing down the river, towing strings of barges. On them were rows and rows of automobiles. They were going out to the purchasers. The buyers got their cars. The makers retained their markets and the employees their jobs, and the great sums tied up in cars were released. And St. Louis retained the industry.

For the second time it was the Mississippi to the rescue. She was the burden bearer, the only avenue of transportation. She carried out and in the products. Without her, St. Louis would have lost her automobile industry, and probably other industries. She would have been a town of the second class rather than one of the principal cities of the world. But she had her Mississippi. When St. Louis wanted sugar, the Mississippi brought it. When she had automobiles to distribute, the Mississippi took them. The river was St. Louis' deliverer.

Portland has her Columbia. But the Columbia is not allowed full opportunity to aid the region. The river has not been fully developed. In the inland Empire there is wheat. There is fruit and there is livestock. And there are all agricultural staples. They are often piled up in storehouses and yards until the railroads are ready to carry them. Consumers are demanding them. Markets are waiting for them. But they are at the mercy of the railroads. If there is congestion of rolling stock, the products remain in the inland Empire until the congestion is removed.

But the Columbia can carry them. On the river surface they can float down to Portland and to the sea, and on to the markets of the world. There is no congestion on the river. It is always there, ready to carry the burden, ready to come to the rescue.

It needs development. The shoals must be removed and the obstructions torn out and the channel widened and deepened.

A FREE PRESIDENT

PROFITING from the Chicago experience, there are things that ought to be avoided at San Francisco. The keynote speech should not be a hymn of hate. The vindictiveness of the Lodge attack harmed the cause it was intended to help.

There is no reason for hate to have a place in politics. Hate is what the junkers taught in Germany. Forty years of preaching and teaching hate there brought the world into horrible combat.

We are all going to dwell together in America hereafter. We are fellow citizens of a common country. We recently passed through terrible times and we may have to do so again, sooner than we think. Why attack each other in hymns of hate?

And, passing over the hatreds displayed in the Chicago platform, San Francisco can mightily well afford to prevent a cabal of old guard senators from running the convention. At Chicago, Lodge, Brandegee, Smoot and other reactionary senators, from behind closed doors, determined that they would have a president to their liking.

Mark Sullivan, a well known correspondent, writes of them that "practically every one of the old guard senators took part in, or assented to it." Sullivan says in part, "The influence or intervention of the United States if it would only help to bring them peace under a president of their own choosing." The Mexicans choose as their president some strong and upright man who is friendly to the United States.

Someone ought to film Senator Lodge pacifying Mexico and picking its presidential candidates. Nations are so fond of their own kind that they will do anything to keep them in power. But here, as everywhere else, Mr. Lodge has to turn aside from his nominal subject to rage at President Wilson.

From first to last, the Lodge speech does not contain one constructive suggestion or one word of wisdom. It is a hymn of hate, a sonata of envy, rage and venom. The hatred of words for deeds, of privileges for fair play.

That is to say, they want no Roosevelt in the White House. They want no Lincoln. They wanted no Hoover. They overlook the idea of the framers of our government. The presidency was created as a check. The president was given the veto power to guarantee that he would be independent. The supreme court was created as a check against both the executive and legislative. But the Brandegee and Smoots and Lodges demand that the president shall not be independent. They would make a rubber stamp of the White House, to O.K. their legislation and ask no questions and make them no trouble.

The San Francisco delegates should fall into no such error. No cabal of senators should rule this country. A senate cabal is next door to a king. If a senate group is to both pass legislation and see that it is signed by the president, then why a president?

This country should always have a free president. If the senate rules him the senate is president, and what has the senate of this country ever been, especially in recent months, to commend it to function both as the legislative and executive branches of the government?

The senate of the United States is the seat of entrenched privilege. It is the farthest away from the people. Its tenure of office is long and its old guard contingent defiant. Its idea is that it is wise to keep the people and that it is its duty to govern, not to serve, the people.

The San Francisco convention should yield to no senatorial cabal. The people have a right to expect that one great convention will resist old guardism and that one great convention of delegates will demand that the president of the United States shall be a free agent, shall be independent of congress, as its framers fully provided in the federal constitution.

He would extirpate not only Wilson, but all the Wilson influences.

From the Chicago Journal (June 9). Senator Lodge's keynote speech will not electrify the country at large. From beginning to end it reveals his hatred of President Wilson and his belief that people are too busy and too sensible to sit up nights to hate anyone.

The speech does not lend itself to quotation for it is long and verbose. The interest of the speaker is in his head above the waves of his language long enough to say something like this: "Mr. Wilson and his dynasty, his heirs and his crewbody have served his purposes, must be driven from all control, from all influence upon the government of the United States."

Not only from control, but "from all influence." Everyone associated with Mr. Wilson in putting through the great series of reforms must be driven from the government. Under the administration in bringing the war to a triumphant close, must be cast into outer darkness.

It matters not that the domestic reforms have proved their worth—the federal reserve act alone saved the United States from nation-wide bankruptcy at the outset. It matters not that the war was won under Wilson's guidance, and that European observers declare his ideas and his interest in peace and his attitude toward the world as the best of the victorious armies. All the offenses of Senator Lodge, and all must go.

California, crying out his wish that the Roman people had but one neck which he could slash through at a stroke, was a worthy forerunner of the senior senator from Massachusetts.

A side issue of some importance is worth noting. The Lodge speech is, in substance, a plea for a return to the old tariff. The Lodge speech is, in substance, a plea for a return to the old tariff.

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By the way, Woodrow Wilson is honorary president of the organization known as the Short Ballot League, which is endeavoring to promote a more simplified and effective ballot.

I believe it would be better if the convention delegates were again elected by the people at large by a system of preferential representation, which can be done by limiting the voter to his personal choice and the endorsement of this system General Wood and Senator Johnson would have had four delegates each, and Governor Lowden and Mr. Hoover one each. This would have a tendency to better reflect the sentiments of the voters in the shaping of the platform at the conventions. Also, the portion of the law dealing with delegates' reasonable traveling expenses should be restored, so that these officers would not be a burden on the state.

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COMMENT AND NEWS IN BRIEF

SMALL CHANGE
Now for some sunshine. Even the sun did its bit toward making things warm at Chicago.

Who doesn't remember when all traveling men were "drummers"? And such reputations as they have? My? The Southern gentleman who shipped his big automobile to Portland by express isn't taking any chances on not being able to enjoy Portland's scenery one bit.

There is satisfaction in knowing that there will be plenty of good old Bull Run water for the visiting Shriner, but whether that alone will satisfy their thirst is another question again.

Bend, Or., with a population increase of 31.3 per cent during the last 10 years, is developing into a city of the future. The claims of all other aspirants for fastest-growth honors. And Bend has become one of the liveliest bodies ever formed there.

"For a Greater Hood River Valley" is the slogan adopted by the Hood River Merchants' association and endorsed by the business community in the organization, which, the News-Tribune says, has become one of the liveliest bodies ever formed there.

A storm in the region between Lapine and Crescent last Wednesday, the Bend Bulletin says, developed into the nearest approach to a cloudburst ever seen in this country. No actual damage was reported, however.

While Portland gleams amid decorations and reception programs for a half dozen big national conventions, the order of Eastern Star assembled in state convention at the Hotel Eastman. The convention is one of the several forerunners of the big Shrine convention of next week.

Oscar Hayter, president of the state bar examining board and prominent Polk county attorney, is a guest at the Portland hotel.

Oregon coast towns are represented on the Perkins hotel register by F. W. Nelson and J. W. Carling of Gearhart, W. B. Alderman of Tillamook and George D. Williams of Bay City. From the other side of the continent the Atlantic coast has sent Thomas D. Bennett and her daughter to the Seward hotel. The visitors reside at Staten Island, N. Y.

C. H. Cusick, Albany banker and owner of the finger that is in many of the city's public buildings, is a guest at the Lincoln county seat, is a guest at the Seward.

Mr. and Mrs. Howard D'Mott of New York city and Mr. and Mrs. A. M. Sherill of East Orange, N. J., are guests at the Multnomah hotel, where most of the visiting residents of the city are staying. They are accompanied by the younger generation of Polk county's famous prune orchards and, regardless of the oft repeated complaint of the oldtimers that the fruit is not as good as it used to be, the county's best orchards appear to be those coming into bearing thereabouts.

Mr. and Mrs. Jesse Black Jr., residents of Pekin, Ill., are at the Multnomah. Black was formerly a federal district judge in Illinois.

A. F. Courter and wife, residents of Falls City, Or., are stopping at the Seward hotel. Falls City is rapidly becoming known by the younger generation of Polk county's famous prune orchards and, regardless of the oft repeated complaint of the oldtimers that the fruit is not as good as it used to be, the county's best orchards appear to be those coming into bearing thereabouts.

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The Oregon Country

Northwest Happenings in Brief Form for the Busy Reader.

OREGON NOTES
In the Condon warehouse at present are 600,000 pounds of wool being held for the next wool sale.

The grading signs are again displayed at Hood River but assurance is given that a shipment is on the way.

Miss Edith Dewa of Klamath Falls will have charge of physical for the work in the Bend public schools this fall.

Howard M. James of Enterprise has been chosen successor of J. H. Bonnett as superintendent of Klamath schools.

The state fish and game commission is planning improvements at the hatchery on the McKenzie river above Eugene.

An industrial census of Astoria is being taken by the federal government in cooperation with the chamber of commerce.

The churches of Eugene have agreed to hold union services each Sunday evening during the summer, from July 4 to September 1.

Donald Young, deputy district attorney of Lane county, has been chosen chairman of the county Democratic central committee.

Fred Edwards has been reelected president of the Fossil chautauqua association. The association has made \$100 for entertainments.

Farmer Medical Springs are rejoicing over progress on the reconstruction of the big canal which will reclaim 30,000 acres of the vicinity.

Articles of incorporation have been filed by the Willamina & Grand Ronde Railway company. It is proposed to build a railroad along the Yamhill river.

It is sought to eliminate all objections to the proposed big refuge at Lake Malheur. The refuge will be a national game preserve and will be a big attraction for the state.

The poultry department of the state fair has engaged George W. Wells of the Kosh, Wis., to judge this fall. Edward Wells is a well known poultry expert and is superintendent of the show at the fair.

Complaint that the people of Albany are not properly supporting their enterprise to the state fair has been made by the Women's Civic Improvement club.

Mrs. Doris Benson of Chicago, Iowa Alpha chapter, was elected supreme president of the national convention of the International Order of the Broomstick.

The Washington district is holding a heavy rain. The Loyd Order of Moose in Washington will hold its annual convention at Bellingham.

Frank M. Roberts has announced his candidacy for the Republican nomination for governor in the coming election.

Investigation by the department of justice into the gasoline shortage has been begun at Seattle and Spokane.

The Lewis county Holstein breeders are planning to hold a show at Hamilton, which has been sold, will be increased to double its present capacity of 250,000 per day.

The La Porte Placer Mining company of Vancouver has filed articles of incorporation with a capital stock of \$1,000,000.

The "Prommer Fruit Preserving company" has been officially chosen as the corporation to be formed to preserve fruit products.

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Every one of us shall give account of himself to God. Romans xiv. 12.

THE PORT BILL

It is called the "Port of Portland Dock Commission Consolidation bill."

It was fathered and authored by the committee of 15 which was appointed to devise a method of coordinating the port plans and the port bodies of Portland.

Initiative petitions are now being circulated for the bill in order that it may appear on the November ballot.

It is the average citizen should be informed, the measure designed to authorize what is frequently referred to as the \$10,000,000 Swan Island port project.

But let the average citizen study the measure deeply and ponder upon it carefully.

He will find that it embodies a grant of power to a small group of men more sweeping in its terms, possibly, than almost any other act of legislative or initiative origin in Oregon's experience.