

HOUSER DECLINES HIS APPROVAL OF SWAN ISLAND PLAN

Declaring himself unable to give full support to the proposed Swan Island project as recommended by the committee of fifteen, of which he also is a member, Max H. Houser Wednesday afternoon declined reappointment as chairman of the port of Portland commission. In consequence of this action, the election of officers which was set for this meeting was postponed until the next regular meeting of the commission, June 16.

All members of the commission, which includes Max Houser (chairman), F. M. Warren, George E. Kelly, Phil Metcalf, Jr., Andrew Porter, J. D. Kenworthy and H. A. Sargent, were present.

REASONS SET FORTH

In setting forth the reasons why he no longer cared to serve as chairman of the commission, Houser declared it his belief that the functions of the port commission have to do with the development and maintenance of shipping and commerce, but that they do not include entry into the real estate business.

This afternoon he has to do with the proposed \$10,000,000 port development project recently recommended by the committee of fifteen, for consideration by the voters at the November election. This port plan, in brief, includes the dredging away of a part of Swan Island, the creation of a still water basin where the east channel now runs, the creation of a west channel, the acquisition by purchase or condemnation of the acreage included in Moxie bottom on the east side of the Willamette and of Guilds lake on the west side, the reclamation of these properties into industrial sites with the material removed from Swan Island, and the construction of necessary slips, docks and terminals.

The plan further involves the consolidation of the port and dock commission. The committee of fifteen includes certain members of the port and dock commissions and others named by Mayor Baker.

It has been known for some time that Houser was not in entire accord with the Swan Island plan, and he frankly told his colleagues Wednesday that this fact compelled him to refuse to serve longer as chairman of the port commission.

Concurred action between the Port of Portland and the government has resulted in the approval of Washington. Plans were agreed upon between Lieutenant Colonel J. R. Slattery, engineer in charge of this district, and the commission. A safe channel for vessels drawing 39 feet between Portland and the sea is the plan of the board and the engineer. Dredging will follow each summer fresh so any lumps in the channel will be removed.

Three dredges will be operated by the port and two by the government. Heretofore the port has taken care of the shoals in the Willamette and the government dredges have undertaken the task of keeping the Columbia clear. Now all five will work as a unit and better results are anticipated.

All pilotage charges for vessels in the offshore trade will now be absorbed by the port according to a resolution adopted Wednesday. Towing rates will be advanced to a rate equal to those now in effect on Puget Sound.

E. B. McNaughton was named to represent the board in connection with four other surveyors, who will make an appraisal of Swan Island and adjacent property and report to the committee of 15.

Dredlock rates were increased 3 cents a ton. An increase of 10 per cent in the salaries of dredger and drydock men was ordered.

In explaining to the Journal his refusal to act as chairman of the commission, Houser said:

My motive in becoming a member of

the port of Portland commission and of accepting the chairmanship of that body was to assist in trying to unblock our shipping and commerce.

As I saw the situation at that time, and as I see it today, we have two problems confronting us.

First, to get the entire community interested in the shipping and shipping. It was with this idea in view that we inaugurated the traffic bureau, and I am sure that with the proper spirit of cooperation on the part of the port of Portland and the commission and the community as a whole a great deal of progress can be made in this direction. We can see on a comparison with a year ago, that considerable progress is already being made in this direction, but I feel that we have only just commenced or gotten started.

CHANNEL DREDGING FEATURE

Second, to get our channel from here to the sea in such condition that it can be navigated at all times of the year, day or night, by ships drawing from 30 to 35 feet. In this connection, on investigation, I think it will be found that obstructions in this line are much more acute in the Columbia than in the Willamette river or the Portland harbor proper.

The majority of the members of the port body seem to feel that it was unnecessary or incumbent upon the port commission to embark upon a huge real estate venture. As you all know, I was extremely apprehensive from the beginning of the commission, and did my utmost to try and prevail upon the other members of the port commission to keep their hands off the real estate side, but with the actual needs and necessities, but my appeal was in vain.

PROJECT IS ANALYZED

What I am sure of, if carried out, will entail an expenditure of from eight to ten or twelve million dollars. Then there are yet to be considered the wharves or docks and it will still be in the raw or undeveloped state, as we might say, and I did not do feel that the port commission is acting unwisely to foster and acquire into its hands and practically only plan submitted.

Personally, I feel that before any plan of this magnitude should be recommended to a community, it should have the utmost consideration.

Further, I feel that this commission should give the utmost consideration to the already increased costs of maintaining the harbor and channel facilities and the increase in municipal expenditures and give due cognizance to the present financial conditions.

WARNING IS SOUNDED

We all remember only too well, some 10 or 12 years ago, when Portland seemed prosperous, too many of its citizens were engaged either directly or indirectly in the shipping and commercial activities. In fact, almost forgotten and overlooked—the results of which were only too apparent in the past few years and due diligence should be exercised that the port of Portland commission will not make the same mistake.

Part of this program I am in full sympathy and accord with, but, as a shareholder, I cannot consistently give it my support.

The whole board, I am sure, has the interest and welfare of Portland in a shipping and commercial way at heart, but see it in a different way, but in such a way that it seems impossible to harmonize our ideas, and, in fairness to the board and in justice to myself, I feel that I cannot accept the chairmanship of the commission.

RESOLUTE WINNER OF FIRST TRIAL

By Jack Velock
Newport, R. I., June 3.—(I. N. S.)—Resolute, the favorite, won the first of the America's cup trials here this afternoon. The Resolute crossed the finish line at 2:20:44.

The Vanitie finished at 2:56:06. The time of the race was three hours, 23 minutes and 8 seconds.

Edwards Discusses European Conditions

Paul L. Edwards, United States commercial attaché to the Netherlands, arrived in Portland this morning to discuss trade conditions in the European districts with which he is acquainted with local business men.

WATERPOWER BILL CALLED GREATEST WORK OF CONGRESS

By David Lawrence
(Copyright, 1920.)
Washington, June 3.—In the midst of perhaps the most feverish period of anticipation which political Washington has witnessed in a generation, when attention is fixed upon thoughts of presidential nominations, something has happened of transcendent importance to the industrial and commercial development of the United States.

After 10 years of controversy and debate a conservation measure—the bill that was attempted in the history of the American republic—has finally gone to the White House for the signature of President Wilson.

Both houses of congress have just passed legislation which releases the waterpower of the nation to private development and the president has, thus ending a controversy that was prolonged chiefly because it was little understood. This United States is the last big nation of the world to harness its waterpower for industrial uses.

By simple legislation which leaves power in streams from one part of the country to the other, "white coal," as electrical energy is called by engineers, will suddenly become an important competitor of black coal.

Waterfalls do not strike. Machinery doesn't stop at the behest of a walking delegate.

WEST PROFITS MUCH

And power is made available for industrial development, not merely in the manufacturing East, but in all parts of the West, where hitherto the long haul for coal from Eastern mines has made the building of factories out of the question.

The conservation legislation is the same thing around which Gifford Pinchot and his followers have maintained a constant controversy. Some have contended that the streams of the nation should not be handed over to private interests but should be kept under constant government control.

But the present measure provides that the secretary of war, the secretary of the interior and the secretary of agriculture shall constitute a commission which shall say which sites are to be developed; whether the erection of dams would interfere with navigation of rivers, and what the companies shall pay to the United States government.

WILL PROVIDE PAPER

The private companies are obliged to sell their plants and give up their rights if the United States government wants the property, but the government must reimburse the owners for their investment.

It will probably be two years before the full effect of the new conservation measure is felt, because it takes time for companies to organize and for construction work to be completed.

But the effects of the legislation are bound to be revolutionary. In only the interests of every kind have been back of the measure. It will, for instance, in the opinion of some, help the newspaper interests in the United States by providing electrical energy for newspaper mills and will at the same time

HALFWAY IS AFIRE, REPORTED DOOMED

Baker, June 3.—The entire town of Halfway is reported to be afire and doomed. The blaze is reported to have started from a gasoline explosion in a garage this morning.

Telephone communication from Halfway direct was impossible, but further details are expected to come from Richland.

Coos Bay Asks Mail Service Be Extended

Requests have been made for an extension of mail service between Portland and Coos Bay to the tri-weekly

LANE REAL FATEHE
Lindley M. Garrison and his successor, Newton D. Baker, had much to do with drafting of the legislation, and back of the whole thing from the start has been the constant influence of Franklin K. Lane, former secretary of the interior, who managed to keep a non-partisan atmosphere about the legislation that helped bring about a harmonious alliance.

It sounds like a simple piece of legislation and with so many advantages to be gained from it one naturally wonders why all the delay. But the fear private concerns would take too much money out of the central ownership, coupled with government ownership theories and conservation quarrels in the Western states deadlocked the measure for years.

WILL BE LAWFUL
It is the greatest achievement of the present congress. Yet it hardly got a ripple of applause or passing mention as yet. But it will be yielding crops. It took 10 years to get the legislation, but the benefits will be felt for generations to come.

Protest by Towns Left Off Highway In Polk to Be Filed

Salem, June 3.—The formal protest of citizens of Dallas and Independence against the action of the state highway commission in arbitrarily changing the original route of the west side Pacific highway to a more direct route through Polk county towns, will be presented to Governor Olcott this afternoon, according to a statement received from Homer Hoyer, Dallas attorney, who will represent the protestants.

Today's conference with the governor is expected to include only the formal presentation of the petition of protest, containing some 5000 names and a brief statement of the protest. If Governor Olcott fails to act in the matter it is anticipated that the case will be taken into the court on a mandamus proceeding.

WILSON URGED BILL

Political credit for the conservation law will be difficult to distribute. President Wilson credits it from the very beginning of his administration seven and a half years ago. Again and again the measure would pass one house of congress only to be tied up in the other. Then a substitute bill would be passed and a deadlock would be reached in the conference between the two houses.

The president himself has always insisted that all factions and parties get together and there were divisions in the Republican as well as the Democratic ranks.

The new measure is a combination of various bills sponsored at different times by Senator Shields of Tennessee, Democrat; Senator Meyer of Montana, Republican; Representative Ferris of Oklahoma, Democrat; Representative Sims of Tennessee, Democrat. But it was the persistent influence of Senator Joseph of Oregon, Republican, who pushed the bill through the senate.

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trains recently placed in operation by the Southern Pacific company, and the towns of Marshfield, North Bend and Redport have petitioned the postoffice department for new mail service.

Soldier's Funeral Held
The Dalles, June 3.—With full military honors, the body of Private First Class Herbert A. Parker, Company A, One

Hundred Sixty-second infantry, U. S. A., who died in service at Winchester, England, July 27, 1918, was buried here Wednesday. The American Legion had charge.

Kite Flyer Injured
Pasco, Wash., June 3.—While assisting youngsters to fly a kite, Edward A. Davis, an attorney, running with the

string and watching the kite ascend, stepped into a hole and fell on his arm, which was fractured.

Wife Charges Desertion
Oregon City, June 3.—Suit for divorce was filed Wednesday by Mary Johnson against Louis W. Johnson. They were married in Vancouver, Wash., May 13, 1919. Desertion is charged.

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- 18668—When the Harvest Moon is Shining.....By Earl King
- 18670—My Sahara Rose.....By Victor Roberts Oh! How I Laugh While I Think How I Cried About You.....By Victor Roberts

DANCE

- 18665—Rose of Washington Square—Fox Trot.....By All-Star Trio
- 18667—You Ain't Heard Nothing Yet—Fox Trot.....By All-Star Trio
- 18669—Alabama Moon—Waltz.....By Hawaiian Trio
- 18671—Wild Flower—Waltz.....By Hawaiian Trio
- 18672—By Ferns and Franchini
- 18673—Ching-a-Ling Jazz Bassar—Fox Trot.....By Smith's Orchestra
- 18674—Irene—Medley Fox Trot.....By Smith's Orchestra
- 18675—La Veeda—Castilian Fox Trot.....By Green Brothers Novelty Band
- 18676—Desert Dreams—Fox Trot.....By Green Brothers Novelty Band

VOCAL AND INSTRUMENTAL

- 46177—Jesus, My Savior.....By Olive Kline and Elsie Baker
- 18678—Let the Lower Lights be Burning.....By Olive Kline and Elsie Baker
- 18684—(1) Rock-A-Bye Baby.....By Victor Orchestra
- 18685—(2) Lullaby.....By Victor Orchestra
- 18686—(1) Adagio Fideles.....By Victor Orchestra
- 18687—(2) Nazareth.....By Victor Orchestra
- 18688—(1) Sky Boat Song.....By Elizabeth Wheeler
- 18689—(2) Tyrol.....By Elizabeth Wheeler
- 18690—(1) How I Laugh.....By Elizabeth Wheeler
- 18691—(2) The Winds.....By Elizabeth Wheeler

RED SEAL

- 74550—Good-Bye.....By Evan Williams
- 74551—Nocturne in E Flat.....By Jascha Heifetz
- 87305—Star of Love.....By Geraldine Farrar
- 84574—Drink to Me Only With Thine Eyes.....By Flonzaley Quartet
- 38816—Love Me or Not.....By Enrico Caruso
- 64873—Forsaken.....By Fritz Kreisler
- 87548—Don Giovanni (The Little Hand Love).....By Garrison and Werrenrath
- 64596—Cradle Song.....By Alma Gluck
- 87309—Oh, Boy, Carry Me Long.....By Louis Homer

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