Consolidation Bill Which Will Appear on November Ballot.

## Letters From the People

A Discussion of "Government by Contrivance"-A Highway Matter in Polk County-An Anti-Leaguer's Reply to a Leaguer-Other Timely Topics Discussed by Journal Readers.

in the secret caucuses and passed by

the Non-partisan league. legislature?

at the June primaries and killed by the

farmers of North Dakota? Neither do

of the legislature tried to pass an anti-

Townley's servants. What happened?

The same law was initiated at the last

primary election and was carried by an

You say Townley has been lied about;

ing disloyal remarks in a speech last

summer? He was later given a jail

sentence. Was everyone a liar who was connected with that trial? There have

trolled by Townley. In the June pri-

maries the league candidates were all

Now, Mr. Rominger, answer a ques-

tion. You have started the subject in regard to the war record of the Non-

partisan league. What did the league

the war? Look back to Townley's speech that led to his conviction. He

of the national president of the league. Of course, those "disloyal remarks" were

designed to help America win the war.

Townley said in speeches at the begin-ning of the war, "This is the money

man's war. Let them go and fight it."

Give the names of the speakers sent

out by the government at Washington

to the league. The people do not want

ment began sending out speakers for the

Yes, it is very true, Mr. Rominger,

as you say, "Special privilege, the relic

depravities of the ages, is making its last stand in this republic." But what

rid of special privilege and grafters, we certainly must rid the country of

Townleyism, North Dakota, the only

state in which. Townley had complete

control, refused most of his doctrines at

the primaries, and in November the

farmers will give him his final discharge.

Four years ago John M. Baer, a young

year Baer was defeated for renomination

people had seen the big mistake they

the superintendent of public instruction

something that would elevate our moral

American education, teach us to love our home, our neighbor and our fellow-

make people sit up in amazement at the

wool that has been pulled over their eyes

DERIDES BIG PARTIES

CANDIDATES

Baker, Sept. 14.—To the Editor of The Journal—The much talked of presi-

dential candidate, Cox, passed through

our town this morning, a little too early

ence so far as his success or failure is

concerned. For this thing of getting

the people's support is nothing more

than a gamble at best. The Democratic

leaders have hung their hats on Presi-

dent Wilson's League of Nations-the

most natural thing they could do, but

not the most judicious, I think. Sure

there are a great many people who

think that's the whole thing in this

thought many a time things that weren't

true, and there is evidence right now that this League of Nations is another

blunder. Not that the league is the

worst thing in the world, but because

I have said heretofore that this ad-

ministration would have a load to carry;

not that it has not done many good

continuing to permit, many serious

wrongs to exist. How this administra-

tion expects to retain power, after neglecting for a year and a half to

close up the war and grant amnesty

to political prisoners that have been

almost forgotten in the jails of this

a sinker on the line as Attorney General Palmer, is surely not very encouraging.

suffering. I am not trying to make it

appear that the Republicans are any

usually. Therefore, I think it would be

A VALUED APPRECIATION

Portland, Sept. 16.—To the Editor of The Journal—I wish to express my per-

sonal appreciation of the editorial ap-

A CHALLENGE

could be sent 14.—Mr. Emil Benedo, cland, Or.—Dear Sir: I hereby chal-se you to debate the subject of the

J. L. Edmiston.

nothing about.

things, but that it permitted, and is

of its authorship and association.

coming election. But Democrats have

there is evidence right now

by a large majority. The

Non-partisan league!

This was encouragement to our her

boys who were enlisting every day.

defeated and all league measures

do as an organization to help pro

killed by large majorities.

WHAT REACTIONARIES WANT | you ever attended one of their meet \* Portland, Sept. 12.—To the Editor of ings? Have you read the laws indersed is what Harding, Lodge and their company want. Government by ideas is retthe Non-partiean league legislature pugnant to them. They would relegate Are you aware that four of their most initiative to oblivion. But such is important laws were referred to the people the way of those who eling to outworn precedents. Ideas are born of individu-These same ideas in time become the institutions of the state, but because you seem to know that loyal members they are institutions of the state they are not superior to the citizenry of the state. The institutions of a state must red flag law, but it was killed by A. C. be changed from time to time, if world progress is to be kept up. Ideas are real. Contrivance in government can never establish the great institutions that are born of individual ideas.

overwhelming majority. By whom? Not by "big business," but by the North The League of Nations is an idea, born of sound thought, based upon a thorough lowledge of the deep yearnings of the that he has been called disloyal. How mass of individuals that go to make up about ft, Mr. Reminger? What about the nations of the world. The party of the jury in the United States district contrivance lives in isolation. They court that found Townley guilty of makknow nothing of the yearnings of warridden individuals, and care less, because they are a party of the house of outworn precedents. We can say with no little truth that they believe the institubeen some recent developments in Town-ley's machinery in Norta Dakota which will soon be made known. I was there when the league was organized and have dividuals of the state. Of such beliefs is autocracy born, as well as the hell of kept in close touch with it ever since. Traill county was one of the first con-

The Republican voters are all right, but the organization that dominates them is as issueless as a legless man trying to have speed laws made against an oncoming cyclone. This organization has jost its usefulness, and can now only do the wishes of the profiteer gang that would throw the League of Nations into the serap heap in order to perpetuate war conditions which reap for them more profit. (Read Article VIII of the Mague covenant, if you don't believe it.).
Any party that will slush a nation with money, instead of putting forth and espousing sound ideas for future government as a reason for its ascendency to power, is purely mercenary and corrupt and should have no place in the administration of national affairs, R. L. Walter.

THE HIGHWAY IN POLK COUNTY Dallas, Sept. 14 .-- To the Editor of The Journal-There has been much in e Portland papers in regard to the Pacific highway through Polk county Our legislature passed upon this, rhakshould go and the state is to pay 25 per cent of the paving. The United cent. The county is to pay 25 per cent shall this stand be? If we want to be of the paving and do the grading, which is more than 25 per cent, making the county pay approximately 50 per cent, or equal to the United States government. After this was passed by the legislature the people had to vote for the construction and grading of the highway, and specified where it was to go. If the taxpayers pay cartoonist, was elected to congress over this, why should the road not go where O. B. Burtness, an attorney of great the tax is raised to pay for it? This ability and born and reared on a farm highway was to go through the heav-near the city where he now resides. This iest taxed section, with more than 10 year Baer times the tax value, where the comon wants to change it.

Our supreme court decided a case a made four years ago. few years ago, saying: "Oregon has In regard to Townley's spreading im-two legislative bodies—our state legis- moral literature I ask that you write to lature and the direct vete of the people - and the direct vote of the peo- at Bismarck, N. D. I think that office If the direct vote of the people is rection.

supreme, why should a commission of Now, Mr. Rominger, if you think the any other body try to change a law Non-partisan league is a good thing. The highway commission knew the law before it standards, give our children a pure started. Judge McCourt criticised our American education, teach us to love county judge about some kind of agreement. A county judge cannot change men, then I must say you are not in law; he is only the executive of possession of the truth of their activities. any law; he is only the executive of body. As for a special meeting at paid lieutenants it behooves you to be Rickreall, this should never be consid- true to his teachings. Time will come ered, for there were many, like myself, when disclosures will be made that will from all over the county that could and did not know anything about all until it was over, A clique tried to change the law to suit themselves. It for, to be ruled by a few who wish one must expect trouble from the masses, for the bunch that went to tickreall, as near as I can find out, for us Bakerites to get a squint at the would not speak to a laboring man. But it probably makes no differunless he owed them a bill. If this ence so far as his success or failure in why have any elections at all? McCourt also condemns our county court for not interfering in Yam-hill county about the paving out of Amity. If our county officials had in-

terfered with the paving from Amity, officials in Yamhill county would have told them not to interfere over The highway commissioners say they want a more direct route. Why did they go to Forest Grove and Hillsboro and then back to McMinnville if they were going to make a direct route? They went several miles out of the

way there, and refuse to go a distance of four miles or less in Polk county,

sepecially where they are paying the greatest amount of the tax. consideration is for the general public. If that is the case, what does the general public consist of? Is it the peo ple living along the route, going back and forth, hauling their produce, or is t the tourist going through the counthe tourist, he should go through the country, with no apparent move in that applied economics with the election of best and most wealthy part. It is not direction, is certainly trying to climb just to ourselves or the state that some hill at the least. To talk about the tourist should go through the poor- going fishing for votes, with as heavy in the East.

state. Two years ago the California Ahd the worst of it is, the good in the packing plant at Dallas had over 12, party have to carry the load and do the 000,000 pounds of prunes more than any other section on the Pacific coast. There are two packing plants here. more honest or wise; for they are not. There is a roundhouse for the Southern They are as slippery as slippery elm, Pacific company, a large locomotive and only want in for what's in it, like and machine works, one sawmill with the rest. Any close observer knows 130,000 and another with 20,000 daily that the big tear stagings of the various capacity, a cannery and a tannery, and political parties about what they are a great many prune dryers in and around Dallas, besides saveral small sawmills employing a number of men. All of these industries need the use All of these industries need the use a safe bet to give some consideration of the road and are paying the greatest to the candidates that we are hearing percentage of the tax for it.

I doubt if the county or state could collect the tax for the construction of this road if it is put somewhere else instead of where the law specifies. The judge thinks Dalias and the state and indre thinks Dallas and the custe and federal authorities might compromise and build a post or market road. Polk county voted \$166,000 for a post road and specified where the money should go. Now the highway commission is proposing to use this post road for the highway and use both the highway bonds and the post road for the highway and use both the highway bonds and the post road bonds on the same piece of work, making the taxpayers may twice for the same thing.

A CHALLENGE twice for the same thing.

J. L. Potter. MR. ANDERSON TO MR. ROMINGER Cherry Grove. Sept. 13.—To the Edi-tor of The Journal—In The Jour-nal of September 12 there appeared a let-ter from R. V. Rominger. I would like,

ERA OF PRACTICAL **EDUCATION OPENS** 

New Staff of Professors and Instructors Helps to Broaden Field of Work at Institution.

An era of practical education at Reed college to accompany training in theory for which the Portland school is widely known, arrived with the fall term opening Monday.

To this end a large, new staff of professors, assistant professors and instructors has been drawn from leading work already, gradually broadening the field of Reed's activity through practical application of theories of the arts and sciences, according to statements of members of the board of trustees.

maintained, chiefly in the hands of thoroughly trained men who have, in other places and other works, mingled Incidentally, the board declares, it

selection of a president for Reed to succeed William Trufunt Foster, resigned. Reed's new faculty is almost as well known to the newest freshman as to the oldest alumnus. The 1920-21 faculty includes four new department heads, four newly elected assistant professors, and five new instructors. These, added to the nucleus of professors remaining from past years, give Reed the strongest faculty it has ever had. With the enlarged staff of instruction, several departments have extended their curricula and practical research work will engage student attention wherever possible.

COURSE IN CHEMISTRY

to be misled, and they would like to know when the United States govern-Dr. R. K. Strong, new head of the chemistry department, comes to Reed from the Oregon Agricultural college, where he was head of the department of chemical engineering and where he made a thorough study of Oregon indusof barbarism, the incarnation of all the tries. He is prepared to offer a course in industrial chemistry that will fit Reed men to enter Oregon industrial plants as expert chemists. Dr. Strong will be assisted by Miss Imo Baughman formerly teaching fellow at Stanford university. Miss Baughman will conduct introductory and analytical courses and laboratory work.

Biology courses at Reed began under direction of Dr. Harry Beal Torrey, now head of medical work at the University of Oregon. Dr. Torrey will conduct the courses at Reed until the arrival of his successor, Dr. Lawrence Edmonds Griffin of the University of Pittsburg. Dr. Griffin will arrive Octaber. He is considered one America's leading men of science by his COMPLETE TERMINAL associates, and will maintain the high standard of work set by Dr. Torrey in his nine years at Reed. Matthew C. Riddle, a graduate of Reed and formerly pelier, has been reelected instructor in blology under Dr. Griffin.

E. C. Bechtold, appointed director of the German department, comes to Reed with a record of intellectual achievement, and he promises to carry on the work of his department with energy and enthusiasm, Bechtold was formerly a journalist and school man of Kansas. KNOWLTON EXECUTIVE HEAD

Dr. A. A. Knowlton, head of the physics department, whose efforts dur-ing the summer were largely responsi-ble for securing new faculty men, will continue to direct the executive work at Reed until the election of a president. The election of I. Maizlish, who was graduated at Boston "Tech," will strengthen the physics department, and the second semester releases Dr. Knowlton for additional research work. Research work in motor oils and gas will continue throughout the year. Dr. F. L. Griffin, who began directing

Reed's mathematics department when the college was only a name and the campus a cow pasture, has added several courses as a result of the election Dr. Jessie M. Short as instructor Dr. Griffin has served on the college administrative committee during the vacation, but election of a president will him for extended mathematics

research and writing. HEADS HISTORY WORK

George L. Koehn, formerly history teacher at Lincoln high school, has been elected head of the Reed history department. Koehn directed debating at Lincoln in 1916 when the team won the lows: Northwest championship, and W. T. Foster, then president of Reed, was negotiating for him when the war began. Koehn was commissioned at the Presidio, and after a year and a half

his doctor's degree. Clement Akerman, elected assistant professor of economics, comes to Reed from the University of Washington. He

will continue to direct Reed's courses party have to carry the load and do the in teaching. Dr. Susan Bacon, who came to Reed in 1916, will direct the department of

more honest or wise; for they are not.
They are as slippery as slippery elm, of Harold S. Turner, formerly assistant of Spanish in the University of California Charles McKinley, assistant profes of politics, will offer last year's course political parties about what they are with the addition of a course in pelitical going to do are all bunk. They shut the tears off as the last ballot is cast. theory, including a survey of British thought from 1800 to the present day. HAS EXCELLENT RECORD !

Dr. Thomas W. Baldwin, new head of the English department, comes to Reed with a record for research interest and orship rarely equalled. He was formerly head of the English department of the South Dakota State college. Miss Bertha K. Young, who will direct freshman and sophomore Eng-lish, will arrive in Rortland in October. she spent the summer in England and was delayed in returning by labor strikes. Charles H. Gray, assistant professor in English, offers courses in early English literature and nineteenth century poetry. Dr. Baldwin will con-duct the seminary for seniors, and

courses in Shakespeare and essay writ-MR. ANDERSON TO MR. ROMINGER
Cherry Grove, Sept. 15.—To the Editor of The Journal—In The Journal of September 12 there appeared a letter from R. V. Rominger. I would like, with your parmission, to address Mr. Rominger as follows:

Have you ever been in North Dakots and studied the governmental affairs of the league as handled there? Have

Fortland, Gr.—Dear Sir: I hereby challenge of the subject of the debate being 15 minutes alternately for the principal points in Coos county at any time before the subject in the principal points in Coos county at any time before the general election in November, 1920, and lending their interest to many student activities. Dr. Gardner C. Basset, formerly psy-chologist at Stanford university, has

Consolidated Port Measure Discussed

Committee of Fifteen Makes Answer to Questions Asked by City Council-Port Commis-

To the Honorable Mayor and Commissioners of the City of Portland:

sioners of the City of Portland:

The Committee of 15, serving under appointment by your authority, is in receipt of a series of five inquiries with respect to the effect of the pending legislation which contemplates a consolidation of the port and dock commissions and with respect to the policy of the commission in the event of consolidation.

The Committee of 15 in making reply to these inquiries assumes that you desire its opinion as to the true construction of the appropriate legislation and its tion of the proposed legislation and its understanding as to the policy which the consolidated commission will adopt. ANSWERS PROVIDED

First—Your first inquiry is: "What will be the maximum taxing power of the consolidated commission?" XI of the state constitution, adopted MINGLE THEORY AND PEACTICE

Meanwhile high standards of scholarship in vogue at Reed will be carefully

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Meanwhile high standards of scholarship in vogue at Reed will be carefully and the committee understands that the next levy of the consolidated commis-sion, for the purposes mentioned, cannot sion, for the purposes mentioned, without the vote of the electors without the vote of the electors in the port district exceed this sum plus 6 per cent. The committee understands that this amount can be increased at the rate of 6 per cent per annum until a rate of hopes at an early date to announce the 3 mills on the dollar is reached.

Second — Your second inquiry is

What is the maximum bonding power?

BONDING POWER Answer—The committee understands that the adoption of the proposed legislation will authorize the consolidated commission to issue bonds to an amount not exceeding 5 per cent of the assessed valuation of the property within the corporate limits of the port of Portland, which, according to the present assessment, would be \$16,500,000. The proposed legislation also grants authority to issue bonds to take the place of the bonds of

mittee of 15 it was recommended that a board of appraisal be appointed to fix the fair value of the lands required and that a statement be requested from the members of the dock commission and the port commission, that it will be their policy to decline to purphers above the commission. policy to decline to purchase any parcel of land at a price higher than the appraised value, but to institute condemnation proceedings for all land which cannot be purchased at the appraised value. The committee understands that the individual members of the two commissions are bounded by this pledge.
Fourth—Your fourth inquiry is: "What will be done with the properties of the dock commission, especially ferminal No. 4, as to use and the completion of the terminal as per the plans of the dock commission?"

Answer-Based upon assurances from individual members of the dock commission and pert commission, the committee understands that the present policy in use of the properties of the dock commission will be continued and that terminal No. 4 will be completed according to the present plans of the dock commission. dock commission.

Fifth—Your fifth inquiry is: "What will be done on the whitamette and Columbia rivers to maintain necessary widths and depths of channel?" Answer—Based upon assurances from individual members of the dock commis-sion and port commission, the committee done on the Willamette and will be the maintenance of an adequate channel in the Willamette and Columbia rivers. The committee understands that unless funds are provided by the proposed legislation for channel maintenance it will be necessary to call a

special election at once to provide a large sum for this purpose, as otherwise the port of Portland will be without money to provide the necessary equip-ment or to meet the increased cost of operation.

In order that you may have before you a summary of channel conditions, financial status and other pertinent facts, there is hereto appended a state-ment furnished to this committee by the port of Portland. Respectfully submitte COMMITTEE OF 15.

The foregoing report is hereby con-curred in. The port of Portland, by Frank M. Warren, chairman; the com-mission of public docks, by C. B. Moores, chairman chairman.

In addition to the formal statement of the Committee of 15, concurred in by the chairmen of the port and dock com-

missions, a supplementary statement from the port commission was offered, urging that the commission must have larger funds for port purposes and that the state, as a whole, is interested in the harbor provided on the Columbia. PORT COMMISSION'S STATEMENT The port commission's statement fol-

The people of the state are called Presidio, and after a year and a half corporation governed by the electors in the service, studied at Harvard for within its taxable boundaries, as is the case with ports organized under the provisions of the general ports act. The port of Portland received its charter prior to the passage of the general ports from the University of Washington. He will offer courses in the theory of economics, and the department will offer applied economics with the election of a successor to Professor H. B. Hastings, now engaged in industrial investigation in the East.

Dr. George Rebec, head of the extension work of the University of Oregon, since the University of Oregon, and the University of Oregon, cause of the fact that the port of Port. cause of the fact that the port of Port-land now has certain definite rights in the maintenance of the channel in the olumbia river beyond and outside of its corporate boundaries-rights that extend to and through two other counties—and it is doubtful if these could be exercised except under special legislative charter. A STATE-WIDE MATTER

Portland's marine position is not a strictly local matter. By virtue of adstrictly local matter. By virtue of advantageous natural geographical conditions, Portland is, and always will be the premier city of the state. No logical competitor is possible. Those same conditions combine to make it also the principal marine gateway, not only for the state but for a vast tributary hinterthe state but for a vast tributary ninter-land as well. The state undoubtedly owes much to Portland, but Pertland in re-turn owes a great deal to the state. As the state and its tributary country grow and produce, so Portland will prosper. As a public service utility for the state on which we must depend, we can properly recognize the fact that, while Portland's interest may be first, the interest of every state producer and buyer is a very close second. ouyer is a very close second.

buyer is a very close second.

The state voter who fully understands or studies the situation will undoubtedly analyze the measure from the personal and local standpoint which will involve three principal considerations. First, financial cost; second, local interest, and third, personal benefit. Answering the first, there is no financial obligation on the state or any part of the state outside of the corporate limits of the port of Portland. The bonded obligation falls solely on the property within that territory, Second—With existing freight rates and more limited opportunities for shipment by rail, all parts of the state ipment by rail, all parts of the state have an immediate and particular in-terest in water transportation, and as Portland is the logical water cutlet all are interested in adequate channels, wharfage, terminals and other facilities money and equipment to remove—the being provided, so that their commodities bars as the Columbia fails or unless the

[Herewith is presented in full the reply of the Committee of 15 to the several questions proposed by the mayor and sity commissioners will receive for his commodity will be governed by the selling price of that commission consolidation bill and the Swan island project? To rely for the distribution of crops on expensive means of transportation reacts on the presperity of the state as well as on the individual producer. Therefore it is evident that it is to the decided interest of the state to have adequate port facilities provided by Portland and particularly desirable when the cost of these will be borne. when the cost of these will be borne

> SO-POOT CHANNEL ESSENTIAL Local interest in the measure is gov

largely, if not wholly, governed of measured by its possibilities as a port. That is, Portland as a seaport of the first magnitude will far distance Portland as a distributing rail center only, and its prosperity will be in proportion. It is doubtful if the people of Portland fully realize the obstacles which now confront them. Depending entirely on confront them. Depending entirely on present government operations for dredging, the \$0-foot depth cannot be maintained at all possible river stages following average freshet deposits. The three government dredges cannot remove the bars formed during high water, as fast as the river might subside. If it should happen that a zero stage would be reached in October, it is probable that between that date and the first of March following controlling dentis of March following controlling depths might vary from 23 to 28 feet, if past records can be taken as a criterion. It is quite useless to argue for 35 feet of water until we have a permanent or at least a reasonably easily maintained 30-foot depth. The government's present equipment and funds are inadequate. Strenuous sepresentations might secure more funds and more equipment, but with the effort to economize and reduce was debts it is extramely doubt. reduce war debts it is extremely doubt-ful if it will be forthcoming in time. Portland must depend largely on her

RIVER CONDITIONS

Between the mouth of the Willamette and the entrance to the Columbia are 13 or more bars. From a control depth of over 30 feet in 1919, the worst bar Third—Your third inqury is: "What will be done in the acquisition of 15 was unanimously approved by the dock commission and by the port of Portland commission and by the port of Swan island and adjacent lands in the Guild lake and Mocks Bottom areas.

It is a mended report of the Committee of 15 it was recommended the acquisition of Swan island and adjacent lands in the Guild lake and Mocks Bottom areas.

The work was not completed until March of this year. The year an average, or slightly below an average, freshet year. The freshet of 15 was unanimously approved by the dock commission and by the port of Portland commission and by yourselves. This report recommended the acquisition of Swan island and adjacent lands in the Guild lake and Mocks Bottom areas.

By the amended report of the Guild lake and mocks Bottom areas. In the heavy crons the heavy c shoaled to 23½ feet and the best to 28½ feet. From all the bars the debris removed approximated 4,000,000 cubic promises to be large. Depending on the three government dredges alone we might have faced a period between October and March when we could not have loaded over 28 feet. DREDGES AT WORK

> The port of Portland has now two 30-inch dredges at work in the Columbia. Its other dredge is inadequate for the service or would now be there. The port will keep these two dredges at work until November at least by which time until November at least, by which time with the three government dredges work ing, the channel should be down to minimum control depth of under 30 feet and should remain in that condition until the next freshet. The port in giving this assistance to the government, and to itself, hopes that the United States engineers' allotment, will permit the dredges to continue operating until the end of their dredging year in widen-ing the cuts towards 500 feet and pos-sibly in constructing a breakwater or two, thus gradually working toward a two, thus gratuarly working toward a permanent channel condition. If the port had the equipment and funds to send a bactery of three dredges into the Columbia for the months of August, September, October and November, and also to expend some money on dikes in the Columbia, probable with such additional advantage. the Columbia, probably with such additional federal aid over present appropriations as could consistently be secured, in about five years' time there would be attained what might be called a permanent \$2-foot channel, 500 feet in width, instead of one now regularly requiring—extraordinary yearly maintenance, and the port would then be in a position to consider the additional advantages which would accrue to Portland with a full \$5-foot channel. A chain is as strong as its weakest link. Fortyis as strong as its weakest link. Forty four feet at the entrance to the rive is of no special value if 10 feet or 1 feet less will float the maximum vessels that can reach Portland barbon IN THE WILLAMETTE

> Willamette conditions: To complete the improvement of the Willamette river the improvement of the Williamette river, exclusive of any work on the west Swan island channel, about 13,500,000 cubic yards of debris must be removed. To remove this material will require about four years of time with the present plant of the port, and to that would have to be added the time required for yearly channel maintenance. This estimate of time is apart from any work in the Columbia or any work on the west in the Columbia or any work on the west channel or in North Portland or any new development or from filling over any factory sites or from filling wh the port of Portland is often now dal upon to make with its limited plant. PORT LACKS EQUIPMENT

The port absolutely lacks equipment The port absolutely lacks equipment. It is rebuilding the dredge Columbia at a cost of about \$460,000, of which amount it has now in sight about \$250,000 or \$210,000 short. This reconstructed dredge needs a new pipe line and fuel scows, the outlay for which, with the needed repairs and additions to other pipe lines and scows, will amount to \$200,000 more. The dredge Portland should be replaced. The dredge Portland should be replaced. Such replacement will cost, allowing a fair salvage value, probably from \$600, to \$750,000. The port also may need a clam-shell dredge to excavate the hardpan in the inner harbor and for west channel work and the dredge to excavate. west channel work, and the drydock and its supporting structure need ex-tensive repairs. Present funds will just about operate two dredges and take care of towage, pilotage, drydock and over-head costs. The question is serious. The smallest port in the state is privileged smallest port in the state is privileged to issue bonds to the extent of 10 per cent of its assessed valuation. The largest port in the state has no bonded credit, but to avoid failure and to meet its crying needs is asking for half as much credit as the smaller ports have available. The port of Portland is trying to function on a sum of, money hapelessly inadequate for its needs. It has \$350,000 a year to care for 14 miles of Willamette channel, to assist the government in 88 miles of the Columbia, to maintain drydocks and a towage and pilotage system and to carry its overhead. Such ports as Philadolphia, New head. Such ports as Philadelphia, New head. Such ports as Philadelphia, New Orleans, Los Angeles and Boston are spending millions. Portland is worrying along getting nowhere and, continuing its present policy, never will. It has great natural advantages, but there are equally great obstacles which must be overcome. Port development is big business. Water without docks is as useless as docks without water. Docks and water are of no valus without cargoes. Cargoes cannot be furnished or handled. Cargoes cannot be furnished or handled without adequate manufacturing or distributing facilities. Natural advantages are a tremendous asset, but they must be supplemented by artificial development. ment, the two going hand in hand to make a balanced economical and suc-PORT FACES CRISIS

In concrete figures, roughly, this is the condition that the port faces: If the consolidation bill fails to pass, the port of Portland will receive next year only about \$368,000 from taxation. From this about \$368,000 from taxation. From this \$258,000 it will be necessary to take \$210,000 to pay the balance on the contract for the repairs to the dredge Columbia, to be completed next April. Of the \$158,000 available, about \$40,000 will go for towage, \$25,000 for overhead, \$30,000 for the traffic department, \$25,000 for the drydock—in all \$120,000—and with the \$38,000 remaining it can get in, at present prices, about three months' work only, with one dredge either in the Willamette or the Columbia. If then the Willamette or the Columbia. I there is a freshet in 1921 as high 1919, Portland will be obliged to

river should fortunately hold above sero stage throughout the usual low water period. The port has promised the government two dredges for continuous use in the Columbia on a 35-foot project, and it must assist the government on the present project. Can the port do this? Next year, without any work on the proposed west channel project, the normal minimum vital needs will be: Completion of repairs to dredge 210,000

Additional pipe lines, fuel scows, etc. Towage and lighterage expense Traffic department expense ... verhead expense ..... Drydock repairs redge operation expens three 30-inch dredges) expense (for 450,000 Dredge operation expense (for

one 20-inch dredge) ....... Booster equipment ...... Total .....\$1,145,000 Or about \$777,000 more than can be assed by the allowable tax levy. In raised by the allowable tax levy. In 1922 the port will need as much more and the year after that as much, and it will probably pile up until the hand-to-mouth method of appropriation, if possible, would probably exceed the credit authorized by the port bill without in any way increasing the work accombished.

plished. FINANCIAL DIFFICULTIES Portland's port problem is rapidly resolving itself into a long job, at least resolving itself into a long job, at least in its entirety, and on that basis it should be subjected to close analysis. Of the credits authorized by the measure a portion is for the refunding of tax bonds, already an obligation on the city of Portland on account of its dock properties, and therefore not to be considered as an additional liability. Of the balance, approximately \$16,000,000, the port had expected to use in the near future some \$10,000,000. Of this last mentioned sum the port had estimated mentioned sum the port had estimated that it would set aside for the purchase of lands in Mocks Bottom, Guilds lake and Swan island, to be reclaimed by filling, an amount not to exceed \$4,-200,000, though it is now quite certain

that the lands can be acquired at sub-

dredgings from the west channel pro- the proposed west channel. posed can certainly be purchased. This IN THE FUTURE would leave not less than \$5,700,000 from the \$10,000,000 bond issue, which, with the \$368,000 from tax levy, would make available in 1921 \$6,068,000 for active construction work. Of that amount the port would probably expend in 1921:

| State of the stat sion Files Supplementary Statement Setting Forth Difficulties It Faces-Statements Presented for Public Information Since Matter Involved Is Included in Port of Portland-Dock Commission

Completion of repairs to dredge Columbia 210,000 Additional pipe line, fuel scows, etc. lowage and lighterage expense traffic department expense

Jverhead expense
Drydock repairs
Dredge operation expense
Booster equipment
Local dradge Half replacement cost, dredge Portland Dike protection

eaving an available balance at the of 1921 of \$4,398,000. IN 1991

For the 1921 expenditure, the port would secure an open channel in the Columbia to a full control depth of over 30 feet during the entire year, at even zero stage of the river. Operation for 12 dredge months by the port with its 30-inch dredges and the construction of proposed dikes in the Columbia would go a long way towards insuring permanency of the channel work. In addition the port could operate some 12 dredge months in the Willamette with its 30-inch equipment, thereby securing the removal of about 2,500,000 cubic yards of miscellaneous materials, although comparatively little could be done on the proposed west channel, as the dredge Columbia will not be ready to be commissioned before June, 1921, and the dredge Portland will probably be in operation at terminal No. 4 throughout the year. In 1922, starting with an available \$4,358,000 and assuming a tax levy of \$390,000, the program of expenditure would be

Half cost repairs to dredge verhead expense ...... Drydock expense ..... Dredge operation expense ..... Columbia dikes and miscellane-

which to undertake other work. At any the 12 dredge months' operation in the rate, for that amount of money the Columbia river, nine to 12 months in requisite lands on which to deposit the Willamette and 12 to 15 months' on

In 1923 the port would probably have its equipment in good condition, but its

head to between \$30,000 and \$35,000.
Towage and lighterage expense would probably remain at about \$40,000 and drydock expense at about \$40,000, while miscellaneous expenses are estimated at \$100,000, in all about \$\$10,000. Operating expense would probably continue at expense would probably continue at about this rate for several years more, when, if no other project were taken up they should fall to less than \$200,000 annum over the revenue from taxes per annum over the revenue from taxes, and continue at about that rate until and continue at about that rate until about 1932, when the port would find litself with \$10,000,000 of credit exhausted, but with the west channel completed, the Williamette river cleared up, the Columbia in a permanent minus \$2x500 foot controlled channel and a \$5-foot channel well on its way. While Guilds lake, Swan Island and Mocka Bottom would be filled and ready for industrial use. The port would still have a good balance of credit under its authority to bond to 5 per cent of the assessed valubond to 5 per cent of the assessed valu-ation of the district, unless expenditures were authorized in North Portland harbor, or on the Peninsula or upon some other worthy project which the needs of the community might require.

PLEA FOR SUPPORT

The proposed west channel at Swan island was figured originally as a seven years job, and the Willamette dredging elsewhere as requiring three and a half to four years work. The combined work would probably require eight to nine years, but with the Columbia situation injected and in addition a development in North Portland or at other places, the work will probably extend over 10 or 12 years. Other considerations might demand modification of the work program, but the Columbia channel, being of prime concern, would receive first consideration and the 20x500 feet channel would probably be attained within five or six years. Surely Portland's future is not to be sacrificed for lack of adequate funds. places, the work will probably land's future is not to be sacrificed for lack of adequate funds. It may be argued that this will be only the beginning of perhaps even greater expenditures. If Portland spends more than what this bill provides for, she will do it of her own volition and by 

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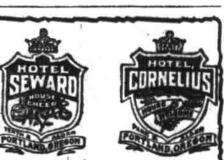
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