

### NAVY OFFICERS MEET TO DECIDE BATTLE WINNER

Honolulu, Hawaii, May 1—(By Associated Press)—Eight hundred army and navy officers representing expert opinion on the subject of United States defenses, assembled here today for round table discussions to ascertain which force—the blue or the black—would be the victor in a battle for possession of the island of Oahu.

The assemblage, officially termed as "critique," was an executive one open only to army and navy participants. Secrecy will be maintained because of the fact that details of the landing of a constructive force of 46,000 marines at Haleiwa on the north coast of Oahu would be aired today. The landing of the marine force is understood as the punch that ended the "war." Details of this surprise landing by sea forces attempting to take the island are considered invaluable by military men.

No civilians will be permitted to attend the critique, but the present plans of the umpire contemplate the issuance of a short summary of the results of the attack on the island. The main findings will be released in Washington after review by the secretary of war and the secretary of the navy.

Results of the critique are anxiously awaited by residents of the Hawaiian islands because of the comparative ease with which the commander of the marines landed his force, thereby disclosing what is characterized unofficially as the "faults of Oahu defenses."

### APRIL BUILDING SHOWS DECREASE

Building permits granted at the office of City Recorder Poulsen during the month of April totaled \$248,475. The number of permits was 50 against 54 in April of last year, and the total last year was \$365,300.

Thirty-four permits for new dwellings were issued during the past month, totaling \$107,425, two concrete buildings, \$22,000, one apartment house, \$45,000, a warehouse, \$59,000, and a service station \$7,000. Permits granted for alterations and repairs aggregate \$82,259.

Yesterday's Scores.  
Portland 6; Vernon 4.  
Seattle 7; Oakland 3.  
Los Angeles 3; Sacramento 2.  
San Francisco 14; Salt Lake 0.

Berlin, April 30.—(By Associated Press).—Field Marshal Von Hindenburg today formally accepted his election to the German presidency.

## Business Done By River Boat Shows Permanency Likely

Announcement of the amount of business done by the Salem Transportation company during 99 days operating a river boat between Salem and Portland was made yesterday by F. W. Karr, head of the company. The Northwestern, the largest shoal water vessel afloat, has been in use 84 of the 99 days. During the 84 days 40 round trips have been made, carrying a total of slightly over 7000 tons. Of this amount approximately 4000 tons went down the river to Portland, 3000 coming up from Portland to Salem.

The boat line, although operated as a private enterprise, is backed by various Salem firms, particularly the Salem Pulp and Paper company. One main idea in establishing the line has been to furnish competition for railroad lines running north from California, with the idea of obtaining terminal rates for Salem. Under present freight rates, a carload of goods coming north is uncoupled from the train at its destination here, but the rate charged is the same as though the car were taken to Portland and then sent back to Salem. For years Salem shippers have been paying rates on goods from southern points which are in excess of rates paid by Portland shippers. It is believed that it will be possible to secure terminal rates to Salem if the boat line is placed upon a basis such that the interstate commerce commission can be convinced of the genuineness and permanency of competition by the water line.

The Salem Transportation company has been using the dock built and originally used by the Inland Water Transportation company, which became defunct following inability of its owners to secure payment on the insurance of their boat, the Relief.

The Salem city council is slated to decide Monday night on a petition asking permission to use the property on which the dock is built. The property, located at the foot of Court street, was used without charge by the Inland Water Transportation company, having been granted to them for a period of 5 years as a concession to get them to establish the line. The present company asks a similar concession. It is understood that after the five year period has elapsed they will begin to pay rent on the land.

The Salem Transportation company was recently incorporated at \$20,000. F. W. Karr, shipping manager for the Salem Pulp and Paper company, is president of the company and owns two thirds of the stock. Deau Vincent of Portland owns the other third.

Karr states that eventually he hopes to put another boat into service between Salem and Portland, furnishing daily service both ways. He also has plans for

competition, and then only when the presence is impressed upon the commission in the proper way, Karr believes. So far as the railroad lines are concerned, it is Karr's opinion that they would welcome orders from the commission to lower their rates to Salem. They cannot do so without orders.

Granting of terminal rates to Salem shippers would save them thousands of dollars annually, and make of the city a distributing center in many ways on a par with Portland.

### Ocean Forum

Contributions to this column must be plainly written on one side of paper only. Limited to 250 words in length and signed with the name of the writer. Articles not meeting these specifications will be rejected.

To the Editor:—Judge McMahon has struck a chord that will reverberate and re-echo in the minds of a lot of people who have been hoping for someone who would occupy the position of judge that had grace enough to render a decision without the ordinary three-days' sparring between two hungry attorneys whose main efforts were to lay the foundation for an enormous fee rather than that justice should obtain in any case.

In a recent case being tried before him when the judge had

heard enough evidence to arrive at a definite truth, he rendered his decision thereby curtailing the arguments and the rebuttals and the summary and the peremptory challenges of those first degree intellectuals that consumed the time of the court, jurists and witnesses and call themselves attorneys at law. No incident in the courts within the last fifteen years has produced as much favorable comment and caused people to be so hopeful that finally a turning point had been reached in the lax conduct of courts. With this sudden breaking away by Judge McMahon and the vigorous methods of John Carson in bringing about prosecutions together with the tanning jolts that Judge Small has been handing out it would appear to an observer that Salem won't be a safe retreat for law-violators very much longer and let us all hope that every citizen who desires to make Saltm the home town that we so much admire will be in hearty co-operation with these three who are going all they can to suppress that undesirable class.

AN INTERESTED OBSERVER.  
Salem, Oregon.

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