

# PUBLIC DOCK PLAN IS NOT FEASIBLE

### J. Allen Harrison Says City's Expenditure for Such Would Be Folly.

## NO RETURN ON INVESTMENT

#### Adequate Facilities for Municipal Dockage Would Require \$5,000,000 Worth of Property, Says Ship Traffic Man.

Traffic men engaged in transportation on the Willamette and Columbia Rivers, who, like most of those directing ocean commerce, are renting and leasing docks, or paying for the accommodations on a tonnage basis, apparently have the same convictions with reference to the proposal for municipal dock facilities—that they are impractical from a business standpoint because revenue are derisory amounts, that they would fill a want merely for small traffic combinations that maintain a spasmodic service, and that with the accommodations planned the effort for public marine utilities would be too feeble to care for an appreciable proportion of the port's business.

J. Allen Harrison, superintendent of the Vancouver Navigation Company and of the Lewis River Transportation Company, who has directed river traffic for those corporations on the Willamette and Columbia as far as Astoria, and to the Lewis River, is unalterably opposed to the proposed public dock system. Mr. Harrison is affiliated with interests that handle small as well as large freight, which is seldom housed on the dock for lengthy periods, either arriving or departing, and, while admitting that if the business was handled on a public dock it might prove cheaper to the transportation companies, from a business standpoint he says it impresses him as a shortsighted policy.

### Public Dock Plan Not Feasible.

"Public docks or a dock will, in my opinion, never pay a cent on the investment," said Mr. Harrison yesterday. "Haven't they tried to lease the drydock because it was not desirable to handle it for the public? Take the leading business firms and shipping interests; they have their own docks. The grain mills, lumber concerns, when they export and those playing the principal part in the export and coastwise business in and out of Portland—they all have leased docks or own them.

"Why would such firms, who desire a large amount of space and wish to share it with no one, patronize public docks? It is a small amount of business as a side issue, they will permit others to have goods on their docks for a short time, but when the business of the port is at its best they have capacity for every foot of space. Will they release such facilities and be satisfied with limited space on public docks?"

"What good would one dock be to Portland? As I understand it, the proposal is to sell \$2,500,000 of bonds. Why, one dock at the foot of Taylor street cost \$200,000, and at that rate the city would require \$5,000,000 worth of property to have adequate facilities. It would take at least that sum to get enough to be of any use at all. The city would require concrete docks. Wooden structures would be out of the question. There would have to be provided modern facilities for berthing vessels and handling cargo, and above all, they would have to be properly maintained. I don't see where they are going to get the business to pay interest. Even with an offer of that magnitude I don't believe the revenue will pay interest on \$500,000.

### Difficulty Seen in Selling Bonds.

"Here we could not sell bonds for the Broadway bridge without difficulty, and then they were disposed of for less than par, and now it is proposed to shoulder the taxpayers with an additional indebtedness, from which there probably will be no benefit derived. Of course, it would look nice to see both sides of the harbor lined with handsome concrete docks. There is no question but that from a standpoint of appearance there is abundant room in Portland for improving the river scenery, but where will be the gain other than beauty?"

"I believe that any dock owner in Portland would today be glad to get rid of his holdings, as they are a heavy proposition, yet they are in a position to make it pay better than the city would. St. Johns has an experimental \$40,000 dock and the main property is not in use one-third of the time. It is not always that a steamer can get in there, and when St. Johns is brought into Portland, those that are favorable to the public dock scheme can entertain themselves directing that landing and ascertain if it can be made a revenue producer.

## DEED FORGER ARRESTED

### Seattle Police Believe \$40,000 Was Obtained by Fraud.

SEATTLE, Nov. 5.—(Special.)—D. A. Hatfield was formerly an investment broker, with offices in the Scheuerman building, 119 Chicago street. He is accused jointly with Drewery M. Peoples, formerly president of the Guaranty Abstract & Title Co., with being implicated in real estate frauds which Capital of Detective Tennant believes will aggregate \$40,000.

Peoples was charged in the Justice Court on one of the trials against him recently and was imprisoned in the first degree. Captain Tennant has obtained half a hundred forged deeds and mortgages affecting several hundred thousand dollars worth of Seattle property, which he asserts amounts of money ranging from \$700 to \$2000 have been borrowed fraudulently. Peoples, however, asserts that he is entirely innocent.

Peoples is now out on a bail bond of \$1000. The first evidence against Peoples and Hatfield was placed in the hands of Captain Tennant by J. H. Spear, born of 225 Ninth avenue, president and treasurer of the Puget Sound Art Glass Company. Mr. Spear alleges that he was defrauded of \$4000 on September 1 when he bought a mortgage on all of block 35 in Woodland Addition to Salmon Bay City, Fremont. He asserts that an abstract of the property was obtained, a mortgage made out and the names upon it forged.

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Dr. M. S. Bennett, Manager.

Dr. B. E. Wright.

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## HUMANE FOLK AGT

### Portland Drivers Must Not Maltreat Horses.

## DRASTIC MOVE PLANNED

### At Monthly Meeting of Society Report Made Showing City Needs New Dog Pound—Society to Extend Over Counties.

Vigorous prosecution of complaints filed with the Humane Society, in which the horse is made the victim of inhuman treatment, will be brought during the coming winter. This action is the outcome of the regular monthly meeting of the Oregon Humane Society, which was held at the offices of the society on Friday.

E. J. Wood, special agent, reported investigation and action upon 46 cases, including cruelty to horses and children. The struggle of a horse in Portland is a pitiful one. Overloading, improper shoeing and working over hours are the prevalent complaints. The slippery streets, necessarily so by reason of the smooth surface paving, is making transportation almost impossible for the horses, especially on the grades. The Humane Society is devoting its attention at present principally to the condition of the streets and cruelty to the horses. In this it has the hearty cooperation of Mayor Simon and County Judge Cleaton. The special agent has been able to experiment by sanding the streets and City Engineer Morris has planned and is now making boxes as receptacles for sand to be placed on the side of the street to be used by teamsters to assist the horses in making the grades and also in making it possible for the horses to stand.

## County to Give Aid.

The county has indicated its willingness to place sand boxes at the entrance to the bridges and other grades on county roads. The society has found that other cities are experimenting along these lines and no doubt some solution of this problem will be arrived at in the near future.

There are a great many complaints coming in of contractors and other owners of teams, horses and mules who work their teams seven days in the week. This matter will receive the attention of the society and cases will be vigorously prosecuted.

Sergeant of Police E. L. Crate reported to the society his work during the month, which consisted largely in the arrest of persons working horses with sore shoulders, crippled and old and out of working condition.

Portland Drivers Must Not Maltreat Horses. (Continued from page 11) The city would require concrete docks. Wooden structures would be out of the question. There would have to be provided modern facilities for berthing vessels and handling cargo, and above all, they would have to be properly maintained. I don't see where they are going to get the business to pay interest. Even with an offer of that magnitude I don't believe the revenue will pay interest on \$500,000.

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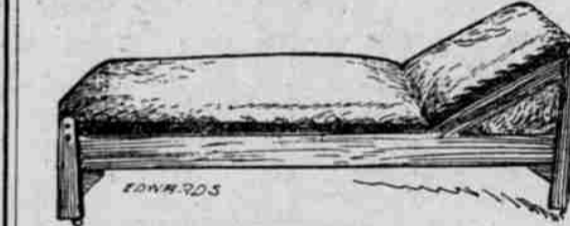
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This is our celebrated Mars Heater. Has outside tubular draft (not low draft as shown); full nickel turn base, heavy cast iron lift top, nickel foot rails and heavy blued steel body with steel linings. If you need a good heater at medium price you cannot equal this.



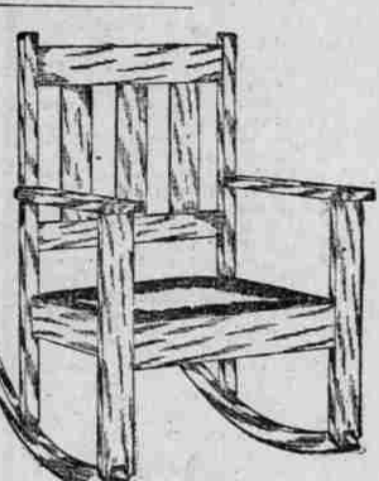
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\$10 Velour Couches on sale at \$6.85  
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9x9 ft., reg. price \$8, sale price .....	\$6.00
9x10-6 ft., regular price \$9.45, sale price .....	\$7.05
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One hundred decorated Dinner Sets, each \$3.75  
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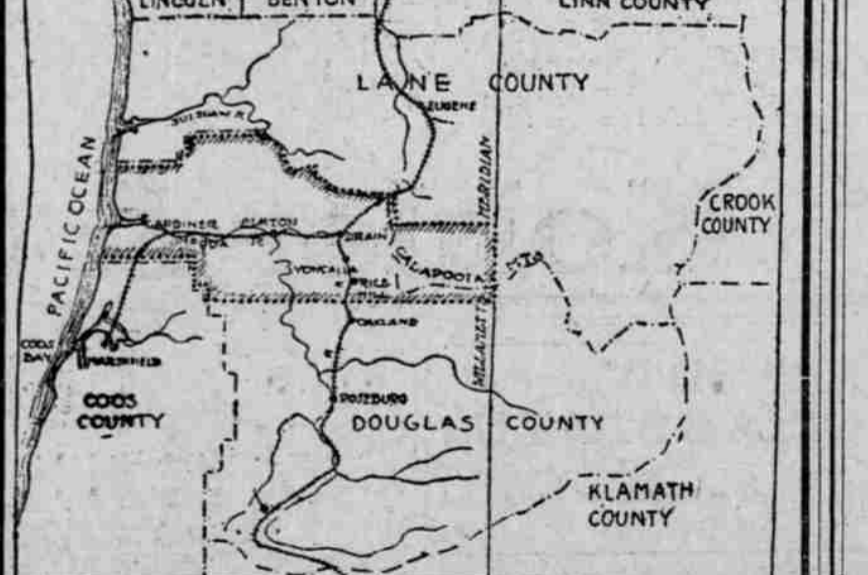
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great "Turnfest" in Los Angeles in June 1911. The active class of the Portland social Turnfest, one of the best on the Coast, and the instructor, Richard Genserski, will take part in the prize-turning contest and strive for first honors. The benefit dance in the tastily decorated hall, on Halloween for the purpose of raising means to defray expenses of the trip was a splendid success. New Year's eve the activities will give another benefit dance.

## The County of Williams

### Vote Yes No. 324 to Create Williams County



Where the name "Williams" is one held in great esteem, and justly so, by the people not only of the State of Oregon, but of our entire country, and while the State of Oregon could in no way better show its appreciation of the life and public services of the late Honorable George H. Williams than to perpetuate his memory in the name of one of the counties of the State, it is not the purpose of this article to appeal in any way to the voters of Oregon, except through the merits alone of the proposed Williams County.

## Vote Yes No. 324 to Create Williams County

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**COMMERCIAL AND REALTY CO.**  
OREGON OPPORTUNITIES.  
403 Merchants Trust Building, Portland, Oregon.

Phone Main 4078.  
Portland, Or., Oct. 7, 1910.

Pacific Coal & Gas Co., 218-19 Commercial Club Bldg., Portland, Or.  
Gentlemen: I am very particular about the coal I use, always buying the highest grades. A friend told me about your offer of two tons at a low price as a test. I am very glad I availed myself of that offer and secured some of your coal. It is as good as any high-grade coal I have ever used. It is clean, soft, leaves little ash, fires quickly and holds heat well. I consider that if you have done me a great favor in the service you have rendered, I will most certainly want more of it. You are at liberty to use this letter as a sincere testimonial.

Yours very truly,  
J. J. FOLEN.  
Portland, Or., Oct. 8, 1910.

Pacific Coal & Gas Co., Portland, Or.  
Gentlemen: In reply to yours of the 5th will say that after trying your coal that it is a pleasure to me to recommend the same. It has burned well and does not clinker and leaves little ash. It is the best coal that I have used in Oregon and I can cheerfully recommend it. Sincerely yours,  
JAS. P. HAGADONE.  
Portland, Or., 9-18-1910.

This is to certify that the undersigned has purchased two tons of coal from the Pacific Coal & Gas Co. of Portland and have tested it in our kitchen range, and find it to be just as recommended, first-class coal for a soft coal.

J. B. GREENFIELD.  
481 Patton Road. Office phone, Main 1944.

## Pacific Coal & Gas Company

Room 218, Commercial Club Building. Phone, Marshall 2581. Portland, Oregon.

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