

WATER ROUTES OPEN THE WAY TO PROSPERITY

Joseph D. Ramsdell, President of Rivers and Harbors Commission Addresses Congress on Requirements of the Great River Districts.

Hon. Joseph D. Ramsdell, the president of the national rivers and harbors commission, delivered an interesting speech on April 3, 1908, in the house of representatives, in which he took up the matter of the improvement of rivers and harbors.

Mr. Ramsdell has been a constant friend of the northwest and of the improvement of its rivers and harbors. The entire speech is well worth reading. The following are extracts therefrom:

I propose to discuss one of the most important questions confronting the nation, to-wit: that of transportation as affected by the proper improvement of our waterways. Every citizen is interested in cheap transportation because it enters into the daily life of everyone; it affects the food we eat, the clothes we put on, our movements from place to place. The more enlightened and civilized a nation, the more perfect its methods of transportation.

Waterways from the earliest days were the best means of transportation till the advent and development of railroads about 25 years ago, and they are still the cheapest of all known methods. While actual statistics are not obtainable for all our waterways, I am convinced that water transportation costs only about one sixth as much as the average cost by rail.

Moreover, in many cases delivery by water is much quicker for heavy, bulky, low class commodities. Railroad freight cars moved in 1906 an average of only 25 miles in 24 hours, and I believe an actual study would show that boats moved at least 100 miles in the same time.

Railroads are very limited in capacity, and there was fierce congestion on them not many months ago. On well improved waterways, such as Long Island Sound, the Great Lakes and the Hudson and lower Mississippi rivers, there is practically no limit to the volume of business that may be carried thereon and no danger of congestion.

Railroads are monopolistic corporations, owned and controlled for private gain. Competition over any given line is impossible, because the railroad belongs to the public. Waterways are free roads, for the use and enjoyment of all the people. Conditions for competition are perfect, and the business is not monopolized. No rate commission is needed to fix freight rates on improved waterways.

Most of the great annual expenditures of our governments are like the rain falling on the desert, and disappear and leave no trace behind. But waterway improvements are investments which will last for ever.

The \$5,000,000 expended in giving a 35-foot channel to Boston harbor cheapens ocean rates fully 10 per cent to the grain-grower of the west and the cotton producer of the south. The annual saving in freight rates on the coast is \$10,000,000. The total cost of the project, and it will remain a lasting benefit to hundreds of generations of Americans for the benefit of the world.

No country on earth is better supplied by nature with waterways than ours, and though they have been badly neglected in the past, in the words of Washington, uttered with prophetic wisdom 120 years ago, "Would to God we may have the wisdom to improve them."

To sum up this branch of my subject, permit me to say that we should improve our waterways:

First, because water transportation is much cheaper than by rail, and in many cases much quicker for the heavy, low-class commodities. On well-improved lakes and rivers, the cost of transportation is about one-sixth of the average cost by rail.

Second, because the railroads are congested and unable to handle the commerce of the country. Experts assert that during the past 10 years production has increased 125 per cent and railroad facilities for handling it only 32 per cent. Improved waterways would relieve this congestion very materially, if not entirely.

Third, because our commercial competitors—Germany and France—have so thoroughly developed and improved their waterways, and cheapened freight charges that we will be unable to compete with them in the world's markets unless we do likewise.

Fourth, because Canada now has a 14-foot canal connecting the Great Lakes with the ocean, and is planning a 21-foot canal through Georgian bay and the Ottawa river, and we must make as good connections with the sea, or the commercial supremacy of our great ports is liable to pass to a Canadian city.

Fifth, because we are spending vast sums at Panama to connect two oceans by a canal 52 feet deep, and make the greatest artificial waterway on earth, in order to reap its full benefits, our rivers must be so improved as to get our commerce to the sea quickly at the lowest rates, and our harbors so improved that any ship passing through that canal may enter any one of the important harbors on our seaboard.

Sixth, because waterway improvements are as imperishable as the solid rock and concrete out of which they are constructed. They are permanent investments, returning to the nation every year and for all time a large dividend upon their cost.

From the first month I had the honor to introduce in this house a bill to create a new executive department, to be known as the department of transportation and public works, and whose head shall be a member of the cabinet. Lack of time prevents me from discussing this bill fully, but I will say in brief that it proposes to place under one department all federal matters relating to transportation by railroads, highways, railways and waterways, and to such public works of every kind and sort as require the intervention and services of skilled civilian engineers.

The term "civilian engineer" is used in contrast with the engineers of the war department, who now have charge of all government work on the waterways of this country, and I wish to say that in my judgment we will never make a great success in improving these waterways until we take them entirely out of the hands of the war engineers. They are trained for war, not for water, and we must have men thoroughly educated in hydraulics or water engineering, rather than in the science of war, if we expect to get the best results.

Now, gentlemen, I have the highest regard and esteem for the splendid engineering corps of the army. I do not believe there is a better branch of the public service than these engineers. I do not believe there is a branch which has rendered more faithful, more honorable, more honest and more painstaking service than they have. I am not criticizing them in the least, for they have done their best with the opportunities given them; but I am undertaking to criticize the American congress, in any part of the country, because the task of carrying on the works of improvement on waterways under a most unbusinesslike and inadequate system, which it was impossible to secure good results—indeed, under a nondescript method of management, where the most worthy and worthy of the name of system.

What is that method? Why, sir, when any particular waterway is to be improved, a bill is introduced into the senate and the house, and an order directing the engineer corps to make a survey of it. A bill is then passed commanding that it be done under carefully specified limitations. The engineer corps then makes the survey. If everything is favorable and the report satisfactory, congress may adopt the project and appropriate the money necessary for it.

The next or some succeeding congress may fail to make appropriations, or some ambitious politician or engineer may bring about a change of plan, and the next result in most cases is interminable delay, with complete failure.

Under our system the engineers have no right to make a general investigation of years ago. A bill is then passed, and no right to make recommendations in regard to anything except the one specific project submitted to them. They are mere autonomous machine surveyors, ordered by congress to do this and so, and their only responsibility as military men compels them to obey orders and do what they are told—no more and no less.

I should like to see a radical change in this matter. I should like to see the department of transportation and public works created, and in it a bureau of waterways, presided over by the greatest hydraulic engineer in the union, to be called the commissioner of waterways, aided and assisted by a number of high-class civilian engineers.

I agree that our army engineers corps have done magnificent work, and no man gives them higher credit than I, but I do not believe we can cure the disease by increasing their number. The trouble goes deeper than that. We must go to the root of the system.

Our present system of waterway improvement is not trained in hydraulics. The ten honor men of the graduating class at West Point, as I am correct, are formed, are selected annually and placed in the engineer corps. These young engineers, fresh from college, after a brief sojourn in the army, are then sent out to some work—for instance, on the Mississippi river, where they study the terrible flood, and the levees and caving banks of that great stream, and are kept there from one to three years. Thence they may go to the mouth of the Columbia, where the enormous waters of the Pacific, constantly pouring into that river and meeting its currents and shifting the channel, present a picture entirely different from those on the Mississippi. After one or two years on the Columbia, they are sent, perhaps, to your own great harbor at Boston, where the problems in rock dredging for the 35-foot channel secured by your efforts are the greatest problems on the Mississippi and the Columbia rivers. They work with the greatest diligence, as everyone does in Boston, and after three or four years are beginning to get a little understanding of their task when an order comes sending them to Chicago, Detroit or New York, where they are kept about the same time.

wrestling with the intricate and difficult problems of the great lakes. They then go to Savannah or New Orleans and build levees to break the sand off the bars at the mouths of the Mississippi and Savannah rivers under plans devised by the great civil engineer, James B. Eads. From these perambulations they are sent to Yellowstone park to build good roads in that grand playground of America. Then to the Philippines to construct railroads and military roads, at which they are busied for one or two years. Then they are sent to Manila, where they build fortifications at the "Golden Gate." Then to Panama to make the great canal. Finally they are sent to active service with the army, the real business for which they were educated and trained. And in no single one of these positions, except the army and fortification work, are they kept long enough to master the problems.

One of our ablest civilian engineers says that it would take the finest kind of an engineer fully 15 or 20 years to master the problems on most any of our great rivers.

In my judgment, sir, we should adopt the excellent plan that is followed by Germany and France. These wise nations have great schools where they train their engineers in hydraulic canal branches of civil engineering. All their public works of every kind relating to wharves, docks, waterways, canals, roads, railroads, and so forth are placed in the hands of these skilled civilians, who devote their whole lives to the task. Army engineers are not employed in civil works in either France or Germany. Nor do the Canadians use army engineers in improving their waterways. And every student knows that these three countries are far ahead of the United States in the development and beneficial use of their waterways.

Now, Mr. Chairman, this matter of improving our waterways has been called to the attention of the country most persistently during the last two or three years, and no man has done it more forcefully and intelligently than the president of the United States. In three messages to this congress he has called particular attention to the necessity of adopting a farwary policy at this session, the necessity of changing our policy now. Just as he wants other legislation now, he wants waterway legislation now. Let me read a few of his utterances.

In his annual message on December 8, 1907, he said:

Our great river systems should be developed as national water highways. The national government should take the lead in this work, and a beginning will be made in the present congress. The work should be systematically and continuously carried on, in accordance with some well-conceived plan.

On February 26 last, when transmitting to congress the preliminary report of the inland waterways commission, the president said:

Our people are united in support of the immediate adoption of a progressive policy of inland waterway development. Hitherto the national policy of inland waterway development has been largely inoperative. No single agency has been responsible under congress for making the best use of our rivers or for enforcing foresight in their development.

My friends, let me emphasize that proposition. No single agency has ever been responsible for our waterways. They have been in all of our history a mere incident, a side issue with one bureau—the engineer corps—of a department—a department which has nothing in common with waterways, only a side issue which pays no attention whatsoever to commerce instead of being the main issue in one devoted to transportation and other works.

The president continues:

Frequent changes of plan and piecemeal legislation have done little or nothing to better our waterways.

Just as my friend Mr. Humphreys suggested:

The first condition of successful development of our waterways is a definite and progressive policy. The second is the best experts available, covering every use to which our streams can be put. We shall not succeed until the responsibility for administering the policy and executing and extending the plans is definitely laid on one man—a group of men who can be held accountable.

That is what my bill proposes to do: to place this power in the hands of a man and a group of men, who can be held accountable.

Adequate funds should be provided, by bond issue, if necessary, and work should be delayed no longer. The development of our waterways and the construction of our forests are the two most pressing physical needs of the country. They are interdependent, and they should be met vigorously, together and at once.

These are strong, wise words. Would to heaven congress would harken to them at once!

Only a few days ago, in a special message sent us on the 25th day of March, he says:

Ample provision should be made for a permanent waterways commission, with whatever power is required to make it effective. The reasonable expectation of the people will not be met unless the congress provides at this session for the beginning and prosecution of the actual work of waterway improvement and control.

Mr. Chairman, on the 4th, 5th and 6th of last December a great waterways convention was held in this city by the national rivers and harbors commission. Nearly 2,000 people were credited to it, and there were representatives from 37 states of this union. That convention voiced the opinion of the American people when it declared in favor of a "wise, liberal and comprehensive waterway policy that will provide for the improvement of the waterways and harbors of our country, the improvement of which is prospective benefits to commerce." When it asked congress to view river and harbor appropriations as an investment in permanent improvements bound to pay in-

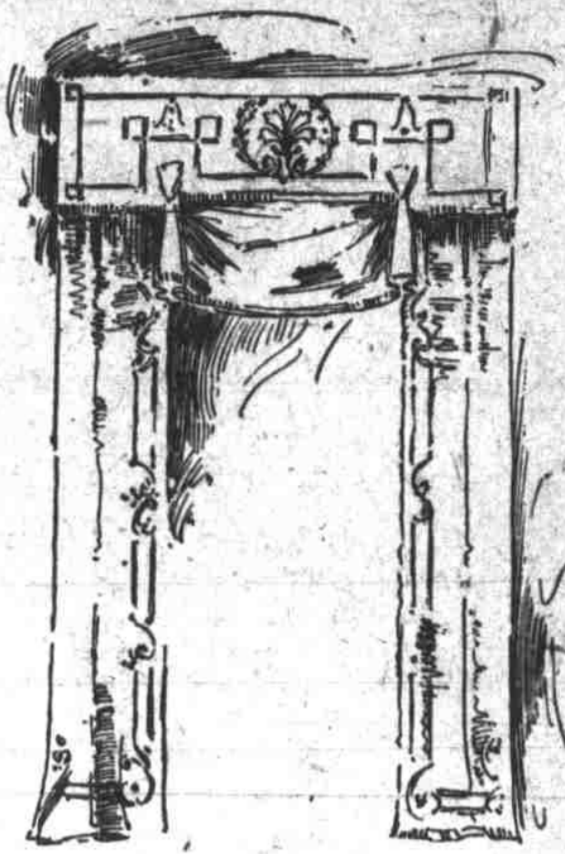
American Restaurant

CORNER THIRD AND OREGON STS.
OPEN DAY AND NIGHT.

Dinner from 11 a. m. to 8 p. m.
Chicken soup free with meals.

Lettuce 10c Sliced Tomatoes 15c
Lobster Salad, Mayonnaise dressing 20c
Fried Razor Clams 15c
Fried Shad 15c
Fried Halibut 15c
Fried Salmon 20c
Fried anchovies of size 25c
Sauce 25c
Fried Catfish 25c
Fried Green Beans 15c
Clam Bouillon with toast 15c
Boiled Beef Tongue, Spanish 20c
Chicken Pot Pie 20c
Scrambled Eggs, Bacon 15c
Pork Tenderloin, country style 20c
Olympia Oyster Patties 20c
Stuffed Breast of Veal 20c
Chicken Croquettes, green peas 20c
Veal Sausage and Spinach 20c
Short Ribs of Beef, brown potatoes 20c
Pickled Lamb's Tongue, potato salad 20c
Stewed Codfish, family style 15c
Corned Beef Hash and Egg 15c
Beef Stew, Mexican 15c
Pork and Beans 15c
Half Roast Chicken, on toast 20c
Roast Chicken with dressing 20c
Roast Veal with dressing 20c
Roast Pork with dressing 20c
Roast Beef with brown gravy 20c
Roast Lamb with Mint sauce 20c
Sliced Tomatoes 15c Sliced Cucumbers 10c Radishes 5c Green Onions 5c Asparagus on toast 10c Spinach 5c Strawberry shortcake 15c Strawberries and cream 15c
Every one of our Cakes, bread and butter and potatoes with all meals.
Dinner from 11 a. m. to 8 p. m.

Spring Suggestions



The season is arriving when one longs for two things: A comfortable porch and a prettier, more airy bedroom. Our show windows this week contain a most inviting display of porch furniture—willow and rattan chairs and rockers, tables and settees, Crex and Kashan rugs and a complete line of Old Hickory Rustic Furniture. We also display a pretty but inexpensive bedroom treatment, and an assortment of beautiful Cretonnes, Madras, Muslins and other summer fabrics. Our stock of summer furnishings is very large, and our prices most reasonable.

J. G. Mack & Co.

FIFTH AND STARK STREETS

MORE LESSONS TECHNICAL ARTS Apprenticeship Problem Is Discussed at Meeting of Society in Chicago.

The National Society for the Promotion of Industrial Education has just issued its bulletin No. 5, consisting of the first part of the proceedings of the annual meeting held in Chicago.

Among the addresses printed in full is that of W. B. Prescott, secretary, supplemental trade education commission of the International Typographical union. His states: "No one connected with industrialism in any capacity either as employer, superintendent or employe will question the efficacy of an apprenticeship system as a means of promoting industrial efficiency. The old shop system of apprenticeship has gone, not because workmen or employers wanted it or did not want it. Its passing is an incident of industrial progress. But as it appears to practical men of today, some such method is necessary. How to supply it is a problem that has many phases. It may interest you to know how one of the great trade unions proposes to meet the situation. The Typographical union is in its aims and objects, as well as historically, typical of the trade union movement. It has a membership of between 40,000 and 50,000 who are practically unanimous in its approval of the apprenticeship system. A commission was established to formulate some system for the technical education of the members and assistants of the Typographical union, and the result was the establishment of the International Typographical union school of printing in Chicago, which is fully described by Mr. Prescott.

Various Apprenticeship Plans.

The apprenticeship system of the New York Central lines is treated by J. P. Deems, the general superintendent of motive power, and by C. W. Gross, the superintendent of printing.

The cooperation between the University of Cincinnati and some of the manufacturers of that city in the support of the apprenticeship system is described by Professor H. Schneider, dean of the College of Engineering. He said in part: "The work commences with the young man taking it shall work alternate weeks in shops in the city and in the university. There are now about 100 young men in the shops and this week for instance, about half are in the shops and half are in the university. Next week the number will be reversed. The week will go to the shops, and those at the shops will come to the university."

"These young men are paid for their shop work on a scale of wages which begins at the rate of 10 cents an hour and increases to a certain amount every week in the summer, except the two weeks' vacation. A number of shops, however, find the men so efficient that they are now paying them for the week they are at the university."

This bulletin also contains the address of Dr. Henry S. Pritchett, at that time president of the society, wherein he states: "The underlying purpose which gave birth to this association which calls itself the National Society for the Promotion of Industrial Education, is to provide for the young men of our country the best opportunities in the way in which they must be fitted. In this day every nation is engaged in a struggle for a more efficient, economic unit and then must bring these units into efficient organization. It is equally to the interest of the workman, of the manufacturer, of the educator, of the citizen, that the boys and the girls may

It Is Economy

TO SECURE THE BEST AVAILABLE DENTAL SERVICE

Our claim for your patronage is based upon 12 years' continuous practice in Portland, with a steady growth of business each year, until today we enjoy the largest dental practice in the northwest.

We have kept fully abreast of the times, and never spared any expense to secure the most approved appliances that will aid in producing the most satisfactory results.

Our Crown and Bridge work is unexcelled. We make perfect fitting Plates, that won't fall down, when plates are necessary. Our terms are extremely moderate, considering the class of service rendered.

GOOD SET OF TEETH ON RUBBER PLATE..... \$5.00 BEST SET OF TEETH ON RUBBER PLATE..... \$8.00

DR. B. E. WRIGHT PAINLESS DENTIST

342 1/2 Washington Street, Corner Seventh

OFFICE HOURS—8 A. M. to 5 P. M.; 7:30 to 8:30 P. M.; SUNDAYS—9 A. M. to 1 P. M.

PHONE MAIN 2119—TWELVE YEARS IN PORTLAND

IMPONDERO-THERAPY

The New, Logical and Scientific Cure for All Sickness and Disease

IMPONDERO-THERAPY occupies a distinctive place in medical practice, because it is the embodiment of the highest and best that the various schools of scientific therapeutics have evolved; and because it has been thoroughly tested and bears the guinea-stamp of approval by medical practitioners and laymen throughout the wide field of its applied utility.

IMPONDERO-THERAPY is the modern and accepted cure for disease in any form; and, as elsewhere, it has compelled recognition of its merit and effectiveness here in Portland. We will be pleased to submit competent testimony of local residents to its wonderful curative power.

In all nervous and organic diseases, both acute and chronic, such as Rheumatism, Diseases of the Eye, Ear, Nose and Throat, Catarrhal Troubles, and all Diseases of the Stomach and Kidneys, failure to cure has yet to be registered against it, and it is daily converting pronounced skeptics into enthusiastic advocates.

IMPONDERO-THERAPY Numbers among its warm friends the physician, lawyer, banker, broker, merchant, artisan and laborer; and it is our pleasure to offer it to every man, woman and child who would replace existing illness with strong robust bodily and mental health.

For the man or woman to whom health means EARNING POWER,

IMPONDERO-THERAPY is a precious boon. We assure you of accuracy of diagnosis and appropriate treatment for each individual case. To all who are in poor health we offer this wonderful treatment in the full assurance of a speedy and permanent cure, if cure is possible. If cure is not possible we will tell you so. If you are wise you will accept our invitation. Don't wait for the post mortem to furnish the diagnosis of your case. Come to us in confidence that you will learn the true nature of your ailment, and that we shall prescribe for you a treatment which shall lift the load of anxiety and distress that burdens you, illumine and broaden your mental horizon, and fill you with the courage, ambition and energy to accomplish your every aim.

IMPONDERO-THERAPY COMPANY

308-9-10-11-12 Merchants Trust Building, Sixth and Washington Streets, Portland Oregon.

Phone—Main 7743, A5755. Office Hours—10 a. m. to 5 p. m., 7 to 8 p. m.; Sunday, 10 to 12 m.

building trades, machine trades, industrial training for girls and boys from 14 to 16, public technical schools and public evening industrial schools.

DOG HOLDS UP MAN IN HIS OWNER'S SHOES

Alert Canine, Recognizing Footgear, Detains Stranger Till Police Come.

Atlantic City, N. J., May 9.—Discovering a stranger wearing a pair of his master's shoes, "Jake," a watchdog in the pharmacy of Dr. G. M. Hayes Deemer, attacked James Robinson, wearer of the shoes on the Boardwalk today, and held him until the arrival of policemen. Robinson said he believed the dog intended to chew him alive, and his screams caused great excitement.

Dr. Deemer had presented the shoes

to the man, who came here from Philadelphia and was making a bare living by doing odd jobs. Shod in the slightly worn foot coverings, Robinson was passing the drug store when the dog's delicate olfactory sensed his master's shoes.

Robinson insisted on returning the shoes rather than take another chance of being taken for a thief by the dog detective.

"GENTLE DENTISTRY" EASTERN DENTISTS

3200 WASHINGTON ST., COR. SEVENTH. PHONE MAIN 3700

McQuinn's Trust Bldg., Over Goddard-Kelly Bldg. Corner