

PUBLIC DOCKS AS ONLY SOLUTION OF TRAFFIC PROBLEM

Leading Authorities of United States Unite in Declaring All Seaboard Cities Should Control Waterfront.

Expert authorities unite in evidence that by public docks alone the traffic problem of any seaboard city is to be solved. Their opinions are listed under three heads: First, that municipal control of the waterfront standardizes dock construction by instituting fireproof structures; second, that new shipping lines are given opportunity to enter into competition with the old through better provided with dockage facilities; third, that ocean traffic, assisted by non-competitive wharves, harbor improvement and the completion of the Panama canal, will prevent transcontinental railroads from assessing exorbitant freight rates.

General Marshall, chief of United States engineers, was describing the Portland situation when he said during a recent visit: "None of the northern ports is provided with public docks or landing places. All are in the hands of corporations or individuals. It is coming to be the policy of the government not to appropriate money for the improvement of rivers and harbors where no public dockage facilities are provided."

Acting upon advice like that of General Marshall, Philadelphia, Portland and other important cities of the nation are struggling to free themselves from railroad control of their waterfronts. Los Angeles, Oakland and San Diego are among the Pacific seaboard cities that have made beginnings toward public ownership, and all the aspirants find inspiration and pattern in the profitable public docks of New Orleans, New York and San Francisco. In the list of American and European cities where public ownership of docks obtains no single instance is found where the enterprise is either disappointing or unprofitable.

The opposition of railroads and private interests to the city's acquisition of public docks is emphasized in the report of George C. Sikes, noted harbor engineer, when he says on the Chicago dock problem, in speaking of the fight in Los Angeles:

"Strong efforts were made by private interests to defeat the project through an adverse vote in one or the other of the villages of San Pedro and Wilmington. In order to carry the proposition through, the leaders of the consolidated movement in Los Angeles gave assurance that \$10,000,000 would be spent by the city of Los Angeles in the next ten years in the development of municipal docks in the harbor of San Pedro."

Now the record:

The vote for the consolidation in San Pedro was 726 for to 227 against. The vote in Wilmington was 107 for to 81 against consolidation. The strength of the movement in Los Angeles proper was indicated by the fact that the vote there for the proposition was in excess of 15,000 to only about 200 against.

"A study of the principal ports of the world discloses that those with the most progressive development are owned by public authorities."

Railroad ownership of docks affords efficient service as a rule for railroad purposes, but railroad owned docks do not satisfy the needs of a community for facilities for handling traffic not transferred to or from railroad carriers. Where one railroad owns the docks, other railroads are placed at a

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disadvantage, to the injury of the community at large. Moreover, while railroads encourage connecting ocean traffic with which rail competition is impossible, they seek to suppress coastwise traffic and inland water transportation. As a rule the most wide awake and public spirited communities that have private ownership of docks are making moves to bring about public ownership.

Portland as Example.

"Diverse private ownership means sprawling, uneven and unrelated development. Boston, Seattle, and Portland offer good illustrations of this point." In the preliminary report of the national waterways commission it is stated: "Improvement of rivers and harbors should not be made unless sufficient assurance is given that proper wharf terminals and necessary adjuncts to navigation shall be furnished by municipal and private enterprises."

This attitude, as shown by the congressional record, was taken by all members of congress in subsequent advocacy of appropriations for harbor improvement.

In a report submitted by Senator Burton, chairman of a commission on national waterways, this statement is made: "No improvement by the federal government will suffice without the cooperation of communities and business interests upon which reliance must be had for the proper utilization of improved waterways."

Gustav Kusterman of Wisconsin, in speaking of warehouse facilities and equipment for loading and unloading ships, said: "All of this equipment, the same as in European cities bordering on navigable rivers, should be owned by the cities, the same charging a sufficient fee per ton for handling to cover the interest on the investment and a small surplus to pay toward the original cost."

Connecting Link Necessary.

"I am thoroughly convinced there will be no real and honest competition between transportation by rail and water until the connecting link, the key to the situation, is in the hands of the people and not owned by several interests."

Emory R. Johnson, professor of transportation and commerce in the University of Pennsylvania, made an extended tour among European cities, where he found municipal ownership of docks and came back with this recommendation to the American people: "That cities along the rivers and canals provide harbors large enough to permit the growth of traffic and either equip or take such measures as will bring about the equipment of these terminals with facilities for the economical handling of traffic."

Frederick C. Howe, writing in Scribner's in advocacy of public docks said: "The docks of a German city are great terminal systems equipped with every convenience for even the smallest shipper. By virtue of these works the trade of Düsseldorf increased 200 per cent in 10 years. And within a very short time the improvement will yield a profit from out of the rentals of the enterprise."

Wonderful Harbor.

"The harbor development of Frankfurt is even more wonderful. It borrowed \$15,000,000. It proceeded to open the Main river for several miles, so that large boats could come to its doors. It erected docks and handling devices. Its harbor traffic increased 1200 per cent in nine years' time."

An editorial in the Philadelphia North American asserted recently: "The first requisite for a successful steamship

line is suitable docking at the two ends of the route. Without this no line can hope to succeed. Municipal ownership of docks is necessary in order that independent lines of steamships may hope for proper berthing and loading facilities. The Pacific coast from San Diego to Alaska has many fine ports or harbors where one might expect to find thorough municipal ownership of water front property, docking locations available for new steamship lines, but most of such property, as is the case in Philadelphia, is now in the hands of railroad corporations. And, with unrestricted power to fix prohibitory rates, the railroad could make the Panama canal commercially a mere convenience for foreign nations."

Profits Shown.

Illustrative of the better that foreign cities have in the profits of municipal ownership is the following list of their expenditures for public docks:

London	\$250,000,000
Liverpool	225,000,000
Glasgow	100,000,000
Bombay	24,000,000
Hamburg	72,000,000
Rotterdam	32,000,000
Havre	39,000,000
Antwerp	44,000,000
Bremen	35,000,000
Manchester	75,000,000
Buenos Aires	25,000,000
Bombay	20,000,000
Marseilles	24,000,000
Amsterdam	35,000,000
Rio de Janeiro	25,000,000
Valparaiso	20,000,000
Salina Cruz	15,000,000
Puerto Mexico	15,000,000
Manila	5,000,000

Senator Burton's View.

As if clinching the arguments from authorities on the essential value of public docks, comes the following extract from the rivers and harbors bill submitted by Senator Burton:

"In some instances after harbors have been developed, it has appeared that the property adjacent to the land made available for wharves belongs to one or a comparatively small number of individuals or corporations. The utmost care should be taken to guard against this and to secure the general use of the facilities created or improved under congressional appropriations; also to make sure that private or municipal enterprise will provide such docks and terminals as will assure the utilization of the work performed by the government."

"The pending bill seems to have been framed with a view to guarding against expenditures for the benefit of single individuals or corporations, and gives promise that in the ports to be improved abundant facilities will be afforded for the general public in most if not in all cases."

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125 feet. The tail waters of the upper dam will form the upper end of the lake formed by the Canadian dam and the tail waters of the latter will form the upper part of the lake formed by the dam now to be constructed, so that the chain will be practically unbroken for a distance of a dozen miles. The dam for which the contract was let today will be 700 feet long and will create an operating head of 83 feet. It will be of the Ambursen patented hollow dam type, constructed of concrete throughout. This type it is believed will

stand much heavier pressure than a solid dam even though concrete.

N. F. Ambursen, patentee of the hollow dam, is in Portland today conferring with the officials of the Portland, Light & Power company, having arrived from Boston, where his company maintains headquarters. T. W. Sullivan, hydraulic engineer for the Portland Light & Power company, will be in direct charge of the construction work in the interest of the railway and power company.

It is expected to have the dam completed by the end of the year, but possibly it may not be completed until next summer, as the progress will depend to some extent upon the stage of water in the river.

LETTERS TELL WHY

(Continued From Page One.)

early in the last year.

Fitzgerald answered the letter and out of the answer drew a correspondence between the Portland attorney and the little stenographer in Buffalo. He intimated, apparently, that though successful he was lonesome and alone.

Early in September, last, Fitzgerald decided to make a trip to his old home in Buffalo to visit his relatives. Mrs. Fitzgerald asked to accompany him, but he refused the permission and she, unsuspecting, accompanied him to the train and kissed him good bye. A month passed and Fitzgerald returned to Portland but not to his home. After having been in the city for several days he called Mrs. Fitzgerald up on the telephone and told her he was not going to live with her again.

Mrs. Fitzgerald attempted to effect a reconciliation but could meet with no success, nor secure any definite explanation from her husband. Then she found the correspondence which had passed between Fitzgerald and Miss McNamara. These letters showed that Fitzgerald had represented himself to be a widower to the Buffalo girl and her mother, that they became engaged and she was planning to come to Portland as Fitzgerald's bride.

Then Mrs. Fitzgerald wrote to both the girl and the mother telling the situation, and received heartbroken letters in reply. The girl also wrote a scathing, though piteous letter to Fitzgerald breaking the engagement.

One of the letters written by Miss McNamara, October 31, 1909, shows clearly the relations that had been built up by Fitzgerald. In part it was as follows:

"My Dearest Cousin—Your very interesting letter reached me safely yesterday; also the bundle of newspapers. When I got home at noon I did not see any letters from you on the mantel as usual, and I asked mamma where it was. She said none had come, but I was not satisfied."

"I knew you would not fail to write me Monday, so that I would have a letter on Saturday, and I started to investigate for myself. Sure enough, when I went into the back parlor I found your letter and the papers on the table there. It seems that instead of arriving on the first mail, as usual, they came on the noon delivery, and Maggie had answered the door, and had put them on the table, mamma not knowing they had come. Needless to say I was very glad to find them, although I was confident all the time that it was no fault of yours if I did not receive them at the regular time."

"I think you are a dear to let me have the kind of house I like, and when we get one we will have to fix it all up just as dainty and nice as can be. If I were planning a house I would have a nice library for you, like the one in the picture I sent to you. All fixed up so comfortable and nice, and whenever you wanted to read or study you could go to the library to do it. Won't that be nice?"

Permission to Smoke.

You could smoke, too, all you wanted, and I would not tell you that you were smoking the wrong way, such as you. What I would like best would be a lovely dining room. I would much prefer to have a handsomely appointed dining room and no parlor than to have a parlor and a poorly fitted up dining room. A lovely table would be my hobby. I don't care much about the food; that is, I never live to eat, but I do love (yes, love) to see a table beautifully set with dainty china, silver, fine table cloths, etc."

"I am very nice, indeed, to be thought of all the time, especially when thought of by you, and we will surely, as you say, have to make up for our present separation by loving all the more when conditions change. You know anyway we will have to love a whole lot for you will always have to love me as a cousin, you know. I won't let you forget that I am glad, too, that you found me as you say, but did you find me? I think I am the discoverer in this case, and I found you. Lucky me."

"I could not write you yesterday, as I was kept very busy, so I am scribbling this by hand today (Sunday). Mamma and I went to 8 o'clock mass this morning. I like to go to the early masses, because they go out quickly. However, as a rule I do not like to get up in time for them."

Love, Hugs and Kisses.

Write to me very soon again, like the dear, good, nice cousin that you are, and believe me with tons and tons of love and a whole carload of hugs and kisses. Yours, EVELYN."

Other letters thank Fitzgerald for having left a standing order with a Buffalo confectionery house to supply Miss McNamara with what she desired. Another lot of "dainty sweet little bracelets" which the girl was to receive during the holiday season.

The following letter was written by Miss McNamara to Fitzgerald April 30, 1910, after she had received the letter written by Mrs. Fitzgerald, telling of the deception practiced by him:

"My Dearest Cousin—I cannot tell you the feeling that creeps over me as I write this letter the last I shall ever write you. The blow which I have received today has so stunned me I cannot think my brain is in a whirl. You whom I would have trusted with my life, whom I believed to be all that was good and generous and noble in a man, and to whom I gave my love—you have sought to drag me into the dust and to bring disgrace upon our family—the family who loved you so well, and tried so hard to do for you when you came to Elmira, a small motherless child."

Believed Wife to Be Dead.

"This is our reward to have the abuse of the vilest nature heaped upon my head by your wife because she says I have alienated your affections. Do you think for one moment that I would have written you as I have had I known that you had a wife with whom you are actually living? The very idea is so horrible that it sends a chill through me, and such is the state of affairs. In this morning's mail came three letters from your wife—one addressed to mamma, one to Maggie and one to me. "In them she explains that you and she have been living happy together under the name of Mrs. Fitzgerald and your home. I enclose extracts from her letter, so you can see for yourself what she has to say. My letters to you which you assured me were so carefully guarded in a private drawer or your desk have all been read by her, yes, all of them, and she says she now has them in her possession."

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"In her letter to Maggie, she enclosed a letter I had written to you in which I referred to your attitude to Maggie last summer, saying that Maggie had been angry ever since because you did not make her the leading lady. This remark was harmless within itself, but

when the letter is returned to Maggie by a strange woman, you can imagine the result."

"It has created a breach between my aunt and myself which will never be healed in this world. All this you have done for me. Insult and calumny have been heaped upon me and yet told me that you loved me. My heart is so torn with grief and disappointment that I do not know which way to turn. The worst enemy I ever had in this cold world could not have wronged me any more than you have done. The blow has stupefied me. I cannot write more. Evelyn."

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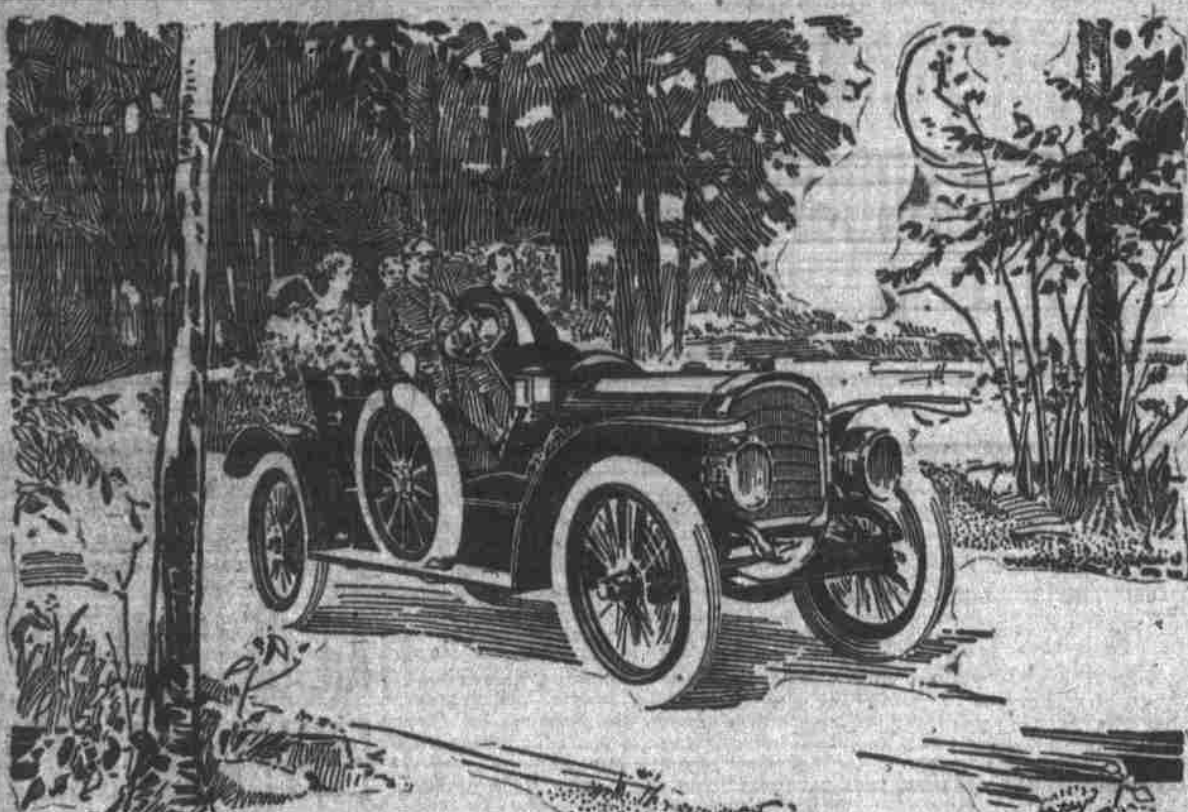
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