

FRENCH MINERS NOW THREATEN WALKOUT

Paris, April 20.—May Day is being spoken of here as the day upon which the National Federation of Mineworkers will call out the 120,000 French miners for a general strike...

Engineers Urge Utilization of Most of the Waterfront—Recreation Pier at Foot of Stark Street

Commission Recommends That Docks be Constructed so as to Tap Business and Shipping Interests on Both East and West Sides of River—Larger Development Further Down River to be Convenient for Deep Sea Shipping—Great Future for City.

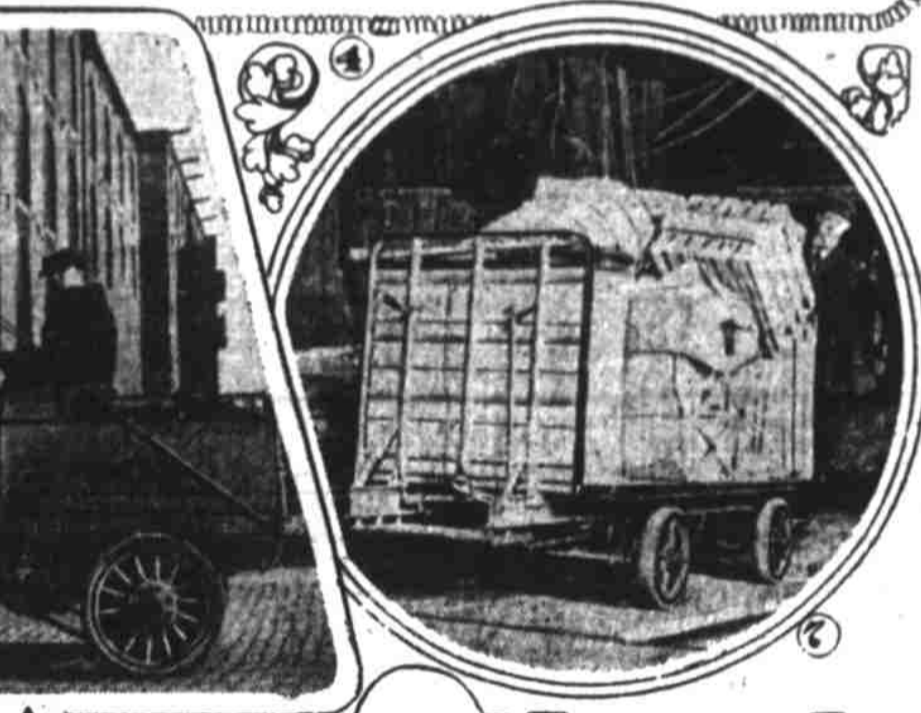
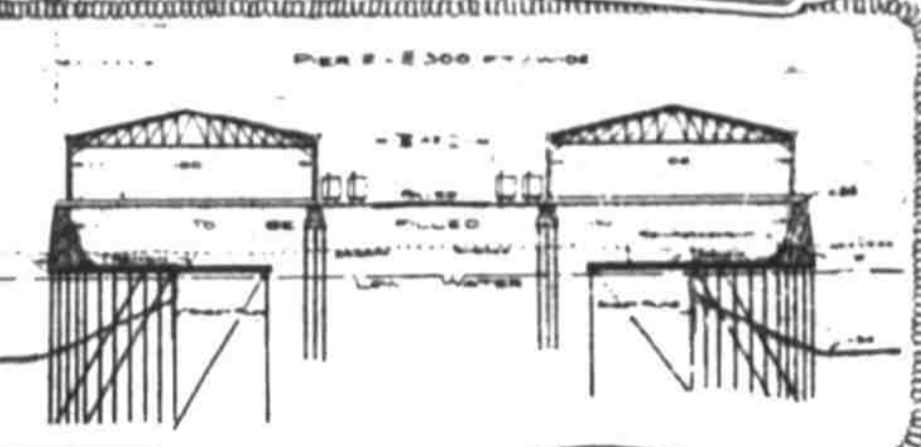
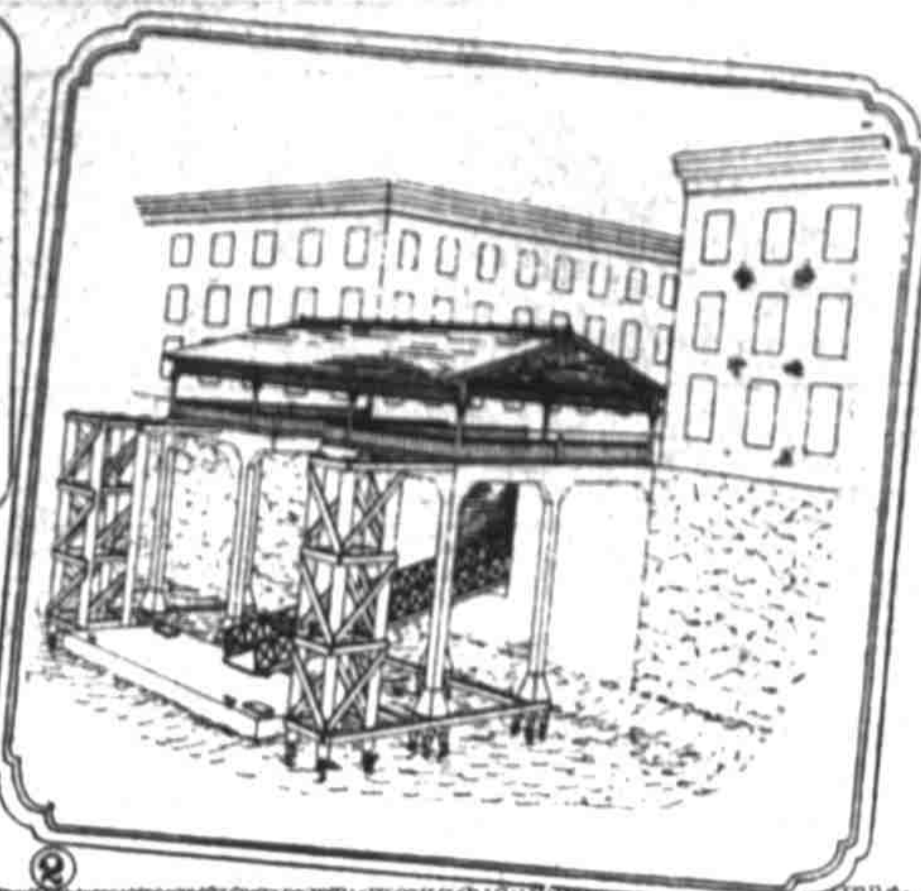
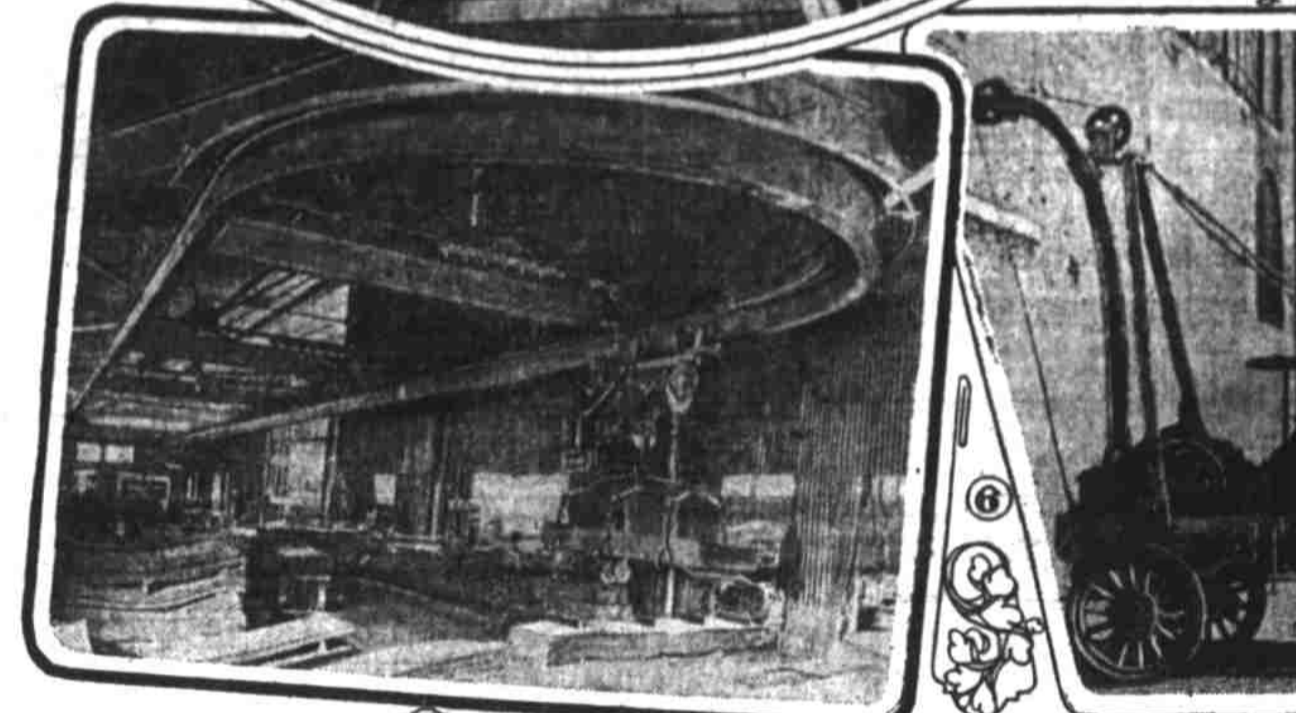
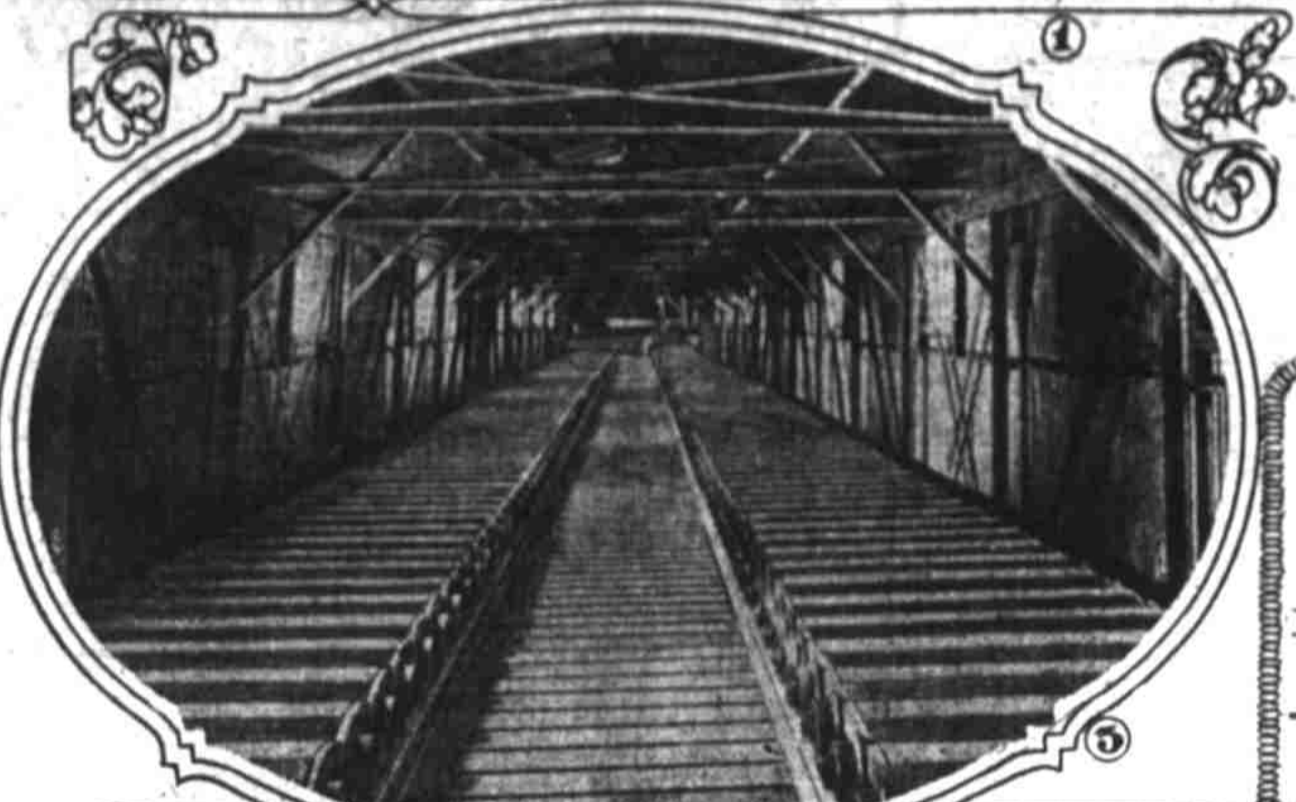
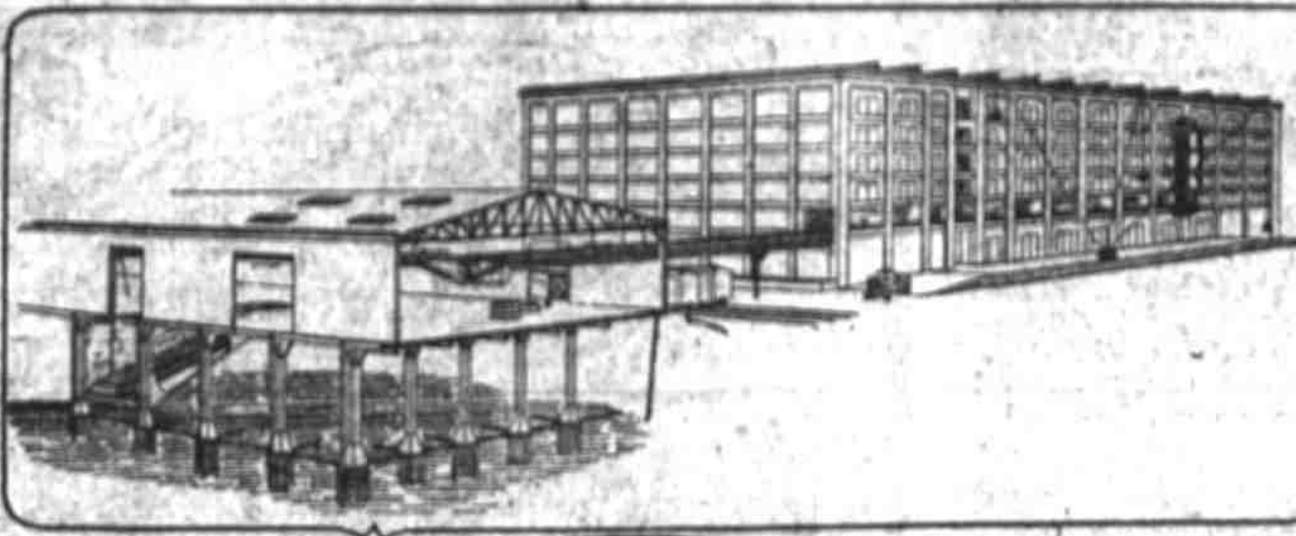
PUBLIC DOCK PLAN IS COMPREHENSIVE

Immediate Development of the Harbor Urged; Portland Occupies Great Natural Advantage Point.

The board of consulting engineers in the public docks commission has found that economy and science coincide with public sentiment in appropriating dock construction between the east and west sides of the Willamette.

While the fire boat dock is located on the East side the recreation and motor boat pier is recommended to be built on the West side. The report of the board of New York engineers to the public dock commission made public for the first time today deals not alone with dock location and types of construction...

Waterfront Improvements. The waterfront improvements proposed, both for immediate and future construction, have been fairly divided between East Portland and West Portland and a common trans-shipping terminal has been located in the lower harbor...



Develop Your Bust In 15 Days



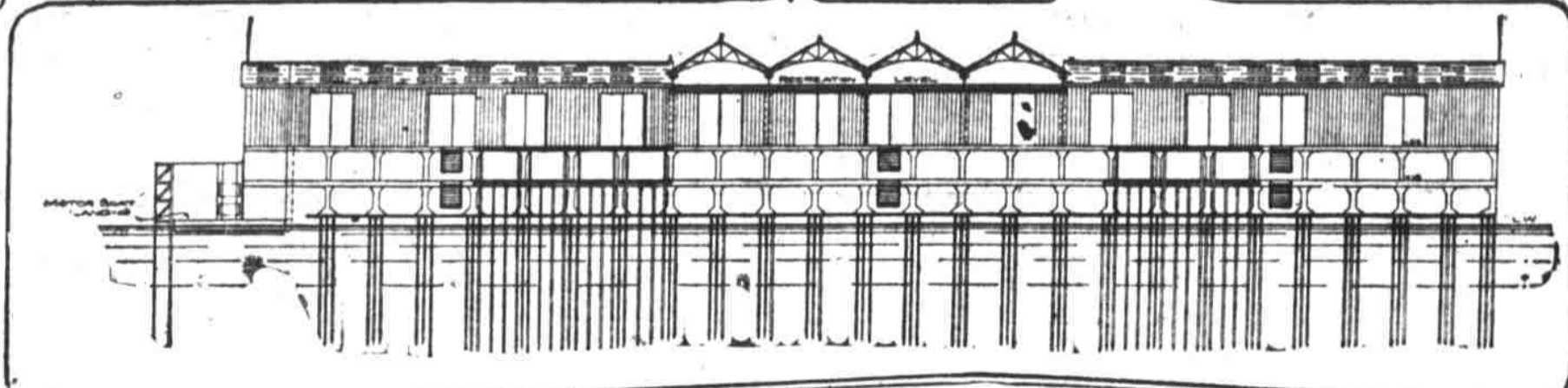
A Full Firm Bust is Worth More to a Woman Than Beauty. I don't care how thin you are, how old you are, how faded and how fallen and flaccid are the lines of your figure...

facilities of some 32,000 linear feet, over six miles of docks and piers. Thus sufficient public docks are produced so that Portland need not fear that her commercial growth will be retarded through the selfish expatriation of new shipping by present or future interests...

Logical Construction. "A port should be developed," reads the introductory paragraph of the report, "not as an aggregation of individual piers or wharves, indiscriminately constructed to serve various kinds of shipping, but rather a port should be developed as a terminal, each pier or wharf should have some logical relation to those already constructed..."

Portland's Advantage. "It has, on the other hand, advantages on account of this very location which render it susceptible for large harbor growth provided advantage is taken of existing possibilities of increasing its harbor facilities..."

Conditions Favorable. "If present conditions continue in any great part which regard to the population of Portland and San Francisco, it is evident that within 20 years Portland will have a large population as San Francisco."



1—Showing desired relation between dock and warehouse; transfer equipment. 2—Proposed motor boat lading foot of Washington or Stark street. 3—Endless freight carrier for public dock; moving platform. 4—Cross section of typical pier recommended for Portland. 5—Overhead "Telpher" or monorail carrying system. 6—Portable self operating crane for dock use. 7—Auto dock truck of great power, and small initial and operating cost. 8—Proposed recreation pier and boat landing foot of Stark or Washington street.

Recommendations made by Harbor Board: Immediate steps to loosen bonds of private waterfront control. Public docks east and west sides of Willamette river in business section.

Large dock development in lower harbor; total proposed dock development 32,000 linear feet or six miles of docks and piers. Warship launch, motor boat landing and recreation pier foot of Stark and Washington streets.

Pacific coast city the harbor board draws the conclusion with a large number of statistical tables and maps that Portland will excel the other cities as a port, distributing center and manufacturing city.

wonderful growth of timber in the world. At the gateway of this magnificent confluence of natural gifts it has grown until its building operations in the year 1911 ranked third in the United States...

Floods Will Decrease. Floods will be decreased by protective dredging and irrigation, it is promised, and also: "If Portland is only nominally energetic and progressive, she may be able to hold her position at the center of the great Willamette and Columbia valleys..."

Portland at a conservative estimate will have 500,000 population in 1925; 1,000,000 in 1940 and 1,500,000 in 1950, the report predicts. On a cost estimate of \$600 per linear foot the following increase in equipment to keep pace with the population is recommended:

Table with 2 columns: Year, Water Frontage. 1925: 57,500 feet, \$34,500,000. 1940: 125,000 feet, \$75,000,000. 1950: 202,500 feet, \$121,500,000.

Most Available Locations. "The location for any extensive municipal development should be at that point where the best railroad connections are available, and where the best further connections may be effected in the future between the two railroad interests which are now divided by the Willamette river."

Municipal Control. "Its final conclusion," reads the comment, "is a plan for practical and positive railroad service under municipal control, serving not only the public docks, but also affording relief from the present unprogressive railroad control of waterfront and of interchange of freight between the east and west sides."

WILKESBORO AND NORTH PLAINS. Both in heart of famous Tualatin valley country. Reached from Portland over United Railways. Fast electric trains with frequent service.