

VIEW OF RIVER PILOT ON DOCKSITE PROJECT SUBJECT OF CRITICISM

Charles B. Moores Says Assertions Indicate "He Knows Little About Main Subject."

Portland, Oct. 25, 1913.—To the Editor of The Journal—In your issue of Tuesday evening there appears an interview from Captain W. H. Patterson, who is described as a man who has been for 30 years a Columbia river pilot. The broad statements he sees fit to make upon a number of collateral points, about which it appears he knows nothing, lead to the suspicion that he knows little or nothing about the main subject which he undertakes to discuss.

The daily mechanical routine of following a river channel for 30, or even 60 years, along routes laid out and charted by government engineers, does not necessarily make one an expert on dock construction, or an oracle capable of "teaching us" who are all the needs of the harbor of a great city like Portland. One great trouble that is always met in discussing great projects affecting the welfare and the destiny of the port is the constant injection of loose generalities that serve only to confuse the issue, and of dogmatic expressions of opinion on the part of those who rate their judgment as superior to that of all the rest of mankind.

Legitimate criticism should always be welcomed, but the silly method so often adopted of brushing aside the opinions of men who have made these questions a specialty, and giving them long, careful and intelligent attention, does not add anything to the sum total of human knowledge, and certainly does not make life any more attractive to the public servant who is rendering gratuitous service.

Engineers Approve. Engineers of the highest standing and men of affairs whose activities cover a wide range, have upon mature deliberation, given their cordial approval to the proposed acquisition, for dock purposes, of Mook's Bottom, Swan Island and the Bridgeport tract. There are objections to the project, as there are to all important projects.

It is, however, the universal experience of mankind that, as a rule, the most dogmatic objector to any project is the man who knows the least about it. Captain Patterson tells the public through your columns, "It is nothing but a real estate scheme to get Swan Island." Where did he learn that? The facts are that the owners never offered to sell to the commission until they were asked to name a price.

He "understands" \$3000 per acre is the price asked for Swan Island. The owners have not asked anything like that price, and if they get even \$100 an acre it will be more than it is worth. As one distinguished citizen of Portland has well said, the owners ought to be compelled to move it from the river as an obstruction to navigation. The correspondent tells us the project "is a graft on the taxpayers of Multnomah county." Every L. W. W. soap box orator on Burnside street is ready to reiterate that remark. Nobody has any copyright on that style of argument.

"We don't need an anchorage basin created by the removal of Swan Island." Is that a mere expression of opinion or a statement of fact? "Where is property situated?" "Six miles of dock property are accessible on the west shore of the Willamette river facing Swan Island, and may probably be secured much cheaper than the project of buying Swan Island, removing it, buying Mook's Bottom, filling it and building docks therein could be accomplished." Where is this "six miles of dock property"? What would its acquisition cost? How much room would it afford in the rear of the dock proper for the development of convenient and necessary accessories? Does he know of any other "accessible" property that, by the Bridgeport tract, would permit of slip and pier construction extending back 1000 feet and affording additional space in the rear of this 1500 or 1600 feet deep for necessary warehouses and other accessories? Does he know of any "accessible" property of this kind that in these respects would equal Mook's bottom?

"Shipping men don't want docks on Mook's bottom." How does he know, and why don't they? Why have they never entered a protest with the commission? "It is overlow land, and its development is impracticable." How does he know? In this he is simply putting his opinion as a river pilot against the judgment of some of the best engineers in the country.

Questions Are Asked. He tells us that "should a turning basin be created there it would form a catch basin for all the sediment of the Willamette river, and a dredge would have to be kept busy there constantly." Without the catch basin, would the sediment evaporate, or would it float out down stream for the dredges to catch below? What quantity of sediment would the yearly freshets deposit there, and what kind of dredges would we have that would have to work constantly to clear for it? How long would it keep the Leviathan, or even the Chinook, busy? Will there ever come a time, under any circumstances, when we can dispense with the dredges?

These difficulties have all been considered by competent men who have given them many months of study and who have access to voluminous reports from every great seaport on the face of the globe where similar problems have been met and solved. Almost every project involves some complicated questions, and men have solved them without deeming it necessary to immerse themselves within the pent-up confines of the pilot-house of a river steambot.

Expressions of opinion on subjects of great public importance are valuable in just so far as they are based upon a careful study in detail of original sources of information. Many worthy projects go down because of such expressions based solely upon random expressions of the street. Nothing is easier than to jump at conclusions and indulge in loose charges of graft and fraud and incompetence. To go into the details necessary for the correct solution of important problems calls for too much time and patience. It is the hookworm and the slow-picker, and to bait at public official is the favorite pastime, not only of the American people, but of the human race. "Whatever he is wrong," CHARLES B. MOORES.

Caught With Wet Goods. Springfield, Or., Oct. 25.—A man giving the name of Kelly Spofford was arrested here early yesterday morning by Officers Mayo and Ellings while Spofford was robbing Mathews' saloon. Quantities of bottled goods had been missed, and a careful check showed that the thefts occurred on alternate nights. A watch was set, and Spofford was caught as he was standing behind the bar. He declares he had a confederate in Eugene to sell what he stole.

ELECTED PRESIDENT OF CONGRESS OF MOTHERS



Mrs. Aristine Felts, choice of Oregon women.

Mrs. Aristine Felts was yesterday elected president of the Oregon Congress of Mothers by a vote of 129. Mrs. G. L. Buland received 76 votes. The election was held yesterday morning and it was not until late in the afternoon that the results were known.

Up to the time of the report of the nominating committee it was felt that the election would be very close, but when it became apparent that an attempt was being made to "railroad" Mrs. Buland into office by arbitrary rulings from the chair and by a laudatory report from the nominating committee chairman, the sentiment against her was the immediate result and to that can be ascribed her defeat. It is said:

Mrs. J. C. Elliot King was elected first vice president; Mrs. H. R. Albee, second vice president; Mrs. C. M. Collier, Eugene, third vice president; Mrs. G. D. Hoyt, Hood River, fourth vice president; Mrs. W. W. Usher, Ashland, fifth vice president; Mrs. Hugh J. Fitzpatrick, Hammond, sixth vice president; Mrs. J. J. Kerr, Corvallis, seventh vice president;

and Mrs. J. S. Landers, Pendleton, eighth vice president; Mrs. H. L. Walters, Portland, recording secretary; Mrs. A. A. Lindsey, Portland, corresponding secretary; Mrs. A. Bonham, Montavilla, treasurer; Mrs. G. T. Gerlinger, Dallas, librarian; Mrs. George W. Evans, McMinnville, auditor; Mrs. A. King Wilson and Mrs. W. J. Hawkins were elected directors.

Mrs. Robert H. Tate, the retiring president, was made honorary president and life member of the Oregon Congress of Mothers and later presented with a beautiful pearl sash by the delegates to the congress. The session closed yesterday afternoon with a program under the direction of Mrs. C. M. Collier of Eugene, presiding. Mrs. E. D. Gilhausen and a piano solo by Miss Eugenia Patton, City Superintendent of Schools L. R. Alderman gave an address on educational topics and Rev. Benjamin Young discussed marriage sanctity. Other addresses were also given and the University of Oregon quartet sang.

NEW CHIEF ENGINEER PROMISES SUPPORT OF CHANNEL UNDERTAKING

General Kingman, at Washington, Acknowledges Importance of Project.

General Dan C. Kingman, new chief of United States engineers, is a supporter of the campaign to deepen the channel over the Columbia river bar.

A copy of a letter written by him which has been received by the secretary of the Ports of Columbia committee, says:

"In view of the renewed public interest in this project, this department is disposed to do everything permissible under existing law and regulations to advance this important improvement."

The letter makes reference to Major McIndoe's recommendation for increasing the appropriation for the north jetty from \$250,000 to \$1,000,000 as follows: "A communication from him in regard to the matter of increased estimates has been received and the recommendations of this office in this particular will be incorporated in the forthcoming annual report to the chief of engineers, and will thus be before congress for use in connection with the preparation of the next river and harbor bill."

At the time General Kingman's letter was written, his office had not received Major McIndoe's report recommending an additional dredge for work on the Columbia river bar. This report, said Major McIndoe yesterday, was sent September 22, before the supplemental report on the north jetty was forwarded. But the dredging report was sent straight to Washington instead of through the San Francisco office as government regulations require, and so a clerk in the office of the chief of engineers in due course of time returned the report to the Portland office for transmission according to usual procedure. General Kingman asserts that he will give Major McIndoe's recommendations in this particular the closest attention.

SARGENT IS APPOINTED STATE BANK EXAMINER

(Salem Bureau of The Journal.) Salem, Or., Oct. 25.—E. B. Sargent, vice president of the United States National bank of this city, was appointed today state bank examiner to succeed Harry E. Albert, who has been appointed national bank examiner at large. The appointment was made by Superintendent of Banks Will Wright, and confirmed by the state banking board. Mr. Sargent has been in the banking business for 29 years.

There are two state bank examiners, the other one being George H. Tracy Jr., of John Day, who was appointed a few days ago to fill the vacancy caused by the resignation of Will H. Bennett.

MINIMUM WAGE LAW MIGHT BE ABUSED

(United Press Special Wire.) Tacoma, Wash., Oct. 25.—Expressing the fear that the minimum wage law which is now being worked out, will throw a large number of girls and women out into the streets to become part of the "social problem," the Federation of Employers of the Pacific coast, in annual meeting here today, is on record as favoring the law, but opposing the drastic conditions surrounding its enforcement and framing.

Recommendation to employers in favor of using the universal danger signal in factories and industries, discussion of the compensation laws of the coast and expressions of opinion favoring the blue sky law were among other matters taken up by the association, which will close its session this afternoon. The association, according to Secretary W. J. Francis of Portland, believes there are too many restricting clauses brought into the minimum wage law which will tend to affect a man's business and make women's wages too high. The employer will naturally weed out the incompetents from among his help, and this class of girls and women will be thrown upon the streets.

Irving W. Rosenthal, manager of the company and husband of Mrs. Rosenthal, appeared with an attorney yesterday afternoon to answer the charge, but Judge Dayton held that the woman must appear in person, as the charge is an indictable misdemeanor, carrying a maximum penalty of \$100 fine or one year in the county jail. He said that in the case his position was only that of a committing magistrate. Mrs. Rosenthal, as sole owner of the business, is charged by Y. H. Johnson with having a cash balance of \$17.50. Cash bail of \$100 was put up for her appearance.

This year marks the centennial of the steam locomotive.

Advertisement for United States Tires featuring 'The Aristocrats of the Road' and 'Four Famous Factories'.

The Consolidation of Four Famous Factories made possible the perfection of the two most famous anti-skid tires the Automobile World has ever known—the "Nobby Tread" and the "Chain Tread"

There is no greater proof of the superiority of these United States Anti-Skid Tires than the actual number in use on the Western roads... Every day the sales of "Nobby Tread" and "Chain Tread" Anti-Skid United States Tires have increased until today there is an unprecedented demand for these famous tires, a demand that is history making in the tire industry.

The overwhelming number of automobile manufacturers who have selected United States Tires as the standard equipment of their 1914 cars prove unquestionably that United States Tires are today the accepted standard for real tire service.

Portland Service Branch 24-26 Fifth Street, North

Don't Be Talked Into a Substitute Your own dealer or any reliable dealer can supply you with United States Tires—Smooth Tread, "Nobby Tread" or "Chain Tread." If he has no stock on hand, insist that he get them for you at once,—or go to another dealer.

United States Tires advertisement with logo and tagline 'Largest Rubber Company in the World'.

YEAR ON ROCKPILE IS GIVEN MAN WHO TOOK MONEY FROM WOMAN

One year on the rockpile was the sentence Municipal Judge Stevenson this morning gave E. J. Price for taking \$10 from Mrs. Anna Smith, a stranger from Seattle. "Of all contemptible tricks of which I can think," said the judge, "this is the worst. The evidence shows this man took advantage of a woman, stranger to this city and practically penniless, and at a time when she needed help. Price denied taking the money, but the woman had no doubts about it. He admitted posing as a detective. Price lives with his mother at Fifth and Jefferson streets."

INTEREST IN 1914 ROSE FESTIVAL IS STRONG

The canvass for funds to carry on the 1914 Rose Festival is progressing favorably and approximately 50 per cent of subscriptions already received are from people who never before contributed to the fund, according to Secretary J. A. Curroy today.

The subscription collectors have worked up to Sixth street and thus far have met with unusual success. Renewals are being daily received from old subscribers, many of whom are increasing their contributions over those made last year.

GENERAL STATE FUND HAS BEEN EXHAUSTED

(Salem Bureau of The Journal.) Salem, Or., Oct. 25.—Shortage in the general fund of the state treasury, which is now exhausted, has interfered with the agreement between the state and bondholders to issue bonds for handling the Tumalo irrigation project.

Now that state warrants are stamped and returned unpaid for want of funds the bank has refused to accept them according to a message received from Project Engineer Laurgard by the board today. State Treasurer Kay succeeded in making arrangements with the Lumbermens National Bank of Portland to carry the warrants, which bear six per cent interest. Mr. Kay said probably \$100,000 would be drawn on this account before the next taxes are paid in to relieve the shortage.

California Hotel Safe Robbed. San Francisco, Oct. 25.—Burglars opened the safe at the Hotel California here early today and escaped with \$224.

New classification. In the Sunday Journal you will find some exceptional chances to save money furnishing your home; look under "Household Goods" in the classified section. You can turn a look into money. (Adv.)