

the long established order of things, the United States Shipping Board recommended that freight be diverted to south Atlantic and Gulf ports on account of "the inadequate facilities in the port of New York."

Last July Roy D. Chapin, chairman of the highways transport committee of the Council of National Defence, said, speaking to the Merchants Association of New York:

"You have seen during the last six months freight diverted to many other ports in this country due to the impossibility of handling that freight efficiently through this port. It simply means that if New York is to hold its place as far ahead as it has in the past as the primary port in this country every facility must be perfected to handle all the incoming and outgoing freight."

#### Not Yet at Peak of War Rush.

We have not yet reached the "peak of the war" service, but every new ship commissioned by the Emergency Fleet Corporation hastens the coming of that time.

It has been authoritatively stated that something just short of 40 per cent. of the ships managed by the Emergency Fleet Corporation are idle owing to their undergoing repairs, &c. Why is this? Is it that the ships are actually having work done on them to refit them for sea, or is it that a goodly number of them have to lie inactive due to a lack of repair facilities? This brings us to a phase of the subject of port equipment which has to do with New York, Boston, Philadelphia, Baltimore, Norfolk and the other ports of the country.

It is inevitable that an increased fleet needs not only enough docks for the loading and discharging of freight but also numerous dry docks and repair yards. The bigger the merchant marine the larger the number of vessels calling for repairs. New York is short of these aids to shipping, though probably no worse off proportionately than any of its seaboard rivals.

In the latter part of June the announcement came from Washington that \$25,000,000 had been asked of Congress by the United States Shipping Board for the purpose of building ten more dry docks. These were to be located at Baltimore, Mobile, Savannah, Jacksonville, Beau-

mont, Galveston, New Orleans, Los Angeles, San Francisco and New York. This meant one dry dock apiece, an apportionment absolutely out of keeping with the relative volume of water borne commerce of this port.

True, other dry docks are being built within the metropolitan zone and one of the very largest is that about to be started on Newark Bay in connection with the Federal Shipbuilding Company. This dock will be one of a group of four capable of accommodating the largest merchant ships afloat. They are to be of the so-called graving type, that is, walled in holes in the ground, permanent structures of reinforced concrete. They are located where they will be accessible only after a channel of sufficient depth has been dug in Newark Bay.

Admirable as the graving dock is, it is not an economical repair agency except when occupied simultaneously by two ships that require the same amount of work upon them or when filled with one great craft. The floating dock has advantages over it in some respects.

The floating dry dock is commonly composed of separate sections which are united only when their combined lifting capacity is needed. At other times one or two of the sections may suffice to handle the craft demanding attention. Again, the entire lifting capacity of the dock may be quite incapable of sustaining the whole dead weight of a large ship and yet be able to exert sufficient buoyancy to raise clear of the water that part of the vessel requiring repair. Further, the floating dry dock can be built much more quickly than a graving dock of identical capacity.

#### Floating Docks of Concrete.

Heretofore most floating docks have been fashioned either entirely of steel or of timber and steel combined, but latterly it has been demonstrated that docks of this sort can be built of reinforced concrete. For these reasons the use of floating dry docks instead of graving docks in some cases is worth considering.

No matter if the rival seaports of the country are modernized or amplified in their accommodations for ocean going traffic, the fact still remains that New York has won her commercial supremacy by reason of physical conditions. The

war has laid its heaviest burden upon the port of New York because of the harbor's preeminence and its existing facilities. In consequence the needs of the nation have absorbed to a large measure what we have of available dock space. To just this extent commerce has been incommode.

Mr. Hulbert says: "During the past year great difficulty was experienced in providing accommodations for the 3,281 vessels of foreign registry having a tonnage of about 9,200,000 and 1,084 vessels of American registry having a tonnage of about 3,100,000, which entered this port. Any one possessing even a superficial knowledge of port problems can readily appreciate how these difficulties will be increased during the coming year in providing facilities for New York's proportion of the 15,000,000 tons of shipping expected to be launched by the United States Shipping Board, which tonnage will be over and above the 13,000,000 tons taken care of in 1917."

#### Primary Problem That of Zoning.

While admitting the desirability of improvements in the way of loading and unloading facilities, Mr. Hulbert considers the primary problem to be one of zoning. As he says: "In my judgment a readjustment of conditions will be required after the war which will practically necessitate the zoning of the port for water transportation purposes."

The disposition on the part of the Federal authorities is to insist upon a degree of standardization, it is said, and it has been suggested that facilities somewhat akin to those employed in loading and unloading bulk cargo carriers on the lakes should be employed here in New York. To do this would call for an extensive scrapping of special craft that fulfil their missions admirably, especially in view of the fact that they have to deal with all sorts of ships and not with certain fixed types which prevail almost exclusively on the waters of the great lakes.

Again, because of its geographical and hydrographic characteristics the port of New York is quite a different problem from Boston, Philadelphia, &c. Shipping came here before the days of the railroad, and the railroads have found it to their advantage to focus here because of the port's wide touch with ocean going traf-

fic. Therefore the director of the port contends, even though the Government may lend generously to the upbuilding and equipment of the harbor, it is of prime concern that the opinions of ship owners and the interests of shipping generally here should be heeded before making any plans that have for their ultimate aim coordination with an entirely different system of transportation, the railroads of the country.

#### Must Meet Foreign Demands, Too.

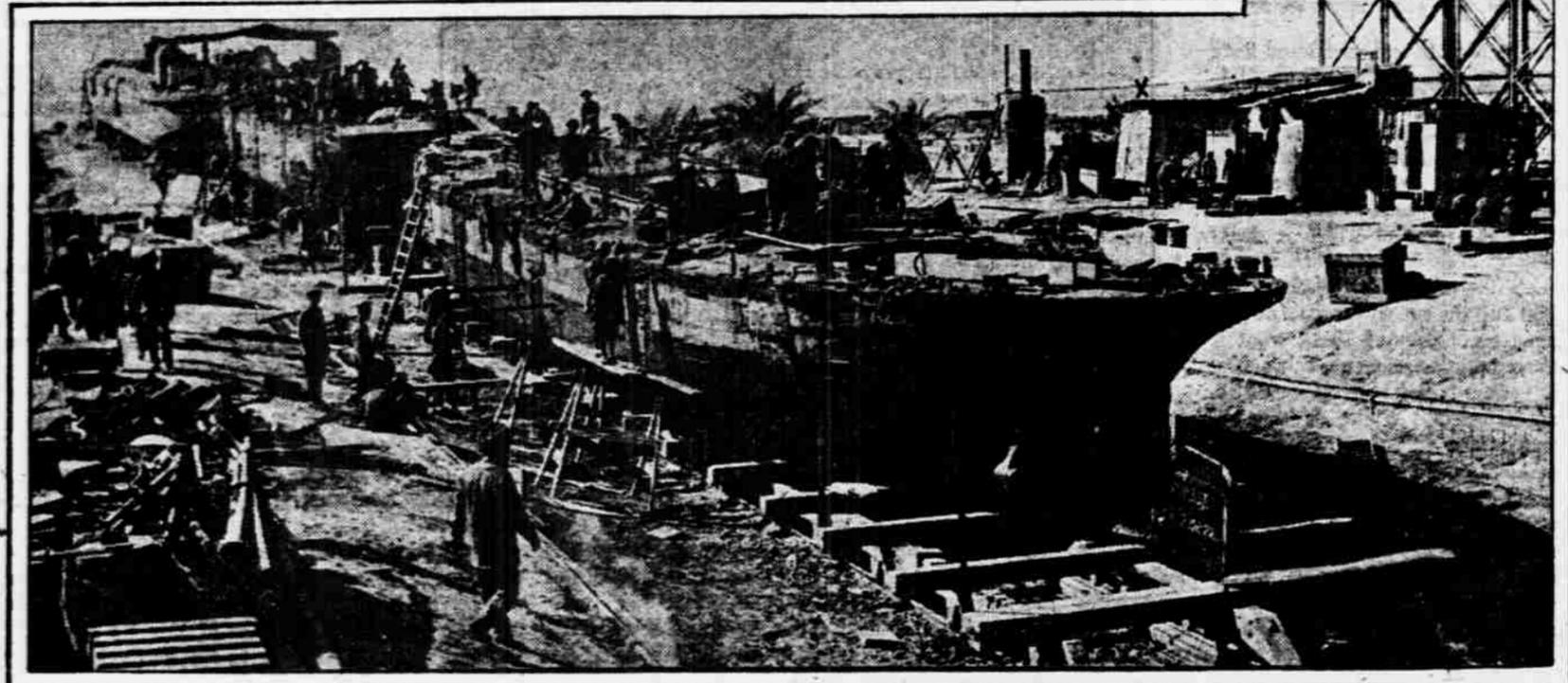
World trade does not involve accommodating only our own vessels; it includes of necessity those of other nations, and requires that we provide for them conveniences and facilities to which they are accustomed. We cannot prescribe the sorts of ships that foreigners should build; but we can make it profitable and easy for them to do business with us by providing for them every physical aid when they seek our ports. New York in the past has done this very thing, although perhaps not to the extent which may be expected hereafter, and New Yorkers are probably better able than outsiders to decide what should be done to maintain the port as the nation's greatest focal point of oversea trade.

It is undeniable that we have not sufficient docking space to meet present conditions and, therefore, are not circumstanced to deal adequately with the business that is bound to come in the near future. To a certain extent this situation can be corrected. Thus something like twelve or fifteen good sized piers could be made available for early use if the handling of railroad freight were unified. There are forty-six piers now occupied by railroads on the water front of New York, and a third of these are scarcely utilized, but are jealously held by the lines concerned simply because they have leases on them.

The director of the port has recommended the expenditure over a period of four years of \$20,413,448. As he has repeatedly said: "Money so obligated is really an investment, for the piers of this city have brought and will always bring in a handsome return. It is up to Greater New York to recognize this and to take prompt steps to safeguard our supremacy and to do its part toward the nation at large in this way."

## Real Meaning of Victory in the Near East

Holding of Mesopotamia by Allies Blocks Teutonic Plans as Does Nothing Else, Says Col. Milne, Prominent Bombay Shipping Man—August Thyssen's Pamphlet Revealed Scope of Kaiser's Undertaking and President Wilson Sounded Warning a Year Ago



Building barges in the desert for use in Mesopotamia

British Official Photo.

By HARRY ESTY DOUNCE.

WHEN the Hun is haled to a real peace table and told what the terms will be Belgium may be liberated, Alsace-Lorraine returned, the once German colonies de-Germanized for good, self-determination given all subject peoples in Europe, even the Brest-Litovsk robbery rectified—and the Hun will not really care, if only there remain to him the chance of a free hand in Asia Minor and Mesopotamia.

Losing everything but that, he will still have won the war.

This is the view of Lieut.-Col. J. S.

Wardlaw Milne, a member of the Bombay Advisory Shipping Board, on extended leave, and Col. Milne is the official British spokesman to the American people on the subject of Mesopotamia. He is lecturing here to inform us.

"Germany," he says positively, "did not begin the war for the sake of conquests in western Europe or Russia. She probably never thought of holding Belgium until she got started and found it expedient. She cared nothing about another slice of France or about acquisitions from Russia.

"What Germany went out for was world dominion through empire in the

east. Mitteleuropa, so-called, was to be her bridgehead. And how terribly near she came to succeeding!

"As developments have shown, she was beaten by two serious miscalculations. England was not expected to come in at the beginning, and the Turkish head of the Moslem church was counted on at the right stage to arouse the entire Mohammedan world in a holy war, naturally at the expense of Great Britain. Naturally, too, we should fight back, and fight Germany, but by the time the German cards were thus exposed France was to have been overrun and nullified, the Channel

ports seized and prepared as a threat to England, Serbia—the sole Balkan obstacle—crushed, and Germany's avenue to the East irretrievably secured.

"By then it would not much have mattered whether Great Britain declared war or didn't. Our hands would have been full with defence at home. The certain result would have been German empire from Hamburg to Singapore; German possession of the richest territory in the world, a huge German navy operating from bases on every ocean, and world dominion.

"And the German project did not end