

U. S. SHIP SEIZURE VIEWED AS OUTRAGE Editor of 'Marine Journal' Says Board Has Made Grievous Error.

Editor of 'Marine Journal' Says Board Has Made Grievous Error. 'DIRTY POLITICS' SEEN Action Is Called Blow at Promise to Aid Private Owners.

SHIPPING NEWS.

(CONTINUED FROM PRECEDING PAGE.)

BATH, Me. July 26—Arrived, str. Thos P. Beal, Boston. GUNNERS, Wash. July 25—Arrived, bark Anne Comyn, Everett. HONOLULU, July 25—Arrived, str. Wm F. Herrin, Monterey. Sailed 25th, str. Korea Maru (Jap), San Francisco, 20th, Manuka, Hilo.

Naval Orders

Special Despatch to THE NEW YORK HERALD. Washington, D. C., July 30. These Navy orders have been made public: Lieut. Harold B. By, to naval ammunition depot, Puget Sound, Wash.; Lieut. Merrill Constock, to U. S. S. K-6; Lieut. Alfred Doucet, to command U. S. S. Owl; Lieut. Donald F. Goetz, to U. S. S. King; Lieut. Edward G. Higgins, to home; Lieut. James J. Jacobson, to U. S. S. Olympia; Lieut. John C. Koning, to Philadelphia; Lieut. Commander Frank C. McCord, to U. S. S. Isabel; Lieutenant-Commander Carl H. Quinn, to command U. S. S. Spurgeon; Lieut. Arthur E. Rice, to U. S. S. Charleston; Capt. Arthur W. Stone, to Mare Island; Rear Admiral Nathan C. Twining, to London, England; Lieutenant-Commander Elmer L. Woodside, to U. S. S. Texas; Lieut. Elbert C. Rogers, to home; Commander Aubrey S. Shop, to Cavite; Lieut. Hugh H. Sease, to U. S. S. Palau; Lieut. Edward F. Sanor, to U. S. S. Lee; Lieut. William D. Sullivan, to U. S. S. Lee; Lieut. Homer C. Sowell, to Naval Station, Cavite; Lieut. James W. Whitfield, to home; Lieut. Hilard L. Weer, to U. S. S. Queen; Lieutenant-Commander Theodore D. Westfall, to gunnery officer, destroyer squadron.

PORT OF NEW YORK ATTACKED IN REPORT

Asserted That Obsolete Methods Put Burden on District of \$2,000,000 a Day.

EXPERTS ARE QUOTED

Lack of Railroad Coordination and Lighterage System Blamed for Huge Costs.

Special Despatch to THE NEW YORK HERALD. New York Herald Bureau. Washington, D. C., July 30. The port of New York, the greatest in America, handling 50 per cent. of the import and export business of the United States, has been mismanaged and is a shining example of low grade ports and terminals should not be operated, according to a report about to be submitted to Congress by Secretary of War Weeks. The report gives the conclusions and recommendations by the Engineer Corps of the army as a result of an investigation ordered in 1918 by Congress. After a full criticism of past and present practice, the report, written largely by Capt. F. P. Chambers, U. S. N.—a recognized expert on port engineering, who has worked extensively with the Shipping Board, the Railroad Administration and the I. C. C.—says the port of New York, as the result of recent efforts, is entering upon progressive and comprehensive measures for improvement of present economic conditions. New York is criticized as not so progressive as other much smaller ports, and Capt. Chambers hints that all such facilities should be used more in the public interest. "It has, as heretofore stated, expended approximately a half million dollars in

ages of intensive use of the port facilities. Capt. Chambers points out that: "Conditions largely brought about by the great war have materially changed the American viewpoint with regard to transportation. We have acquired an immense fleet of seagoing ships and propose hereafter to carry a full half at least of United States exports and imports in our own bottoms. The growth of our railway systems has been effectually checked during the war, and as an after effect railway finances are in no condition to permit the growth of railway systems and equipment required for normal times. It is therefore necessary to use the present equipment as intensively as is practicable, and those who have given the subject the deepest study are convinced that if the water terminals can be designed, equipped and operated in the most scientific manner both ships and cars can be made to carry a largely increased amount of cargo per annum. They are also convinced that our navigable waterways should play a more important part in the problem of internal communication, thus sharing the function of the railways in handling our commerce."

In his conclusions Capt. Chambers says: "If undue stress has been laid on conditions at New York it is because New York is by far our most important port, handling as it does approximately 50 per cent. of the entire export and import trade of the United States. "It has up to the present been prone to retain old practices and to use essentially the same terminal designs which it has established over many past years. It is even now constructing plans, 1,300 feet long and only 125 feet wide for the accommodation of first class ships. It has no railroad belt line system and no coordination of its railway facilities. A large per cent. of its export commodities coming from the West is lightered across the Hudson River to Brooklyn or Manhattan, thence to be loaded into ships, thus entailing extra hauling at great cost. "It has not been progressive, as have other ports such as Seattle, San Francisco and New Orleans, but there are evidences that it is now alive to the terminal problem. "It has, as heretofore stated, expended approximately a half million dollars in

an investigation of the port, and by recent legislative enactment the States of New York and New Jersey have created a joint commission for the control of the port, so it may be confidently expected that under such management a coordinate port scheme will be evolved. "We are thus justified in using New York as an example of what should not be done so far as its present practice is concerned and of what should be done in the future. It is now well on the way toward reform."

Capt. Chambers quotes from an address by Commissioner Woolley of the I. C. C., in which he said that an investigation made by one of the ablest examiners of the commission showed that "at New York it was found that the expense of handling a car from the time it landed within the terminal limits of New Jersey until it was delivered to its destination in Brooklyn or Manhattan, including lighterage, was approximately \$35. "At New York, the terminal cost per car of the nation, the utter injustice of taking care of 35 per cent. of the nation's innocent consumer over much of our land stand a tax that New York may continue to grow and monopolize the export and import business of the country—its impressing many of the big-minded citizens of our metropolis." Capt. Chambers adds: "The figures above named, while doubtless correct at the time, must be much greater now, but the general principle still holds."

In his report he also quotes Spencer Smith, vice-chairman of the New York New Jersey Port and Harbor Development Commission, as follows: "A prominent man in New York said that he had gathered figures which he said show that the present inadequate facilities in the metropolitan district have put a burden on the district of \$2,000,000 a day."

"Capt. Chambers points out that the New York New Jersey Port and Harbor Development Commission has recently expended approximately \$500,000 in an investigation of conditions at the port of New York, devoting much attention to the collection and analysis of terminal costs." He quotes them as follows: "On the basis of 1918 prices, it is estimated that the terminal costs were about \$2.25 per ton at Manhattan sta-

tions, \$2.08 at Brooklyn, Harlem and Bronx stations, and \$3.01 for freight lighterage." He also quotes at length from the Harding 'savings in ship's turn around possible' in the report of this same commission. He puts J. J. Mantell of the Erie Railroad on the stand as a witness, saying that as a "recognized expert in transportation matters he recently made the statement that it cost just as much to handle one ton of cargo at New York terminal as it does to transport it from Buffalo to New York."

LOWEST PRICE IN YEARS FOR TIRES PEOPLE ARE BUYING IN LARGE QUANTITIES STAR TIRES—STAR TIRES AT SAVING 40 PER CENT. RIGHT FROM THE FACTORY. ANOTHER SHIPMENT OF STAR HAND MADE QUALITY TIRES Made by Star Rubber Co., Akron, Ohio. This carload of Star Handmade Tires represents the balance of the white tread tires, all sizes.

PERFECT GOODS AND ALSO A FEW OF THE BLACK TREAD BLENDED TIRES. CHANGE TO GET THE BEST TIRE AT 40% DISCOUNT OFF ON ALL SIZES. GUARANTEE ON CARDS 8,000 Miles MOTORCYCLISTS ATTENTION! 2x3 Fisk Red Top with \$10.00. We specialize in Old Sides Clincher Tires. \$10—\$12—\$14—\$16—\$20 ALL STANDARD MAKES IN STOCK.

SEND ORDERS IN EARLY. PRICES CUT TO THE BONE. Phone 0375-0376 CIRCLE. MAIL AND PHONE ORDERS GIVEN PROMPT ATTENTION. OPEN DAY AND NIGHT. Buying by the carload enables us to save you big money and to quote extremely low prices for the better tires, whitewalls and retail. DOWNING TIRE STORES CORP., WHOLESALE AND RETAIL, 1717 BROADWAY, BETWEEN 54TH AND 55TH STS.

JANDORI AUTOMOBILE EXCHANGE. JANDORI AUTOMOBILE EXCHANGE. CASH TAKES THIS WEEK! Attractive Offerings in Every Department. A CLEARING OUT SALE! DISREGARDING VALUES! Demonstrations Given: Autos Taken in Trade. Six Months to One Year Credit. No Notes! No Mortgage! No Publicity! Six Sevens, 1917, 1918, 1919, and 'Series Four'.....\$850 up Cadillac in Sport Touring, sedan and Towncar.....\$1,200 up Peerless '10'.....\$1,400 Locomobile 'Sport' model.....\$2,000 1921 Fiat (practically new).....\$1,700 Locomobile Landauette.....\$1,200 '19' Stutz Roadster.....\$1,200 Lincoln.....\$600 up Packard Twin Runabout.....\$900 Daimler '19'.....\$1,200 Pierce '18'.....\$500 Dodge Roadster.....\$400 Paige Sedan.....\$1,700 Liberty (1920) Sedan.....\$1,400 H. C. S. Raceabout.....\$400 Minerva '18' Limousine.....\$700 Simplex '15' Limousine.....\$700 Chevrolet.....\$200 Peerless 'Eight'.....\$775 Delivery Wagon 100 Other Opportunities! New Cars! TIRES 10 Carloads BEST KEES Mostly 'First's'—some 'Factory Blended.' AT UNHEARD OF PRICES! Cheaper and better than anywhere! Get 'em while they last! 500 Used 35x55 Cords.....\$5, \$6, \$8 Ford 'First's'.....\$6, \$7, \$8, \$9, \$10 Auto Bodies.....\$100 up. We must unload our stock. Jandori / u. omobile Co. Telephone Circle 2170-7-8. Established 1890. 1721-1723 Broa way, near 54th st.

FRANKLIN 1920 touring and sedan, with starter; many accessories and in excellent condition. FRANKLIN 1919 touring, with starter, in excellent condition. FRANKLIN 1918 touring, with starter, in excellent condition. FRANKLIN 1917 touring, with starter, in excellent condition. FRANKLIN 1916 touring, with starter, in excellent condition. FRANKLIN 1915 touring, with starter, in excellent condition. FRANKLIN 1914 touring, with starter, in excellent condition. FRANKLIN 1913 touring, with starter, in excellent condition. FRANKLIN 1912 touring, with starter, in excellent condition. FRANKLIN 1911 touring, with starter, in excellent condition. FRANKLIN 1910 touring, with starter, in excellent condition. FRANKLIN 1909 touring, with starter, in excellent condition. FRANKLIN 1908 touring, with starter, in excellent condition. FRANKLIN 1907 touring, with starter, in excellent condition. FRANKLIN 1906 touring, with starter, in excellent condition. 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