

**MODEL BELT LINE
NEEDED IN CITY**

**Sharp Contrast Between
That in New Orleans and
Philadelphia's**

PUBLIC CONTROL BEST

**Southern City Enjoys Railroad
Advantages Not Furnished
by System Here**

By A NEW ORLEANS VISITOR

This is the first of two articles; the second will be published tomorrow.
Comparing the port of New Orleans with the port of Philadelphia, to the observant traveler from the South there are two salient features here that form a striking and immediate contrast with harbor facilities in the Crescent City.

In the first place, lack of municipal ownership of right-of-way frontage on the Delaware and Schuylkill Rivers is instantly apparent. The entire harbor frontage of New Orleans has been preserved by the State of Louisiana as a public heritage. Forefathers of the present business generation there, in order to turn that most valuable of community assets into maximum account for promoting commerce, through amendment of the constitution enabled the Board of Port Commissioners of New Orleans to exercise uncommon powers in developing port facilities under its jurisdiction. With the exception of 4760 feet of water frontage owned by the Illinois Central Railroad every inch of ground on the river front is owned by the municipality. Even the railroad's property is subject to appropriation.

Only 13 per cent of Philadelphia's water frontage is governed by municipal ownership. Railroads, the Federal Government and private interests control the rest. Under such conditions the disadvantage to the port's development is obvious.

BELT LINE CONTRASTS
In the second place, Public Belt Railroad utilities here unfortunately are hampered. To begin with, the Philadelphia belt lines do not entirely skirt the river fronts. Further, although 51 per cent of the stock of the line is controlled by the Board of Trade and the Chamber of Commerce it is in fact a corporation legally operating for profit, though it was created and exists for the public interest.

However, there is a movement on foot to eradicate this evil. A plan to extend the belt's lines in order that tracks may be laid to each wharf and dock. An economic measure the benefit of this change to the shipper is invaluable. Nine years of adequate and efficient public belt service in New Orleans illustrates splendidly how important to the progress of a great port is this particular utility.

Governed by sixteen citizen taxpayers, with the Mayor as president, all of whom serve without remuneration, the Public Belt Railroad in New Orleans was organized in August, 1908. As an experiment the city appropriated \$500,000 to promote the enterprise.

Four most profitable years followed this progressive move, and at the end of that period \$2,000,000 more was appropriated. As a result, the line owns its own engines, delivers and handles cars over its tracks from the trunk lines to the point of destination. It further delivers outgoing cars from the place of loading to the nearest freight connections on various railroads.

It is not difficult then to see the tremendous advantage of a publicly owned and controlled terminal system such as this one, which skirts the entire river frontage on a broad right of way. Shippers receive equal treatment thereby and the city has command of freight transfers.

FREIGHT RATES GREATLY LOWERED
Before the Public Belt Railroad was established the cost of handling a single car, flat rate per movement, sometimes reached \$13. The general average was \$6. Since its adoption the flat rate per movement of loaded or empty cars is only \$2.

The Public Belt exchanges with ten roads and assumes obligations of a common carrier.

In size the main line is 24.95 miles long; its cotton warehouse division is 12.88 miles long and its switches, wharf tracks, team and yard tracks are 29.21 miles long, making a total of 58.04 miles of operation.

It is probably the most efficient publicly owned terminal system in the United States.

In his report on transportation by water in the United States, Herbert Knox Smith, Commissioner of Corporations, United States Department of Labor, said:

"Two ports only, New Orleans and San Francisco, are noteworthy for their high degree of public ownership, control, efficiency and equipment."

He failed to include Montreal, however, which is generally considered a model on the same plane.

"At San Francisco there is an excellent system of wharves under State control," his report continues, "which are kept open for general traffic. The water terminal in these cities is by far the best in the country."

It is a known fact that public belt facilities eliminate or reduce drayage problems to a minimum.

New Orleans and Philadelphia may both be termed river harbors, both easily accessible for ocean vessels and both about the same distance from the sea.

**CAMDEN PUSHES WORK
FOR "WAR GARDENS"**

**Mass-Meeting Next Thursday in Y. M.
C. A.—Ward Chairmen
Appointed**

The farms garden committee appointed by Mayor Ellis to further "war gardens" will hold a mass-meeting to further the cause in the Camden Y. M. C. A. auditorium next Thursday evening. W. P. Dudgee, a farm expert and member of the New Jersey State Agricultural Department, will be the principal speaker.

Plans are being made for the allotment of garden plots in many sections of Camden. The work is being organized by ward chairmen who have been appointed. They are:

- Asa L. Roberts, 603 North Fourth street;
- David Jester, 325 North Sixth street;
- M. S. Middleton, 528 Cooper street;
- A. B. Sparks, 609 South Fourth street;
- J. H. Bowen, 309 South Fifth street;
- Richard Carney, 295 Chestnut street;
- E. D. Jackson, 808 Broadway;
- William D. Sayers, Jr., 429 Spruce street;
- William Derham, 1825 Broadway;
- George L. Bender, 706 Washington street;
- Dr. H. L. Rose, 452 State street;
- Charles Hettlinger, 441 York street;
- George Milleneux, 2728 Harrison street;
- H. R. Kushner, 1220 Princess avenue;
- A. F. Miller, 1462 Bradley avenue, all of Camden, and R. E. Zimmermann, of Merchantville.

**SLEUTH SHOT IN CHASE
Detective Striously Wounded in Effort
to Capture Car Thieves**

A detective of the Philadelphia and Reading Railway was probably mortally wounded in a revolver duel with two alleged car thieves at American and Berks streets. He is George Rehl, of 543 North Perth street. He was shot in the back. He was taken to St. Mary's Hospital.

Rehl and another detective attempted to capture the men, who are said to have broken into a car. They ran and began firing. The detectives gave chase. When the men escaped.

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