Discuss Federation

Fraternal Americans

## HOW RIVER "BASIN" CAN BE DEVELOPED

Park Expert Manning Reports on This Improvement to Planning Commission

How the great basin of the Sus quehanna opposite the city can be developed and improved, how the radial highways leading through the city to various sections of the State can be widened to suit increasing traffic conditions, how dangerous grade crossings can be eliminated, how Walnut street can be broadened, how a new hishway should be constructed along Paxton creek—these were only a few of the recommendations contained in the reports of Warren H. Manning, park expert, which were considered last evening by the City Planning Commission.

Two reports were presented, one dealing in a preliminary way with the proposed improvement of the river basin, the stretch of water extending from the Rockville bridge on the north to the dam on the south. The other dealt with the changes of highways alone. city to various sections of the State

other dealt with the changes of high-ways alone.

Many of the recommendations con-tained in Mr. Manning's report rela-tive to the river basin had been dis-cussed by the expert on previous visits.

The Channels

Among other things Mr. Manning points out the inpracticability of channeling the western side of the sland because of the shifting of the sand and coal deposits and the nearness of the ledges of rock to the river surface. The enormous amount of river coal

The enormous amount of river coal that is taken from the stream was mentioned by Mr. Manning. In the opinion of G. R. Brown, the coal feet captain of the Harrisburg Light and Power Company, over 100,000 tons of coal and about 50,000 tons of sand are taken out each year.

About 500 pleasure craft of various kinds are housed along the basin according to Mr. Manning.

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Crossing Maclay Street Riffles

How readily the passage of pleasure craft from the deeper water above and below the Maclay street riffles can be had by the removal of the rocky ledges to form 50 to 100 foot channels, is accurately shown by the planning expert by means of an etching. In discussing the attractiveness of the Conodoguinet creek for boating Mr. Manning shows how the blasting of a channel to the creek mouth would be a splendid improvement.

The park expert goes into detail relative to the construction of boat houses. 'Owing to the necessity of having boathouse floors above the seventeen foot level,' says the report and twenty-five foot level, also the undesirability of having boats drawn over the shore promenade at frequent intervals for storage, it was decided to care for boats by mooring them in the streams far enough away from the steps to prevent injury, and also to store canoes that will require protection in floating boathouses.

Standard Boathouse

"These boathouses should be of a

steps to prevent injury, and also to store canoes that will require protection in floating boathouses.

Standard Boathouses

"These boathouses should be of a standard size, not over 12 feet wide by 50 feet long over-all to facilitate storage, and they should have flat roofs for seating and be as low as possible. For similar reasons it was decided to provide for bathers in these same floating houses. A boathouse is to be provided on the island under the protection of the water works wall, with sufficient room for storage of boats, canoes, flats, motorboats and other craft, with possibly a canal and basin leading to it from the river. Clubs are to be provided for in this structure, instead of in separate structures along the Island shore. It is certain that the commission will not approve of boat or bathhouses to be built on the Front street shore for individuals or for clubs."

On the Western Shore

Mr. Manning visited the western shore of the river with President E. S. Herman of the Planning Commission and inspected the old road that extends along the shore line from Wormleysburg to a point opposite Mc-Cormick's Island. This highway has been partly obliterated by "fill" from the railroad.

"The rights to such a road and to the shore to low water should be acquired," recommends the park expert. "from the railroad bridges below Wormleysburg to the existing road below the Rockville bridge. This would give a boundary to the Harrisburg basin on the westerly side that would correspond to Front street on the easterly side."

Ferry Landings?
Other recommendations include

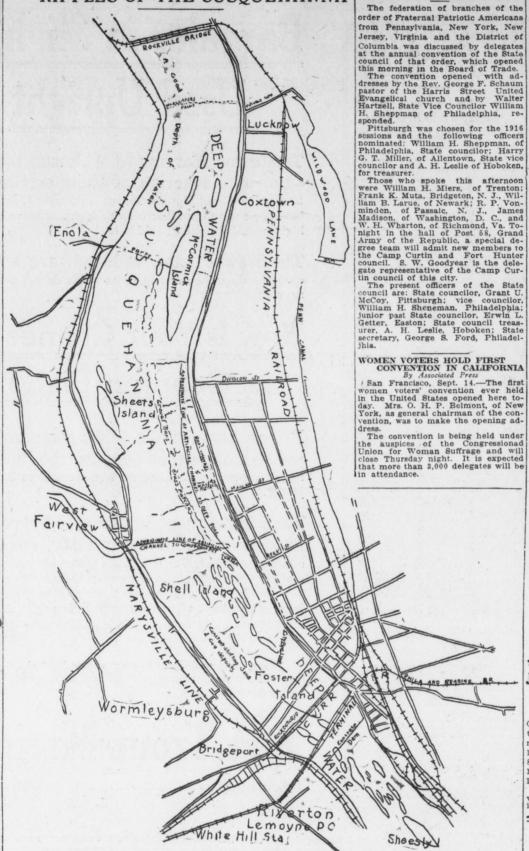


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PROPOSED CHANNELS THROUGH RIFFLES OF THE SUSQUEHANNA



Here is shown an authentic map of the Susquehanna river from the new concrete dam to the Rockville bridge, recently made by the Department of Parks to show all present and contemplated improvements in the stream.

The proposed artificial lane to the Conodoguinet creek at West Fairvise from a point slightly above Reily above Reily survey in the result of the susquedation of the greatest interest to local boating enthusiasts, thereby taken from here by canoelists who are members of clubs with houses along the extends north and southward from the deep pool which from here by canoelists who are members of clubs with houses along the creek. According to present plans, the deep pool which is lane will be dredged deep enough for power boats.

Another big improvement will be a surved. It will be assured. It will be so designed that there will be very little current.

Cormick's Island. This highway has been partly obliterated by "fill" from the railroad.

"The rights to such a road and to the shore to low water should be a critical the shore to low water should be a critical than the shore to low water should be a critical than the shore to low water should be a critical than the shore to low water should be a critical than the shore to low water should be a critical than the shore will be a landing at Verbeke street for the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend into the street of the Fair-live and Independence Island ferries. This should extend the that there will be earthed that there will be cartled that there will be a landing plant and the that there will be and that the that there will be a detective and that the should be a carried under the shore and Independence Island ferries. This should be made a wide street. The till sain the sain to just the street of the sain to just the street of the sain to just the street of the sain to just the stre

ings were criticised too. "It would be centirely feasible as pointed out by the provided in the report relates to Section of street and the crossing of the provided in the report of the provided in the report relates to Section of the Section of the Provided Interest and the crossing of the provided in the report relates to Section of the Section of the Provided Interest and the crossing of the Section of th

# TRUTH TRUTH in our newspaper advertising. TRUTH in our window displays. TRUTH in our salesmen on the floor. TRUTH in our every expression, in so far as we are humanly able. TRUTH The first word we have written on our slate. As long as we have a business slate to write upon, this word "TRUTH" will never be erased. Truthfully, A. W. HOLMAN TRUTH IN CLOTHING Harrisburg, Pa. 228 Market Street OPENING SATURDAY, SEPT. 18

John K. Bernheisel Dies After Lingering Illness

John K. Bernheisel, a veteran of the

and was taken to his home. His health again became worse and he was taken to the Keystone Hospital. Enters Dickinson

Mr. Bernheisel was a member of Post 58, Grand Army of the Republic; Civil War and a retired carpenter of Phoenix Lodge, No. 59, Knights of Civil War and a retired carpenter of the Pennsylvania Railroad, died at midnight in the Keystone Hospital following a lingering illness. He was 88 years old and for the last few years had been living with his brother, Luther Bernheisel, 227 Reily street.

Mr. Bernheisel several weeks ago was taken to the Harrisburg Hospital in a serious condition, but recovered

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