them. The matter of the site quickly simmered down to two—Commodore's Point and what was known as the Old Soldiers' Home site; the latter was selected. Here 144 acres of land were acquired by purchase. Much of it was low land and was reclaimed by dredging and filling in from the river, which also served the useful purpose of deepening the water in front of the proposed docks. This preliminary work was in progress a year, and practically all of the land between Talleyrand Avenue and the river, with a river frontage of one mile, was reclaimed.

Actual work on the docks was commenced in October, 1914. The plan carried out embraced two piers, each 260 feet wide and extending into the river 1,000 feet, at an angle of 60 degrees with the channel in order to facilitate approach to the piers and also to counteract the silting-up of slips. These piers were constructed by sinking steel piling tied and braced by heavy rods, and after this "form" was completed by filling-in to grade by dredging from the slips and the river. In this way a depth of water equal to that of the channel, 30 feet, was provided up to the docks. Along the bulkhead line of the piers an apron wharf 30 feet wide was provided for service as railroad approaches to the ship's side, and also for cargo-handling appliances. On the south pier two steel warehouses, each 73x800 feet, were built, together with two reinforced concrete cotton compresses; double railroad tracks were provided between the warehouses as well as along the apron wharves on each side. The north pier was designed for a lumber wharf and other commodities not requiring housing, and equipped with suitable railroad trackage.

To facilitate the rapid interchange of rail and waterborne freight it was necessary for the city to own and operate a terminal yard. The yards were located near Evergreen Avenue, where there was easy connection with the railroad lines; this was 1¼ miles from the docks. Six miles of trackage was laid with 75-pound steel rails, with the best frogs and switches that could be bought. With its shifting engines, these municipal terminals were complete and in conformity with the best practice of terminal requirements.

Supplementary to the main docks in Talleyrand, the Port Commissioners acquired by lease the municipal dock frontage at the foot of Market Street and built the pier for use more especially for local purposes.