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Holmesburg Scrapbook Collection

Collected by Katharine M. Petty

Librarian 1911-1948

*Project Funded by the Trustees of the Lower Dublin Academy –
Maxwell Rowland Chairman of the Board.*

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Tacony Ferry Boat Arrives After Exciting Sea Voyage.

The Tacony-Palmyra Ferry Company is very much elated over the fact that the State has taken over Cinnaminson avenue, Palmyra, from the ferry terminus to the Burlington pike, and made it part of the State highway system, and Cinnaminson avenue will become one of the most important highways from the upper part of Philadelphia to the seashore.

The company has completed repairs upon the ferryboat Palmyra, which is now ready to go into service. It has also the propeller-driven boat South Jacksonville, built in 1913, which will be rechristened Tacony. This boat has facilities for four lines of automobiles abreast, 16 in all, and capable of carrying 500 passengers on the upper deck. It has let contracts for roadways, buildings, fences, hoisting mechanism and, in fact, everything for the operation of the ferry.

Automobilists from Germantown, Chestnut Hill, Ogontz and the many journeying from Eastern Pennsylvania to the seashore resorts will recognize the great advantage of the new ferry route, avoiding the congested sections of the city. As the White Horse pike will be closed all summer from Camden to Berlin for reconstruction, and all motor traffic to the seashore will be compelled to detour, the new ferry will be the only direct route to Berlin and the shore.

After it had almost completed the longest trip ever made by a craft of its kind under its own steam, the ferryboat West Jacksonville, for the Palmyra and Tacony Ferry Company, from Jacksonville, Fla., passed up the Delaware Breakwater last Thursday morning and grounded on Reedy Island. More than 1100 miles it had steamed, defying two storms, and then, after a twelve-day ocean voyage, ran ashore in the Delaware River.

Captain Leon Swift, and the eight members of the crew told a thrilling story after the craft had finally been pulled off the mud and steamed up the river to Mifflin street. There, at 6.30 o'clock Friday evening, it was met by officials of the ferry company. None the worse for the stormy trip and grounding, the boat docked amid a volley of cheers, for its feat is considered a world's record.

According to Captain Swift, he shoved off from Jacksonville April 2, and had no trouble until eighteen hours later, when they ran into a storm. Fortunately, he said, the wind and seas were in the boat's favor, while the waves were no higher than the top deck.

Great Crowds Make Initial Trip on New Ferry Line

The scene at the ferry slip of the new Tacony-Palmyra Ferry Co. last Saturday resembled a holiday.

The river front was lined with people and the presence of the yachts M. S. Quay and Samuel H. Ashbridge added much color to opening of the new venture. A hydroplane hovered about continuously during the afternoon between the Tacony side of the river and Palmyra on the Jersey shore.

On this side of the river, Lieutenant Angermier, of the Twenty-seventh police district, detailed one sergeant and 12 men to handle the traffic, but at times the crowds became so large that it was impossible for the police to hold the people in line.

The South Jacksonville, to be renamed Tacony, left the Levick street slip loaded to capacity with guests for the initial trip, and at the same time the Palmyra left the Jersey shore with a host of guests and each paid a visit to the opposite side amid the cheers of those on the docks and river fronts. The industrial plants along the river saluted the boats as they moved across the river and a small cannon saluted the South Jacksonville from the Tacony side.

Immediately after the initial trip the Ferry Company started to operate on a business basis and was taxed to capacity. On Sunday the automobiles formed a continuous line at the approaches to the ferries on both sides of the river.

James P. Cortelyou, Director of Public Safety, represented the Mayor at the ceremonies. Charles J. McGough, president of the Frankford Board of Trade, presented a floral piece to the officers of the company. E. J. Cattell, City Statistician, was one of the speakers.

Thousands of pedestrians traveled to the ferry slips on Sunday and enjoyed the trip across the river. The Tacony or South Jacksonville is the best adapted for those traveling on foot. An upper deck with large enclosed cabin affords comfortable accommodations for a pleasant trip.

A continuous line of automobiles were taxing the boats to capacity during the entire day.

The centre of Palmyra can be reached by auto from Frankford avenue and Orthodox street, in about twenty-five minutes actual travel. A pedestrian who made the trip over kept a record of his time and found he made the trip from the New Jersey side on the ferry in nine minutes, walked to Torresdale avenue in thirteen minutes and by trolley from Levick street to Frankford avenue and Orthodox in eleven minutes.

Pennypack Bridle Paths

The bridle paths of Pennypack Park, which have lain unused for several years, are being cleared and made ready to meet the rapidly growing demand of horsemen. All of the paths included in the original Pennypack Park scheme will be cleared and signs posted for the guidance of horseback riders. The park is being developed at the request of several organizations devoted to horseback riding.

A party of eight horsewomen from the Maucheston Riding Academy in Germantown accompanied by escorts rode over the bridle paths of the Pennypack Park on Saturday. The party covered more than fifteen miles on their entire trip and later were the guests of Mr. Fritz Pfug, at the Evergreen Farms.

Horsemen declare the natural beauties of the Pennypack Park equal the Wissahickon. Two months ago representatives of the Riding Association of Torresdale, the Philadelphia Riders and Drivers Association, the Northeast Chamber of Commerce, Logan Improvement Association and business bodies met as guests of Mr. Pfug and planned measures to be taken to accomplish the development of Pennypack Park. A request for a bridle path to be reopened was sent to the Park Commission at that time.

Frankford Avenue.

Always Important and Now of New Service to the Northeast.

(From the Evening Bulletin, October 2, 1922.)

One of the oldest, some accounts aver the oldest, of the highways built beyond the limits of the old city-proper is Frankford avenue. One of the first acts of the Provincial Council set up by Penn was the authorization, in 1684, of a survey for a road to be run from "the white oak sapling near Parsons' Mill" to Pockessing Creek and for a further survey of a road to run from the mill to the first street in the City of Philadelphia. Parsons' Mill, on the site of an earlier mill established by the Swedes, stood at the point where Frankford avenue crosses Frankford Creek. Vine street was "the first street" from which the line in this city was run, although the thoroughfare never actually reached that point. Ten years later the Provincial Council authorized the opening of the road, and its importance then to the settlers of the city and the surrounding country was marked by the fact that although thoroughfares fifty feet in width were considered spacious enough for the ordinary needs of city traffic, the road to the northeast was ordered to be of a width of sixty feet.

Over this old dirt road, for more than a century, lay the main route to New York. Inns and taverns like the Jolly Post and the Red Lion, the General Pike and the Cross Keys, came into existence thereon to cater to the needs of the travelers. The first post-boys who carried the mail to New York, in the saddle-bags slung at their side, galloped along this highway. Its bridge-ways, across the creeks, made it the main avenue of approach to the city, and because other roads were so bad and the Frankford road so good in comparison, it became one of the first business thoroughfares beyond the limits of the old city.

Generation after generation of Frankford residents knew it by no other name than "Main Street," and when the settlement became a borough, by legislative act in 1800, one of the first acts of the borough authorities was to improve the highway. In 1801 foot-ways, seven feet wide, from the house line to the curbing, were ordered laid and paved gutters nearly three feet wide were ordered properly to drain the street, with protecting posts, twenty feet apart along the outer edge of the gutters. Lined with fine old shade trees, its walks were then a place of promenade with the shops and fine old residences still standing as Frankford that

Notable improvement was afforded in 1802, when the Frankford and Bristol Turnpike Company was authorized to construct a macadam turnpike, from Front street, and Germantown avenue through Frankford to Bristol and Merrierville, the point of the ferry to Trenton. Recognition of the importance of the highway at that date can be gleaned from the authorization that the improved part of the roadway should be twenty-six feet wide, "bedded with wood, stone, gravel or any other hard substance, well compacted together and of sufficient depth to secure a good foundation" and that "the said road shall be faced with gravel or stone pounded or other small, hard substance."

There was then considerable traffic over the road. Express and mail coaches passed regularly along the route, the latter sometimes under the guard of soldiers to protect the mail carriers from bandits in the rural regions beyond. Within the borough limits there were no toll gates, and, as Paul street, for many years, was the only other north and south thoroughfare, the Main street, flourished as a local traffic centre as well as the connecting link between the city and the country districts. Coincident with the end of the borough government, however, Frankford avenue came near being ruined when a railway company was chartered to construct a steam road from a point on Cherry street, through Frankford to Hatboro and thence to Easton. But with the consolidation of the borough and the city in that year also arose the question of bettering Frankford's transit connections with the city, the Frankford and Southwark Philadelphia City Passenger Railway Company, underfoot, by contract with the turnpike company, to care for Frankford avenue, and in 1858 a horse car service was instituted thereon in place of the old bus lines, followed in 1862 by steam dummy engines.

A single track had been laid in the middle of Frankford avenue, and in 1867 the Second and Third Streets Passenger Railway Company entered the avenue. Ten years later, Councils authorized the avenue to be laid out of a width of seventy feet, with a forty-six foot wide roadway; in 1888 the rights of the turnpike company were bought by the city for seventy-five thousand dollars and two years later the roadway was improved with asphalt.

Shortly after the city took over the care of the avenue it had also witnessed the introduction of trolleys and

OLD BUSTLETON A Far Corner Now Brought Into Closer Touch With the City.

(From Evening Bulletin.)

Detached and isolated, due to the absence of modern transit facilities, the little "town" of Bustleton, the last of the old villages within the limits of the city to preserve its charm of the remote past, witnesses the arrival of a new era with the advent of the trolley. The improvement has been long sought; its need has been acknowledged; but the transformation it may work in time in the appearance of Bustleton will rob Philadelphia of one of its quaintest and most picturesque communities.

Bustleton's origin is lost, even to tradition. Some accounts hold that Gwin's Mills, at Verreville, on the Pennypack, nearby, were the first mills in the city. That is disputed, however, and all that is known for a certainty is that the settlement of Bustleton was almost contemporary with that of Philadelphia. At the cross roads in Bustleton came the tavern; about the tavern came the shops; more and more homes were the natural sequence, and so Bustleton grew, though it never bustled.

That has been its chief charm, its appearance of domestic quietude, of happy and peaceful village life, its absence of the hustle and bustle of the city, of which it has been a part for sixty-eight years. How it got its name is disputed; antiquarians and historians disagree. One tradition tells that an early visitor, noting the activities of "Bustling Bees," one of the first settlers, suggested the place should be called Bustleton. Another tradition says the place bustled when the Colonial troops passed through on their way to the battle of Crooked Billot. Another says it was stirred when an auction sale of lots took place. But the best account of the origin of the name, perhaps, is afforded in the history of the place, written by the Rev. Dr. S. P. Hotchkiss. He holds the name was of English origin, suggested by the fact that Bristolington, a suburb of the English Bristol, was once called, "Busselton." In proof he cites the records of old deeds which used the name, "Busselton." In such form it was spelled at a sale of the old tavern in 1768, a date indicating the settlement had assumed importance before the Revolution. Later came the calico-print works and the carriage factory and other plants that made Bustleton self-supporting through its local industries. But, trade never ruined its

Official Predicts America in League

Miss Wilson Says Civilization
Hinges on Success

Special from Monitor Bureau

NEW YORK, Nov. 21—"It is highly important that the tremendous force and power of the United States should be contributed toward the success of the League of Nations," said Miss



Miss Florence Wilson

Librarian of the League of Nations, Now in New York

Florence Wilson, librarian to the League, who recently arrived in New York, and is staying at the Cosmopolitan Club. "The civilization of the world rests with this League," she said with emphasis, and continued:

America has great assets of vigor and vitality to give the European nations, and it has much to gain from them also.

American Co-operation Predicted

The reason for the present attitude of the United States is the tide of Republican Party propaganda which has flooded the mentalities of the people with untruths. It may take time to adjust this point of view correctly, but I believe that the vast resources of the United States eventually are to be used in the interest of the greatest international organization that the world has ever dreamed of.

Miss Wilson is enthusiastic concerning the work of the League library with which she has been connected for the past three years. Concerning this work she said:

I am often asked just what the functions of the library are. To be brief, the department of the League has been created for the exchange of knowledge. It is to work for the interest of the whole world, never for political expediency. Political science, of course, is the subject mainly of our literature although research work is being done along all avenues of international significance.

Modern Methods Utilized

It may be of interest to those who appreciate the purposes and the work of the League to know that we are using American library methods. This is because such an important thing as library method is comparatively really unknown in any country of continental Europe.

The atmosphere of Geneva has its effect upon all who go there, with the result that people who have been confused find themselves thinking more clearly and more sanely. Those who arrive with party or political problems cannot fail to feel that this is the one place in which world interests rather than political expediency are to be the concern. The very fact that the League is not in politics enables people to disentangle themselves from the political intricacies which may be retarding their interests.

In Geneva you meet the thoughtful people of the world—scholars, natural scientists, idealists. There you actually feel the growth and development of the League in force and power. You realize that it is the thing upon which hinges civilization.

PHILA. GIRL BIG FACTOR IN THE LEAGUE OF NATIONS

Miss Wilson, Librarian, Graduate of Drexel, Must Be Quick
With World Facts—Wants U. S. to Join

Revival of the suggestion of American participation in international association through the activity of the Senate Committee of which Senator Pepper is chairman is making a deep and favorable impression on the minds of European peoples, according to Miss Florence Wilson, of this city, who holds the important post of librarian of the League of Nations at Geneva, Switzerland.

In letters just received here Miss Wilson, from her vantage point at Geneva, where she comes almost daily into contact with some of the leading statesmen of the civilized world, says it is highly important that the tremendous power of the United States contribute to the success of the League idea.

"The civilization of the world rests with the League," Miss Wilson says.

Graduate of Drexel

Miss Wilson, who was graduated from Drexel Institute, where she took the library course, is a native Philadelphian. On many occasions her work as international librarian at the world's historic center has been praised by leaders in Old World politics and diplomacy.

Trustees of Drexel Institute, who have begun a campaign for an additional \$1,000,000 endowment fund to meet increasing cost of the conduct of the college, have received from their former student an expression of hope for the success of the campaign and a contribution.

Miss Wilson organized the entire library of the league. She traversed Europe and America to obtain the volumes necessary to provide the information which representatives of the signatories to the league would require. These books she arranged under one of the most modern library systems in the world.

"What is the depth of the water between the Azores and Sweden?" was one of the first questions put to the former Drexel student after the library was under way. In less than a minute Miss Wilson had provided the required information.

Quick Action Required

The task she faces almost daily requires quick action. A typical situation is this: A commission is in session, a need for specific information arises. There is no time to send out a mission of inquiry, or even to telegraph for desired facts. Information available later is useless. Facts are required instantly.

Sometimes these facts are in governmental reports, or current technical journals, or histories, or atlases, or almanacs. Wherever they are and whatever their nature, they are needed immediately, and it is Miss Wilson's task to provide them while the mission is in session.

These queries run the range of the postal rules of China to a comparison of pension schemes in different countries or a royal investigation of 1868. Or the mileage of some European railroad may be desired, with the production of sugar or alcohol along its route.

The queries are propounded on a prescribed form, sent to Miss Wilson, who is assisted by an international staff, and within short time the necessary information is provided the mission, which accepts it as official.

"It may be of interest to those who appreciate the purposes and work of the League to know that we are using American library methods," says Miss Wilson. "This is because such a really important thing as a library method is comparatively unknown in any country in Continental Europe."

"The atmosphere of Geneva has its effect on all those who go there. Persons who have been confused find themselves thinking more clearly and more sanely. Those who arrive with party or political problems find themselves thinking more clearly because the League is not in politics."

"In Geneva you meet the thoughtful



SHE'S AN OPTIMIST
Miss Florence Wilson, librarian of League of Nations now in New York, predicting U. S. will yet join League.

Could You Answer These Questions?

Miss Florence Wilson, of Philadelphia, who is librarian of the League of Nations at Geneva, is daily asked such questions as these, by leading statesmen of the Old World:

What are the Chinese postal regulations?

What is the mileage of railroads in Czechoslovakia?

What is the world's production of sugar and alcohol?

What is the tabular comparison of weights and measures?

What are the inheritance statistics of Belgium?

These queries are put in rapid-fire order. Correct answers must be had at once. It is Miss Wilson's task to provide the answers while international missions wait.

persons of the world—scholars, natural scientists and idealists. Here you actually feel the growth and development

of the League in force. You realize that it is the thing on which hinges world civilization.

Miss Wilson lived in Holmesburg when attending Drexel. After having been graduated from Drexel, she entered the library at Columbia University, and later was a library organizer until appointed librarian of Colonel House's Commission and still later, librarian of the American Peace Mission at Paris. Her mother, sister and other relatives live in this city.



KNAUER
Chief Guard
22-2-11-115

Swarthmore

Evergreen Farms Restaurant, on Roosevelt Boulevard, at Welsh rd. was officially opened on Tuesday night with Mayor Moore the toastmaster; his cabinet the responders to the numerous toasts. The city officials, newspaper men and Thirty-fifth ward were guests of William J. Ostheimer, president of the Arcadia Cafe Company, and stockholders of the new enterprise. Mr. Ostheimer introduced Mayor, who paid high compliments the president and other stockholders and to Fritz Pfleg, chief instigator of the suburban restaurant project.

William J. Ostheimer, president of the company, welcomed the guests, short address, and others who were Eli K. Price, of the Park Commission; City Solicitor Smythe, Districtors Caven and Cortelyou, Joseph Grandy and William A. Gray.

Historic Bustleton Once Old Trading Post

(From the Evening Bulletin.)

The bustling town of Bustleton, Pa., can boast of antiquity that compares with any community in this country. It was one of the first trading posts established in the romantic days of colonization.

Bustleton, eighteen miles from Philadelphia, was also one of the first towns to be reached in the development of the railroads. The old four-mile Camden-Amboy Railroad spur from Holmesburg Junction was leased by the Pennsylvania Railroad for 999 years in 1870.

The first Pennsylvania train to steam into Bustleton in 1870 was in charge of Elias Toy, the seventy-nine-year-old railroad veteran, who today is hale and hearty and the town's oracle. Mr. Toy also ran the train which conveyed the body of Abraham Lincoln from New York to Philadelphia.

Mr. Toy began railroad work in 1862 and became a permanent resident of Bustleton at the time of his marriage in 1872. Ten years ago he completed over fifty years of service and was placed on the pension list.

His wife is dead and his children have established homes of their own, so Mr. Toy looks after his modest estate, reads extensively and is well informed on world progress.

Perhaps the most interesting landmark is the railroad station itself.

Before the revolutionary war there existed a stone farmhouse and barn. During that war the stone barn was used as a powder storage magazine. Later it was converted into an arsenal. Today it is the Bustleton station of the Pennsylvania Railroad.

The property was taken over by the railroad in 1870 and the barn fitted it as a ticket office and waiting room. The farmhouse is now a private residence. The Bustleton freight station is an old box car of the 1870's, used in the eighties.

Both barn and box car serve their purposes well. Although rumors occasionally intimate a new outfit, the railroad does not feel that present arrangements warrant the expenditure involved. The excellent state of preservation of ticket and freight stations again bears home the fact that our forefathers builded for permanency.

The entire vicinity abounds with historical interest. Alleyn Schoch and C. Fisher, the station agent and ticket clerk, revel in relating anecdotes a long ago. They recall when the Kensington, Tacony and Holmesburg stations were the main transfer points from East to West.

These points and Bustleton were on the scene of heavy traffic, but today have become mere way stations. Fisher has seen thirty-five years of railroad service and Schoch twenty years. They expect Bustleton will be served with the new gasoline locomotives.

MOTOR TOUR BRINGS MEMORIES OF PENN

Northeast Philadelphia and Lower Bucks County Also Scenes of Revolutionary Incidents

AN ECHO OF ST. HELENA



Where Penn Walk Started, Wrightstown, Pa.

LOSE to Philadelphia in the affections of William Penn was that part of his fair domain which we call Bucks county.

So appealing were its hills and valleys, its streams and its woodlands that he selected it as the site for his country residence, and he spread beneficent influence throughout the countryside.

There remain today many evidences of his attention and interest.

The country has not changed in importance or beauty; broad and productive farms have replaced thousands of acres of forest, although there are many delightful woods remaining; just now many of the fields are tinged with green as new vegetation is peeping through the soil; fruit trees are in blossom, and great stretches of ground are being ploughed up preparatory to seeding. Here we see a farmer guiding his old-fashioned plough drawn by a white horse and a black one, there another accomplishing a lot more with a gasoline-driven tractor that looks like a young hattle tank; and the smell of the freshly turned soil adds to the tang of the clean, sweet country air.

Spring has arrived at last. The Pathfinder, on his tour last week into Bucks county, planned another plunge into that tempting country to pick up some more history, try out some more roads and see, in the warm sunshine, the foliage opening up for the summer. And while he was about it he added a few bits of northeast Philadelphia to his itinerary; the motorist should not lose sight of the fact that within the city limits are charming sections that are little known to the million or so of persons who swarm to the business centres daily and hustle to distant points on their outings.

Off we go from the Bulletin Building out the Parkway; some day they will have Broad st. dolled up again and we can resume its use, but it is not now to be recommended for motoring. We enter the park and follow the East River drive to Hunting Park av., turn right thereon, and roll away, crossing Broad st. and following the boulevard; at Castor Circle we ought turn left and go straight to Bustleton, but as there is a lot of building going on along Castor road, and the road itself is not very good at this time, it is best to continue on the way to New York, and the eyes left into Bustleton.



Site of "Playwicky," an ancient Indian village.

Here is a quaint old village within the limits of the city that is not as isolated as it used to be before the advent of trolley and motor cars. For years the Pennsylvania Railroad supplied the only public conveyance to it. The Reading built a cut-off near and Bustleton was served by two railroads and getting to be quite a metropolis; for a long time it pleaded for trolleys and eventually got them. The motor car was born and grew rapidly in popularity; Bustleton was found to be right on the way to New York, and the eyes of the public were opened to what a mighty nice little place it is.

Why Bustleton? Historians are in doubt about it; one avers that the name was suggested by "Bustling Bess," an early settler; another that it was because the village "bustled" when the American troops passed through it to do battle at Crooked Billet; a third holds that it is from the English Brington, which, he says, was once called Busselton. Anyway, it is one of the oldest settlements in Philadelphia, and was in the early days a trading post. There was a little stone barn there which was built long before the Revolution, and during the struggle for liberty the barn was used for powder storage and for the making of bullets, the latter being turned out in the cellar. Its use as an arsenal continued until the end of the war, at least. After that it was given to various purposes until 1870 the railroad poked its iron nose into Bustleton, and the old stone barn became a railroad station; and so it remained until last February, when the Pennsylvania discontinued service. Freight service, however, goes on. Eighty-three-year-old Elias Toy, who conducted the first train to that station fifty-six years ago, trav-

elled on the last one in February, and is still living quietly in Bustleton.

We go on out that excellent road to Somerton, still another little town within the city limits, which still has rail road service, but no trolley. A pretty place, with many attractive homes; we keep on to Feasterville, passing many fine farms, one of which borders the road for a quarter of a mile with pear trees which were in full blossom on the day of the trip and made a beautiful sight. Apple orchards, too, are glowing white with blossoms.

Just above Feasterville, where the hotel seems to be the middle of the road, we swing right about a mile and a half and halt at a tall stone monument which was erected last year by the Pennsylvania Historical Society and the Colonial Dames to mark the site of Playwicky, an ancient Indian village. The legend tells us that the actual site was down in the woods along the creek side some distance back from the road, but in full view therefrom.

We retrace our way to the hotel, turn right and whirl away to Newtown. The country is rich in pictures, not many extensive woods, and we revel in the view of the violets, dandelions, and other spring wild flowers which are out in all their glory.



Clatted Doorway at Newtown.

So we come to Newtown, a place that oozes history from every avenue. The first house was built there by order of William Penn himself at what is now the corner of State and Mercer sts., in 1692, for Cornelius Spring, the town's first inhabitant; and this house has been in continuous use as a residence since. It is a tiny place, and if Cornelius acquired any family he must have had to hustle for larger quarters. Two houses there still in use, sheltered the Father of his Country, one now occupied by Robert Kenderline, the other by recent arrivals from southern Europe. General Greene established his headquarters at Newtown before the Battle of Trenton, and after that brilliant coup many of the prisoners were taken back there and locked up in the Presbyterian Church, which is still functioning.

Then there was the venerable Brick Tavern, which was once owned and conducted by Joseph Archambault, the last surviving attendant of Napoleon. He was born at Fontainebleau in 1760, was a ward of the Empire and page to "The Little Corporal"; was one of the twelve attendants sent with his master to St. Helena, where he remained until 1817, when he was sent to New York; he succeeded in business, drifted to Newtown, bought the tavern and ran it well. In spite of his age he joined the Union Army at the outbreak

of the Civil War, and served first as Captain, then Major, to the end. He died in 1874, in Philadelphia.

We head for Penn's Park; on the way we halt just beyond the Meeting House at Wrightstown to see the monument that marks the site of the famous Penn walk of 1737. The tablet tells us that it is dedicated to the Lenai Lenape Indians, who formerly owned that part of the world. Penn's grandsons cheated them out of it by means of this "walk" and their only payment for the ground is this cold, hard modern tribute to their memory.

The Penns were not the only offenders in this vicinity; the town is named for one Wright, who apparently was not held in high esteem by Phineas Pemberton, who, in a letter to William Penn in 1687 said: "The people hereabout are much disappointed with Wright and his cheating tricks he played here. They think much to call it after such a rascal's name. He has not been in these parts several years, therefore desire thee to give it a name. I have sometimes called it Centertown, because it lies near the center of the county."

But Friend William took no action, and Wrightstown it remains.

Just beyond we turn left on a road that in a few minutes lands us at Penn's Park; this place was laid out by Penn as the site of a town and park in 1695, and the stakes that marked the Park boundaries were in existence until a few years ago. Settlers were slow in settling up the town and the park site was parcelled out among them.

We start southward, homeward bound, and pass through Riebsboro, Cornell, Southampton, Sorrell House, Bryn Athyn, site of the famous Swedish-Catholic Cathedral, Bethayres, Rockledge, the village that tried to join Philadelphia but was prevented by Montgomery County; this brings us into the city again, and we roll along through Fox Chase to Ryers, where we take the Oxford pike which brings us back

Mileage Covered	
Bulletin Building, City Hall	00
square	00
Bustleton	15
Somerton	18
Feasterville	21
Playwicky	24
Newtown	32
Wrightstown	36
Penn's Park	38
Riebsboro	42
Southampton	46
Bryn Athyn	50
Bethayres	52
Fox Chase	57
Oxford Circle	61
Bulletin Building	69

of the Civil War, and served first as Captain, then Major, to the end. He died in 1874, in Philadelphia.



House in Newtown built by Penn's Order.

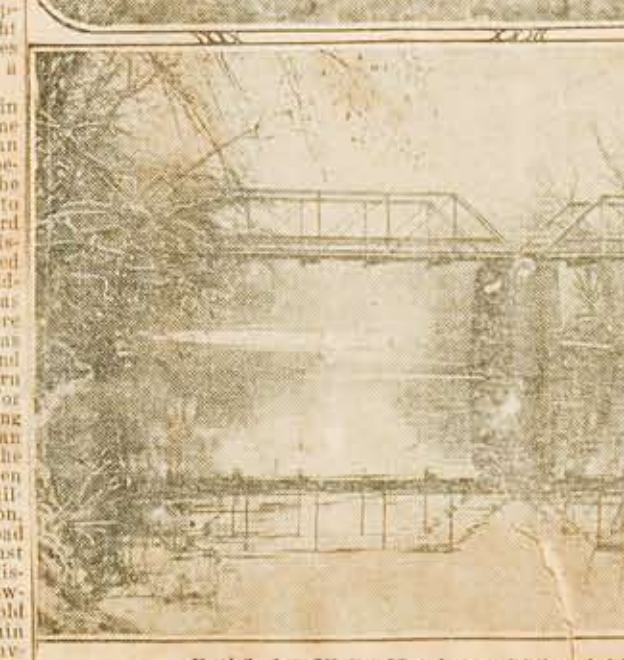
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Pathfinder Visits Northeast Philadelphia and Historic Sections of Bucks County. Upper, old Presbyterian Church at Newtown, where Hessian prisoners were of Trenton. Lower, reader's left, a vista of the Neshaminy Creek above S ancient Pennsylvania Railroad station at Bustleton, used as an ir shows route traveled. Descript

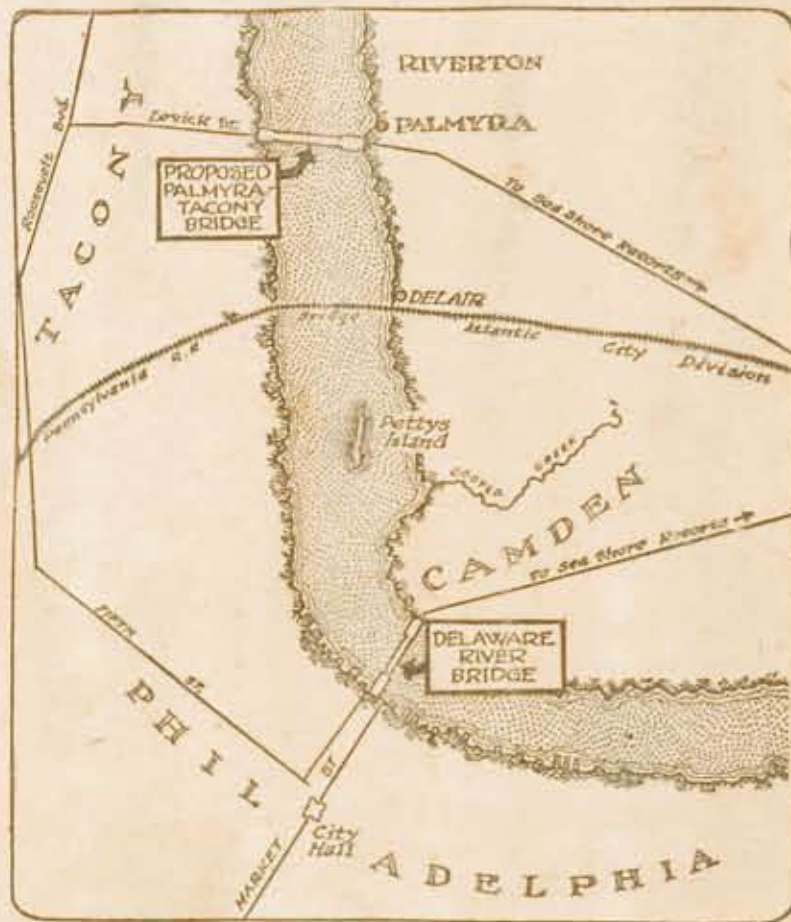
Baptist Home Cornerstone Laid

Before a crowd of several thousand people and ministers of practically every Baptist church in the city, the cornerstone of the Baptist Home, Pennypack circle on the Roosevelt Boulevard, was laid on Sunday afternoon with appropriate exercises. The ceremonies started at 4.30 o'clock with invocation offered by Rev. Robert P. Zoble, pastor of Dotterer Memorial Baptist Church. Levi L. Rue, president of the board of trustees, presided. Following his address, Rev. C. H. Woolston, pastor of East Baptist Church, read from the Scripture. Greetings from the city were brought by Charles H. Grakelov, Director of the Department of Public Welfare.

PROPOSED NEW DELAWARE RIVER BRIDGE



Plans for the building of another interstate bridge across the Delaware have virtually been completed by the business men of Northeast Philadelphia, Riverton and Palmyra. The new span would cost \$4,000,000.



PATRIOTS' GRAVES MARKED

Colonial War Heroes in Presbyterian Burial Ground Honored by Daughters of Revolution.

One of the most interesting events in the history of the town was the marking on Saturday last of the graves of Revolutionary soldiers in the burial ground surrounding the Presbyterian Church at Main and 4th streets. Nearly one hundred fifty persons witnessed the ceremonies. The service conducted by Rev. John Laird was most impressive. The program opened with the salute to the flag and the singing of "America," after which Dr. Laird gave an address on the church in Colonial times. Three of the first pewter communion plates, plainly marked with the date 1763, which had been brought from Switzerland by George Castor, one of the founders, as well as a silice of later date were exhibited. This was followed by "The Patriots in This Churchyard," by Miss Corson, a paper which sketched the life of each soldier whose grave was marked. This paper is given by Miss Edna R. Worrell, Regent of the G. W. House Chapter, D. A. R., whose auspices the exercises were under. Then called the roll of heroes, the names were read the descendants rose to acknowledge the tribute, the hymn, "God of Our Fathers," closed the exercises in the church. All present adjourned to the graveyard for the final ceremony.

The procession was led by Miss Mary Corson, Miss Irene Nice and Miss Mabel Corson, all descendants of Revolutionary soldiers, who wore blue sashes on which the word "Patriot" was lettered in silver. The graves were then marked by representatives of the various families, a tablet being inserted in the City Insignia in appropriate verse of Scripture read for each.

The honor list was as follows: Patriot Henry Young, marked by Master Edward Brotemarkle; Patriot Joseph Rorer, marked by Miss Elaine Rorer; Patriot George Rorer, marked by Mrs. Ward Rowen; Captain Rudolph Neff, marked by Miss Mildred Corson; Lieut. Lovick Castor, marked by Miss Mary Castor; Patriot Alexander Markham, marked by Miss Mabel Corson. The ceremony ended with "Taps" played by the American Legion Post, 211, Bugle Corps, with Captain Francis P. Moitz in command. A regular meeting of the Flag House Chapter preceded the public one at home of Mrs. Charles N. Sturtevant, at which eight applications for membership were presented. Arrangements are being made for a "Flying Squadron" in June to mark other Revolutionary graves in the vicinity.

The Patriots in The Churchyard

By Miss Mabel Corson

We are gathered today to pay homage to ALL who gave their service in great struggle with Great Britain. It is a very little thing that we do when we place on the graves of the patriots in the church yard beyond, but a soldier's grave is a sacred place.

When we turn back the pages of this church's history to its founding on this very spot in 1776, we read the names of its five founders—Henry Rorer, George Castor, Rudolph Neff, Jacob Neff, Sarah Schudy.

Of one of these we have no record, but we are proud of the fact that four of these five rest in the churchyard and that descendants of all four are here today.

I wonder if we dare claim today such union of church and state as existed in this church in 1776? The four founders first mentioned were not native born, but had come to this country from Switzerland. Let us note their record. Turn first to the veteran founder, Henry Rorer. Five sons did he send to his country's service. The husbands of his four daughters (two the sons of George Castor, his fellow founder) served in the Revolution. Therefore I say that his was a 100% family. Two of George Rorer's soldier sons are buried here—George Rorer and Joseph Rorer, and his son-in-law, Henry Young.

George Castor, another founder whose age forbade his enlistment, gave one and probably two sons to the great struggle. His second son, 1st Lieutenant Frederick Castor, fought in the Battle of the Brandywine and at Germantown, and his son Samuel, who served with distinction in the War of 1812 is buried here.

In 1776, the youngest of this church's founders was nearly fifty years old, yet he answered his country's call and was in active service in the Revolution, and if imagination may enter here, I should like to surmise that Captain Rudolph Neff was responsible for having the Hessians taken prisoners at Trenton and brought to the cellar of his church for safe keeping. We do know that his Company of the Flying Camp of Philadelphia was in action at Trenton and Princeton.

Are we unduly proud of this union of state and church when of the five founders, George Castor sent his son, Henry Rorer sent his five sons and Rudolph Neff gave his service in the War of the Revolution?

Under an imposing monument in our church yard lies another whose record, and one which all here might strive to follow, is written on his monument. If you could decipher the words on this old stone, you would read—

SACRED
to the Memory of
ALEXANDER MARTIN
a native of Ireland
who departed this life
the 29th day of
August, 1831,
aged seventy-four years
and one month

Early in life he entered the
Army
of his adopted country
and
served her cause with
credit to himself;
and
when her Independence
was secured
he
retired to the peaceful
pursuits of commerce.
This monument is
erected by his
sorrowing widow
his faithful wife
for forty-three years

Though lost to sight
yet dear to remembrance
he was a kind
and
affectionate husband,
a
generous and benevolent
neighbor
and
in him the poor man
always
found a friend.

So at this service, which is in memory of all Patriots of 1776, we especially mention those who lie in the churchyard of this Presbyterian Church of Frankford, and in recognition of their loyalty to their country and our loyalty to them, we place on each grave a marker inscribed "War Veteran 1776" with an American Flag attached. Thus do we honor today.

GEORGE RORER
JOSEPH RORER
1ST LIEUT. FREDERICK CASTOR
CAPTAIN RUDOLPH NEFF
ALEXANDER MARTIN

BEAUTIFUL PENNYPACK PARK

Drives and Roadways Needed to Open Up Sylvan Delights of 35th Ward Playground.

Acting in behalf of citizens of that section, the Northeast Philadelphia Chamber of Commerce will this week launch a move to prevail upon the city to immediately open Pennypack Park.

Comparatively few Philadelphians realize the existence of this park or know its manifold beauties. In the opinion of members of the Northeast Chamber, who have agreed it should no longer lay waste in its isolation. Landscape experts and artists have told them, they assert, that Pennypack Park, with its long, winding vistas of tree-covered valleys, its many small waterfalls, and its clear, placid stream, is one of the most beautiful natural stretches of parkland in Pennsylvania.

The park is situated between two rolling hills along the tortuous valley of the Pennypack Creek, which traverses its course from Pine road, at the Montgomery county line, to State road, within sight of the Delaware River. In all that stretch of verdant beauty there is no means of entrance except to those afoot, the Northeast Chamber officials point out.

A number of highways, including the Roosevelt Boulevard, Bustleton avenue, Rhawn street and Frankford avenue, cut across it, but on overhead bridges which provide only a brief glimpse of the parkland to the motorist. The Northeast Chamber is advocating building of motor roads along the winding length of the creek, providing another breathing spot for Philadelphians.

Tentative plans for opening the path were submitted to the Fairmount Park Commission in 1916 by the Commission's chief engineer along with considerable data supplied by surveyors and landscape experts who spent weeks of effort in surveying its winding course.

The reports show that the park lands include about twelve hundred and sixty acres along the valley of the creek and extends over a distance of

Four Bridges Authorized for Pennypack Creek Park

The city plan of connecting the sparsely-populated districts of the 35th Ward with the manufacturing and residential sections near the Delaware River will be advanced within the next few weeks with the construction of four bridges across Pennypack Park in the greater northeastern section.

Two of the new structures will cross the park on Rhawn street. The others will span the creek on Welsh Road, one about a mile north of 33rd street, the other at Holme avenue, a new thoroughfare leading from Roosevelt Boulevard.

The plan, which has been approved by Council, was worked out by Councilmen Crossan and Daly, representing the northeast. Beside effecting a material saving in construction, it is intended to enhance the beauty of Pennypack Park. Instead of spanning the entire width of the creek with high steel bridges, small, ornamental structures will be built, almost on a level with the banks of the stream.

The construction program originally involved an outlay of \$1,200,000, but the project will now be accomplished for just half that sum—\$600,000.

The new bridges will have their approaches in sloping roads which will be graded for a considerable distance on each side of the park. Motorists will be able to drive through the wooded and picturesque terrain, instead of proceeding high overhead, as originally contemplated. The comprehensive opening and landscaping of the entire park area is foreseen, it is said, at the commencement of bridge construction.

Bridges to Improve Pennypack

Announcement that the city will construct four bridges within Pennypack Park, with a view to making it more accessible, and to improve other ways, seems to call attention to the fact that, next to Fairmount Park, this is the largest and most beautiful of Philadelphia's pleasure grounds. It contains 1097 acres, is several miles long, and in many places is more wooded than the Wissahickon in its natural state. The fact that it is not so well known as some other parks must be attributed to its location in the northeastern section of the city, where the population is still scanty, and rapidly increasing. It is not to forese the day when Pennypack Park, if given any

Recreation Parks for Northeast Philadelphia

When the Roosevelt Boulevard was constructed, it was termed a rich man's driveway and yet it was justified during the war period alone as means of truck transportation. Some day it will house a subway through the great Northeast and justify its building again.

When the thought "of creating a park out of land along Tacony Creek" was first broached, it was also thought foolish and when real money was spent on a golf links in that area, it was a plumb waste of time and money. It is interesting to note in contrast to that view, that between the middle of July of last year and the 31st of December, 10,000 persons used the 9 holes of the golf links for real recreation. The rainy day was September 18 when 369 people teed off. The only trouble with the nine-hole course is that it should be eighteen holes and the park completed the length of the creek.

It is foresight to acquire parkland adjoining creek beds. It not only provides recreation spaces, absolutely necessary, but it is the cheapest drainage. It is much easier to build large sewers enclosing the creeks and fill in the ground above.

The Northeast needs more parkland. Tacony Creek Park should be completed and Poquessing Creek Park, and branches started while the land cost is not excessive. These projects mean a saving of millions of City money, as the City Survey Bureau has pointed out in former reports.—From the "Nor'easter," Bulletin of the Northeast Philadelphia Chamber of Commerce.

Northeast C. of C. Urges 5000-Acre Addition to Pennypack Park

The Northeast Philadelphia Chamber of Commerce has prepared and in the near future plans to present to City Council an elaborate plan for adding 5000 acres, lying in the extreme northeastern section, to the city's extensive park system.

The proposed addition will connect the sylvan valleys of the Poquessing and Byberry Creeks and Wooden Run with the already-established Pennypack Park, and will provide a region, according to members of the organization fathering the idea, which will rival the beauties of the famous Wissahickon.

Much of the land to be incorporated under the plan, C. E. Sloan, secretary of the Northeast Chamber of Commerce, said recently, will have to be bought, and it is the plan of his organization to urge Council to make haste before values rise to a prohibitive figure.

Part of the proposed addition to the park system will include Crispin Cemetery, where Thomas Holme, surveyor of Philadelphia for William Penn, is buried. This already is owned by the city.

The connection between Pennypack Park and the valleys of the Poquessing and Byberry Creeks would be made by way of Wooden Bridge Run and a small stream running in a northerly direction almost parallel to Ashton road. Byberry Creek flows through a portion of the city-owned Byberry Farms, offering an easy method of making a parkway connection with the Poquessing (through the tract).

The Chamber also will recommend that the city take ground southwardly along Byberry Creek to make a connection by Red Lion road with the Poquessing again just above Torresdale. The city will be asked to build about 20 miles of park driveways through Pennypack on both sides of the creek, opening up that beautiful valley to motorists.

EXTENDING PENNYPACK PARK

N. E. Chamber of Commerce Urges Purchase of Valley Tracts Now Available

GROWTH OF CITY WARRANTS COST

Efforts will be made in City Council to obtain the wooded valleys of Northeast Philadelphia for future park and recreation facilities. Plans drawn up by the Northeast Chamber of Commerce call for 1000 acres along Poquessing and Byberry Creeks and Wooden Bridge Run to be incorporated in the city's plans as parkland, in order to protect their natural beauty from industrial devastation.

"In addition to this project, Northeast Philadelphia will need about twenty-five "breathing spots," located a mile apart, to preserve the original intention of William Penn," said Charles C. Davis, president of the Northeast Chamber of Commerce, in an interview published in the Evening Public Ledger.

"If Frankford and the city beyond grows as it has been growing, there will be a million more people living here within the next ten or fifteen years. We are expanding at the rate of 50,000 a year. With increased transit facilities, such as the proposed high-power open-subway cut, the population will go forward with leaps and bounds.

The project, as outlined by the Northeast Chamber of Commerce and endorsed by such park authorities as Eli Kirk Price, Alan Corson, of the Fairmount Park Commission, and J. Harvey Gillingham, city surveyor and engineer, calls for linking up Pennypack Park with the winding valleys of other streams to establish a sylvan loop 2000 acres in extent.

"Buried in Crispin Cemetery, near Wooden Bridge Run, is the body of Thomas Holme, the surveyor who assisted Penn in designing his 'Fair Green Towne,'" said Mr. Davis, "Because of this we would like to name this proposed park after Thomas Holme to honor the man who preserved for the older portion of the city such green squares as we will be needing in the new."

Poquessing Creek, which is the city's boundary line from Bucks County, and Byberry Creek and Wooden Bridge Run, create the figure of a crooked A. By means of Roosevelt Boulevard, which runs through Pennypack Park, a pleasure-seeking automobilist and his picnicking family could ride for twenty-five miles through winding and tree-arched park boulevards. The entire project, when improved, would create a park second only to Fairmount Park, according to Mr. Davis.

"To purchase this tract of what is now undeveloped and comparatively cheap land," Mr. Davis continued, "would cost the city about \$2,000,000. Although the figure sounds large, it would actually result in a real saving to the city treasury. As Mr. Gillingham has said, unless the city purchases these stream valleys and holds them for park purposes, tremendous damages will have to be paid to private owners who build factories on the property.

"By the nature of the country-side, all sewers will have to follow the creeks. Apart from that consideration, real estate is inevitably enhanced in value when adequate parks are in the neighborhood and the difference between the low assessment on factory sites and high-class residences will make it well worth preserving these natural park lands for that purpose."

C. of C. Favors Motor Drives Along Pennypack Valley

In commenting upon the proposal to have many miles of motor highway through Pennypack Creek valley, including Pennypack Park, C. C. Davis, president of the Northeast Philadelphia Chamber of Commerce, stated that:

"For several years the city has owned about 1200 acres along Pennypack Creek, but our citizens have been denied full enjoyment of this sylvan gem because of its inaccessibility," he explained. "This land, purchased by the city for a mere song, is now worth between \$3,000,000 and \$4,000,000 in real estate values, and its worth as a means of providing healthful recreation and scenic motor drives is next to nothing."

PENNYPACK'S NATURAL BEAUTY

Chamber of Commerce Favors Motor Roadway Through Northeast Sylvan Valley

TWENTY MILE DRIVE POSSIBLE

Opening of Pennypack Park to motorists by the construction of twenty miles of roadway through the winding sylvan valley of Pennypack Creek is urged by the Northeast Philadelphia Chamber of Commerce.

The natural beauty of the stream's banks, officials of the Chamber assert, equals that of the Wissahickon. Mayor Mackey is to be invited to participate in a special trip through the city-owned park, according to C. E. Sloane, secretary of the organization. But comparatively few Philadelphians are aware of the real charm to be found there, although a steadily growing number of hikers and motorists are visiting the place every week-end, Mr. Sloane declared.

Pennypack Creek Subject of Historical Society Talk

The Historical Society of Frankford held an informal meeting at 1507 Orthodox street, on Tuesday evening, April 10, when Joseph A. Bonner, of Bustleton, gave a very interesting illustrated lecture on "A Historical Sketch of the Pennypack Creek and Its Industries."

It was worth while to spend an evening learning more of the beautiful Pennypack, which, with its surrounding park lands, is becoming more and more a valuable asset to this locality, and one of the picturesque water-ways that is perhaps second only to the famous Wissahickon.

From Holmesburg, where it flows into the Delaware River, its course can be traced for fully eleven miles, being divided near its source into three small streams.

In 1654 it was first mentioned by William Penn, who always called it Dublin Creek. The Indian name, Pennypack, meaning "Dead Waters" or "No Current," is the origin of the familiar name by which it has long been known, and few people have fully realized its importance in the early days in contributing so largely to the industries of the times.

It was surprising to learn how many mills of various kinds had depended upon it for their water power, and Mr. Bonner's investigations and historical facts which he had obtained about them added much interest to the many fine pictures which were shown on the screen. Not much of any of the mills remain, some of which were among the oldest in the region about Philadelphia.

Some old buildings and residences were also shown, including the old cabin, which is the last of the old Swedish forts, and the home of Timothy Matlack, who is said to have been the penman of the Declaration of Independence.

Mr. Bonner's paper is a valuable addition to the Society's collection of local history.

The secretary called attention to a gift of three old gas globes from the home of George W. Childs, presented by R. P. Colebaugh, and five valuable books about Philadelphia, the gift of George S. Webster.

Announcement was made of the next feature of the Society's program, which will be an illustrated lecture by Dr. William J. Long, on, "A Trip Through Spain and Portugal."

The thanks of the Society were extended to Mr. Bonner for his interesting lecture and to Edward R. Simpson, Jr., for the management of the lantern. Light refreshments, as usual, were served at the close of the meeting.

"Pennypack Creek extends from the Delaware River to County Road in Philadelphia, and continues on up into Montgomery County. There is a stretch of about ten miles within the city limits, and we advocate the building of a road along both sides of the stream. Montgomery County people are now seeking funds to open up the natural wooded valley of the creek in their territory, and we have the backing of the Fairmount Park Commission in our proposal to open up that part which bisects the northeast."

Mayor Mackey Speaks for Pennypack Park Addition

Mayor Mackey has forwarded a City Council the following communication, speaking favorably for Councilman Clarence K. Crossan's ordinance to appropriate the tract of land known as Holme-Crispin Park, as an addition to Pennypack Park. His letter says in part:

In the area involved, which is about thirty-seven acres, there is contained the Crispin family cemetery, wherein are buried the descendants of William Crispin, the Surveyor-General of William Penn. William Crispin died at sea on voyage of the "Welcome" to Philadelphia. Upon arrival of the vessel Thomas Holme, who married the daughter of William Crispin, was appointed City Surveyor by Penn, and it was he who made the first map of the city. Thomas Holme is buried in this cemetery. The Trustees of the Crispin cemetery plot will deed that portion of the area to the City of Philadelphia, without compensation, subject to reasonable restrictions, permitting of their continued care of the graves in the cemetery plot. The remainder of the area to be taken is owned by the Murrell Dobbins Estate and the Joseph H. Brown Estate, and will have to be taken by condemnation.

Apart from the historic importance of the addition to the Pennypack Park area, as well as the natural virgin beauty of the tract, there is an economic side of the proposition which should appeal to the City. The small stream traversing the tract is known as "Wooden Bridge Run," and if the valley of this stream is added to Pennypack Park, as contemplated in the ordinance, there will be no sewage system required in the future development of that territory. The requisite sewage system is estimated, I am informed, at about \$200,000, provided the area is ultimately developed for residential purposes. The land can be taken for park purposes, I am further informed, under fair present valuation of about \$125,000 to \$150,000.

The ordinance placing this tract upon the City plan will expire by limitation in October of this year, and it would, therefore, seem at present advisable, from every viewpoint, that the City would be fully warranted in proceeding forthwith to condemn the tract. The actual mandamus would not be created prior to the authorization of the next loan bill, at which time the money involved could be inserted therein.

PENNYPACK PARK

MAYOR MACKEY'S message to Council recommending the purchase of the William Crispin property, addition to Pennypack Park is in response to the demand by the northeast section for an development of that park. The property would add thirty-seven to the park at a cost of about \$125,000.

Business and other organizations pointed out that the park is the only one in the large area of Tacony Creek Park and Torresdale. They have emphasized the desirability of converting it into something more than the mere woods it now is. A few weeks ago the plan of building roads on both sides of the creek runs through the park was urged by the city.

Attractive parks are important. People like to live near them, and contribute to the upbuilding of the city. However, the whole question of suburban parks will be considered by the Regional Planning Federation's so-called master plan. It would be well to hear from the federation's experts on Pennypack before doing anything definite on the matter.

Director George H. Biles, Department of Public Works, today, filed in Court of Common Pleas, the city's answer to the petition of George T. Sale and other owners on Rhawn street, a two closed bridges over Tacony Creek. Sale and his co-petitioners recently took action to obtain mandamus compelling the city to construct two new bridges over Tacony Creek on a line with the street, under the ordinance passed August 6, 1926. The answer denies that the officials were not diligent in handling the bridge matter, setting forth that competent bridge engineers could be obtained until the Delaware Bridge engineering force was secured. These conditions delaying the contract until a few days ago, and the Vane Contracting Company, successful bidder, on Wednesday to work on the project.



Philadelphia Vassar College Students Carrying Daisy Chain, a feature of class day exercises, at Poughkeepsie, N. Y. Reading from left: Miss Averell Ross, Ardmore; Miss Margaret Kenderdine and Miss Susan Taylor, of Germantown.

\$9000 Raised for Englewood Chapel of the Resurrection

The raising of \$9000 in three weeks by the Chapel of the Resurrection in Englewood, a new residential section between Frankford and Holmesburg, was announced on Saturday by the Rev. I. N. Caley, chairman of the diocesan department of missions, at the groundbreaking for the first unit of the Protestant Episcopal Mission.

The receipt of \$20,000 toward the building fund from Bishop Garland, as chairman of the Allocation Committee of the Campaign Fund of the diocese, was contingent upon the raising of that amount, Dr. Caley said. The first spadeful of earth toward the erection of the new buildings was turned by Dr. Caley.

The Rev. A. R. Van Meter was official representative of Bishop Garland. He reviewed the rapid development of the section between Frankford and Holmesburg, of which an approximately 125 per cent. increase in the parish of the Chapel of the Resurrection is an indication. The Rev. Sydney Goodman, rector of Emmanuel Church, Holmesburg, also spoke. Members of the mission Building Committee and officers of the mission assisted.

The parish house about to be constructed is the first of a series of three units, including a church building and a rectory, for which plans have been made. Frank R. Watson is the architect. The group will be located on a plot fronting on Englewood, Rowland and Wellington avenues.

The mission, started about a year ago by the Rev. Sydney Goodman, rector of Emmanuel Church, Holmesburg, and his co-workers, has in that time grown from an enrollment of 4 to 104 in the Sunday school alone. Mrs. Mary M. Garrett, of Emmanuel Church, has also been one of the active workers in the establishment of the mission.

A very notable American was a visitor Holmesburg on Wednesday. Henry Ford, the automobile man, visited the Otto Engine Works on State road. Mr. Ford is interested in Diesel engines which are made at the local plant.

Pennypack Bridge and Whitehall Commons Awards

The Vane Construction Company was on Saturday awarded contracts for the construction of the two new bridges over Pennypack Creek, on the line of Rhawn street, for \$342,920. These bridges replace the old structures condemned and closed for six years. The money for this improvement will come out of an appropriation of \$500,000 of loan funds, made by the Council, for the improvement of Rhawn street.

Another contract awarded was under the Bureau of City Property for the improvement of Whitehall Commons, Jackson and Fillmore streets, Twenty-third Ward. Porter-Guildersleeve Corporation, \$10,955.75.

TACONY-PALMYRA SPAN PROGRESSES

Work Three to Four Months in Advance of Program, Engineers Say

FIRST PIERS ABOVE WATER

The first of the nine river piers, the main uprights of the Tacony-Palmyra Bridge over the Delaware River, is now above the surface of the water. The second will appear within the next week, according to engineers in the project.

The engineers at the same time announced more than thirty per cent. of the work on the substructures of the bridge has been completed and that the entire project is from three to four months in advance of the scheduled programme. So rapidly has the work been carried forward that officials contemplate anticipating the tentative opening date of the structure fixed for Labor Day of 1929 by two months.

Coincident with the review of the progress made on the new span by engineers and officials of the bridge company the Bureau of Surveys, announced on Saturday that extensive plans have been completed for widening and improving the Philadelphia approaches to the bridge.

The piers will be of solid concrete resting on bedrock sixty feet below the surface. To date with the concrete work not half completed, more than 8000 cubic yards of concrete have been used in the substructures. There are actively engaged at the present time on the project 150 men. The work has taken the toll of three lives according to W. W. Armstrong, engineers for the contractors in charge of the substructure work which will cost \$1,007,544. One man fell overboard and was drowned, his body being recovered later, another was drowned when the boat in which he was working capsized. The third man who was employed in a caisson on the bottom of the river left the compress air chamber too quickly and dropped dead from an overstrained heart.

According to Ralph Modjeski and Clement Chase, engineers in charge of the project, the steel for the superstructure is now being manufactured by the American Bridge Company, R. W. Remp, former All-American football player, from the University of Wisconsin, is general superintendent on the operation.

The construction of the new span presents an aspect that contrasts sharply with that viewed during the construction of the Delaware River Bridge where, during the laying of the substructures, comparatively little work on the river itself was apparent. The river surface at the foot of Levick street is a bobbing mass of construction work barges, derricks, cranes, scows, launches, tugs floating cement houses, floating air compressors, pile drivers and rowboats.



New and Retiring Senior President at the Normal School, 13th and Spring Garden sts.—Miss Elizabeth P. Thatcher, president of this year's graduating class, is seen transferring her gown of office to her successor, W. Glading McMullin.

Part of Forest Home Tract Bought for St. Bernard's Parish

A block of ground 323 by 343 feet at Cottage and Aldine streets, bounded by Cottage, Jackson, Aldine and Bleigh streets, on the Edwin Forrest Home Development at Frankford avenue and Cottman street, has been sold by the Real Estate-Land Title and Trust Company, through Albert M. Greenfield & Co. to Cardinal Dougherty. The ground was held for sale at \$100,000. It is opposite the plot of ground purchased last year by the Board of Education, extending from Cottage to Walker street and from Bleigh to Aldine street, and will be used as a site for a church building and school for St. Bernard's Church, which now conducts services in a temporary church building at Cottage and St. Vincent streets.

The parish for which the property was secured embraces the territory bounded by the north side of Princeton avenue, south side of Decatur street, east side of Frankford avenue to Delaware avenue. Rev. Edward J. Holohan has been appointed rector.



Northeast High's Instructor in French Retires after more than thirty years' service. Alphonse de Chateaufeuf, seventy, is seated in a chair presented to him yesterday by the faculty of the school. He was honored with other gifts and a surprise farewell luncheon.

S. Burkart Morrison, of 8008 Frankford avenue, receives his Bachelor of Science Degree at Haverford College tomorrow, Saturday, at which time commencement exercises will be held. On Saturday, June 19, he will sail with a group of students for a tour of the European countries, returning the first of September.

The commencement exercises of the Crispin School were held on Monday. The program follows: Song; Composition, "Snatches from My Diary," Jean McKinney; Violin Solo, Mary Jo Funk; Recitation, Frances Hoff; Selection, Orchestra; Song, "Serenade," School; Composition, "A Trip Through Bookland," Dorothy Oliver; Vocal Solo, Hannah Wolfenden; Selection, Orchestra; Composition, "Pirates' Treasure," Mary Jo Funk; Clarinet Solo, Jean McKinney; Address, Dr. Neville; Presentation of Prizes, Presentation of Class Picture, Mary Jo Funk; Remarks, Miss Lowry; Remarks, Diplomas, Miss Lowry; Song, "The Recessional," School. The John Clark Council prizes were awarded as follows: Highest Scholastic Attainment; First Prize, Mary J. Funk; Second Girl, Jean McKinney; First Boy, William Corrigan; Art, Mary J. Funk; Arithmetic, Thomas Chase; English, Mary J. Funk; History, Dorothy March; Science, Mary Eckley.

\$100,000,000 Plan for Northeast Development



COUNCILMAN CROSSAN



MAYOR MACKEY



PRESIDENT C. C. DAVIS

Sponsors of Great Development Plan for Northeast Philadelphia.

Mayor Mackey Agrees to Comprehensive Program to Aid Northeast Philadelphia

The great Northeast section of Philadelphia is due to receive the whole-hearted support of the Mayor and City Council, in the development of a plan of extension which will not only greatly speed up the growth of this section, but will afford the city as a whole a huge return in taxes resulting from the transformation of farm lands into improved homes for the city's population.

The improvements are those the Northeast Philadelphia Chamber of Commerce and other Northeast organizations have long been fighting for. The order of Mayor Mackey to Department Directors and Bureau Chiefs to begin at once on surveys for the necessary work is most gratifying to the Chamber and the whole citizenry of our section of the city.

Mayor Mackey agreed last Friday to a vast improvement program for Northeast Philadelphia which calls for new municipal transit construction, branch and main sewers and water and gas main extensions which will cost upward of \$100,000,000.

The Mayor conferred with two of the three members of City Council representing the Northeast districts, and approved the program mapped out by them for the development of the Northeast as a necessary step toward municipal expansion.

The Mayor characterized the move as a "defensive measure" to keep citizens of this city inside the municipal boundaries, and stop the exodus to Montgomery and other suburban counties and to New Jersey suburbs.

Attending the conference were Councilmen Clarence K. Crossan and John J. Daly, Directors Alexander Murdoch, of Public Works, and Clarence E. Myers, of City Transit, Chief Dudley T. Corning, of the Bureau of Highways, and Chief John N. Neeson, of the Bureau of Engineering.

Councilman John J. McKinley, 33d Ward leader, and the third member from the Northeast, was unable to attend.

The high point in the program is an open-cut high-speed line along Roosevelt Boulevard, to connect the Broad street subway with the undeveloped section of the Northeast. The program also calls for early completion of surface trolley lines to feed into the subway, and thus provide more passengers to the municipality-owned tube which the Philadelphia Rapid Transit Company officials now say is operating at a loss.

Councilman Crossan said: "A vast portion of the Northeast territory suffers largely from a further continuation of intensive development by reason of the fact that the city thus far, has failed to proceed with the opening and improvement of the main arteries of travel. In the meantime modern housing development has crept upon these narrow roadways, making them not

only dangerous to travel, but an absolute barrier to the further continuation of the housing system in the Northeast, and further preventing a free flow of through travel to and from the city itself."

Mayor Mackey said the Administration's program when fully developed would comprehend all improvements, streets, sewers, surface car lines and the subway extension.

"I want it in such form," the Mayor said, "that it can be put on one sheet of paper so that all may understand it. The conferences will develop the various steps as we go along. It is my plan to take up every angle of the situation. The desultory development that has been going on is not satisfactory to anybody. A builder comes along and gets a couple of streets opened in one corner of the Northeast and puts up some houses. Another builder picks another corner and does likewise. Presently they come along and want a two-mile sewer, perhaps, to connect the two properties. In this way the development work has been scattered. I want the plan worked out so that we can make a beginning as quickly as possible at a given point and proceed with it to the end as money is made available.

"The transit situation is the big thing. A man living in the central section on the north-central section who wants to move out to the Northeast wants to know whether the transportation facilities are to be adequate to get him to and from his employment or his business in good time. It is my purpose to have the program well toward completion before my term ends."

The entire program, as presented, which has received the co-operating support of the Northeast Philadelphia Chamber of Commerce, is given in full as follows:

A Comprehensive Program of Physical Developments Required for the Completion of City Improvements in Northeast Philadelphia.

Main Sewers.

The entire program for the completion of the main sewer system in the Northeast should be undertaken and rapidly completed. Among the outstanding requirements in this program are the following items:

(a) Erie avenue from Aramingo avenue to Glenwood avenue, and westward to "L" street. All streets legally opened.

(b) Wheatshaf lane from Richmond street to Aramingo avenue. Sewer on both sides required.

(c) Harrison street, or Adams avenue produced, from Delaware River to Kensington avenue.

Adams avenue from Kensington avenue to Wyoming avenue with spur on Unity street from Adams avenue to Wyoming avenue.

(d) Completion of all arteries of the main sewer system in the Thirty-fifth Ward from their present termini to the Montgomery County Line. Housing development is now far in advance of the system.

Delaware River Intercepting Collecting Sewer.

This system should be completed, under the present Administration, from its present contemplated ending at Pennypack Creek to the Poquessing Creek; also along the Frankford Creek from the Delaware River to the County Line; also southward from the sewage disposal plant along the Delaware River to Lehigh avenue.

Branch Sewers.

Coincident with the further extension of the branch sewer system in the newly-developed areas, this Administration should comprehensively hook up all of the present developed streets to the main sewer system.

It is notable that the available moneys are being used to develop new areas, while the old areas with their homes and factories are left without relief in the matter of street drainage.

Water, Gas and Electric Supply.

The water supply system in the Northeast must keep pace with the street development. Also the lessee of the Philadelphia Gas Works must be called upon to run the gas mains into the undeveloped areas as rapidly as possible, so that when the city improvements proceed therein it will be possible to connect these areas with the gas system of the city. Also the electric mains for street lighting and house supply must be extended to meet the development.

Grade Crossings and Bridges.

The development of the street and road system in the Northeast cannot proceed comprehensively, economically and in co-ordination with the other developments, unless and until the city adopts a program for the rapid abolition of highly detrimental grade crossings, as well as the construction of many important bridges, which are required to do away with so-called Chinese walls situations. Notable among these instances are the following:

Aramingo avenue over the Frankford Creek.

Castor avenue over the Frankford Creek.

Whitaker avenue over the Tacony Creek.

D street over the Connecting Railroad.

Winghooking street under the Reading Railroad.

Devereaux street under the Pennsylvania Railroad.

Summerdale avenue under the Frankford Branch of the Reading Railroad.

Ashburner street at the Pennsylvania Railroad.

Rhawn street over the Philadelphia and Newtown Railroad.

Hartel street at the Philadelphia and Newtown Railroad.

Aramingo avenue under the New York Division of the Pennsylvania Railroad.

Levick street underpass at the New York Division of the Pennsylvania Railroad.

Frankford avenue over Pennypack Creek between Solly avenue and Blakiston street.

Development of the Main Street and Road System Through the Northeast.

A vast portion of the Northeast territory suffers largely from a further continuation of intensive development by reason of the fact that the city, thus far, has failed to proceed with the opening and improvement of the main arteries of travel. In the meantime modern housing development has crept upon these narrow roadways, making them not only dangerous to travel, but an absolute barrier to the further continuation of the housing system in the Northeast, and further preventing a free flow of through travel to and from the city itself. Outstanding instances of this nature, requiring condemnation proceedings, in many instances, to open the streets are as follows:

Delaware avenue from Cumberland street, northward, for the purpose of developing the port and inviting new industries into Philadelphia.

Aramingo avenue from Ontario street to Bustleton avenue. This highly im-

portant thoroughfare, leading to the Delaware River Bridge, should be immediately, legally and physically opened and permanently paved.

Castor avenue from Bristol street to Wyoming avenue; also from Cottman street to Bustleton avenue, including double tracking of the city owned surface line trolley.

Whitaker avenue from Erie avenue to Roosevelt Boulevard, and from Roosevelt Boulevard to Cottman street.

Adams avenue produced, from Kensington avenue to the Delaware River.

Tacony street from Lewis street to Grant avenue.

Torresdale avenue from Rhawn street to Frankford avenue.

Frankford avenue from Welsh road to Poquessing Creek.

Levick street from Tacony street to the Roosevelt Boulevard. (The prospective opening of the Tacony-Palmyra Delaware River Bridge on July 4 next makes the immediate opening and improvement of this street highly essential.)

Oxford avenue from Roosevelt Boulevard to Montgomery County Line. (A winding narrow road of Revolutionary days in the developed area.)

Martin's Mill road from Oxford avenue to Montgomery County Line.

Rising Sun avenue from Oxford avenue, into and through Pennypack Park.

Welsh road from Frankford avenue to Montgomery County Line.

Cottman street from Frankford avenue to Castor avenue, and from Rising Sun avenue to Montgomery County Line.

Krewstown road from Rhawn street to Bustleton avenue.

Extension of City Owned Transportation System and P. R. T. Co. System.

(a) The most important of all requirements is the requisite Northeast feeder line to the Broad Street Subway beginning at the present terminus of the Subway and running in or along the general route of the Northeast Boulevard to the County Line.

(b) The early completion of the Olney avenue extension from Front street to Rising Sun avenue, out of authorized loan funds, including P. R. T. Company track laying in the missing area.

(c) Creation of a new loan to further extend Olney avenue, and the transportation facilities thereon, from Rising Sun avenue to Adams avenue, to Arrott street, in Frankford.

(d) The completion of the Wyoming avenue extension and connection with the Broad Street Subway, starting at the junction of Kensington and Adams avenue and running along Adams avenue and Unity street which will include the opening and widening of Adams avenue and Unity street to Wyoming avenue. This project will require additional loan funds.

(e) The extension of the P. R. T. Company's Rising Sun avenue line along Front street to connect with the Frankford Elevated Line at York street. The city authorities should cooperate with the business and civic interests of the Northeast in bringing about a satisfactory understanding with the P. R. T. Company to produce this very desirable extension.

(f) The extension of the P. R. T. Company's line on Torresdale avenue from Cottman street to Blakiston street. City co-operation in this matter is also necessary.

Improvement of Parks and Acquisition of New Additions.

The development of the Northeast naturally must include the improvement of the Pennypack Park as no owned by the city the acquisition of the remaining areas in Tacony C Park and the acquisition of the ravine within the county limit Poquessing Creek. This is not for the purpose of adding to the port and health of the people of Philadelphia, but is an economical and will, when undertaken, result in a saving of at least a million dollars in the future development of the system in the areas involved.

TOUR OVER NORTHEAST

**ber of Commerce Officials Enjoy
xperience in Huge Passenger
Airplane.**

N. E. PHILA. FROM NEW ANGLE

The Niagara Falls Chamber of Commerce have two aeroplanes touring the northern part of the United States, one Niagara No. 2, is a tri-motor all metal Ford monoplane with a capacity carrying 14 people. It is operated by the Sky-View Lines, and is accompanied by officials and crew of that name, together with Oliver F. King, of the Niagara Falls Chamber of Commerce.

The ship arrived at the William Penn airport early Monday, November 5. On the last, at the invitation of Mr. Gordon, the Directors of the Northeast Philadelphia Chamber of Commerce took a flight over the whole northeast, getting a splendid view of entire territory.

Those in the party included Captain Edward Bibby, Pilot of the ship; Fred Millard, Manager of the Airport, and F. Schlater, A. A. Swenson, J. B. Aman, A. A. Newton, B. E. Efting, W. Jones, F. I. Wintz, Jr., and Frank T. Wilson, of the Northeast Philadelphia Chamber of Commerce. Most of the directors took their initial flight on this occasion and were delighted with the experience of seeing the Northeast from a height of 2800 feet, comfortably, there being ample room for every one in the enclosed cabin and nothing interfering with the smooth flight of the big plane.

The following written by one of the participants on the trip is in a sense an expression of all who took their first flight:

GOING UP:

The first ride in an auto was a sensation—there was nothing in front of the first ride in airplane should produce a feeling of nothing beneath, it did not. Nevertheless it is a sensation. In a Ford cabin ship it is a lack of sensation. You are ready to go, you are off and you are gradually, easily. Once aloft the car careens now and then like a boat, banks of a turn like a sailboat. It flutters a second in an air pocket a sail boat after it has "gone" otherwise you are in a room a railroad car. The scenery is going past you, you look ahead, up and down, but not with dizziness. Everything is substantial—you sitting in a comfortable chair, not hanging on; you are looking out of a window not over an edge; you are singing, getting up, moving around easily.

The picture is beautiful—the back of a disorder does not show; the down shed does not appear, look extremely orderly and well-kept and pretty. The view is comprehensive—you get different aspect, it broadens one's horizon, connects settlements, locates site places. You recognize some things easily, others you have to study now them.

You have to look quickly, observe intently and recollect afterwards, the time is short to look at any locality. You are descending, going easily, the air changes and notice this coming down more going up. You may not seem to as easily for a short period, otherwise there is no sensation. You not know your community, your or your country until you see it from the air—it is beautiful from

PROMISES MORE N. E. LINES

**Mayor Makes Two Speeches at
Torresdale Avenue Celebration in
Wissinoming and Tacony.**

MARATHON RACE A BIG FEATURE

Feeder lines to the Broad street subway in numbers sufficient to "make the Northeast bloom as a rose in a garden" were promised by Mayor Mackey last Saturday in addresses before several thousand residents. The Mayor spoke at ceremonies marking the extension of trolley service from Torresdale avenue and Cottman street, connecting with the Broad street subway.

Mayor Mackey's first talk was made at Torresdale avenue and Howell street, before a large crowd of men and women. His second speech was in front of the Public Library, Torresdale avenue and Knorr street, where a second assemblage, almost rivaling the first, had gathered.

Accompanying the Mayor were Director Clarence E. Myers, of City Transit, Councilman Clarence K. Crossan, Magistrate N. E. Lindell, leader of the 41st Ward, and others.

Parades and a mardi gras marked the completed opening of Torresdale avenue, and the extension of Route No. 56 from Torresdale and Cottman street to 23d street and Erie avenue with the provision of transfers to the high speed line.

"This is the greatest sight I have seen in years," the Mayor told his audience at Torresdale avenue and Howell street. "It is a splendid evidence of your interest in civic matters that you have gathered in such numbers for this celebration."

"As Mayor I take great interest in the affairs of the Northeast. This is the last great undeveloped section of Philadelphia and this administration realizes how necessary it is that feeder lines with the Broad street subway shall be established if this line and the Frankford elevated are not to become mere thoroughfares by which people go to the adjoining counties."

"Unless the subway is properly developed we will lose our residents and this, I am determined, shall not happen. The transportation this administration is pledged to give will be the best that it is possible to provide. During the next four years I expect to see great developments in transit provisions. These improvements mark the progressiveness of a city and they are needed in Philadelphia."

At the Mayor's stand a delegation from the William D. Oxley Post, American Legion and 140 Boy Scouts. The Mayor was introduced by Frank T. Wilson, chairman of the Reception Committee. Harry C. Stephens, president of the Wissinoming Improvement Association, presided. The invocation was offered by the Rev. William A. Cook, of the Wissinoming Presbyterian Church.

C. C. Davis, president of the Northeast Philadelphia Chamber of Commerce, in a letter this week to Mayor Mackey, regretting his absence from the city on Saturday, said in part:

"We have read with interest, the remarks which you made in regard to feeder lines to the Broad street subway, for our growing district. In this connection, we have a suggestion to make which is this: These feeder lines, very properly, are a part of the Broad street subway system, and while the city has in its employ the engineering firm of Ford, Bacon and Davis, we believe it would be wise to have them make a study of this situation and report on the best routes for these feeder lines. Our community is united in desiring that high-speed transportation be provided along the route of the Roosevelt Boulevard in the form of a third rail line running as far as possible in open-cut. We believe that the report of these eminent engineers would be very valuable to all concerned."

Need of Planning for

Northeast Development

The current issue of "Citizens' Business," published by the Bureau of Municipal Research, is devoted to an article on "Developing Philadelphia," which refers especially to the comprehensive planning of the Northeast. The article says in part:

"The proposed construction of high-speed lines into Northeast Philadelphia foreshadows intensive development of this area. If a section well laid out, economically provided with municipal and private utilities, and attractive to prospective residents and industries is to be created, comprehensive planning is necessary. Experience has shown that the city's organization for planning is unequal to the tasks which the development of new sections has imposed on it. Correction of this deficiency will be more advantageous before development has taken a new spurt than after."

"A situation which demonstrates the insufficiency of planning facilities has existed for years in the 35th Ward. This ward, which occupies the extreme northeastern end of the city, has an area of over 33 square miles, more than one-fourth of the area of the city. Concerning it the report of the bureau of surveys for 1925 says: 'The number of new sectional plans in the unplanned section of the 35th Ward has steadily increased during the past few years. Rapid increases in land values in this section have, however, prevented the plans from keeping fully abreast of the land developments. Many owners and prospective property-owners inquiring about the street system provided for the territory they represent, are surprised to learn that no such plan exists. This condition is becoming more frequent as development of Northeast Philadelphia progresses.'"

"A large part of this area is still without a confirmed street plan. To fit the multitude of separate public and private projects into a unified plan requires much and diverse fundamental information, patient study, and consideration of many interests. Council itself has not the time for such detail work and there is no adequate organization to do the work for it. However, the city charter authorizes the creation of just such a body in the form of a "commission on city planning." No commission has ever been appointed under the provisions of the charter. The commission would "make recommendations to council" and "to any public authorities or any corporation or individuals." A planning commission is needed."

Rumor has it that a permit has been issued for a huge development of buildings between Rowland Ave. and the Boulevard. If this proves true and if dwellings continue to be erected at the present rate, Mayfair will soon be larger than Wissinoming and will rival Tacony in size.

This section has great possibilities for development. The area from Rowland Ave. to the Boulevard between Unruh and Sheffield Streets has yet to be developed. As it is today it is rapidly approaching the size and importance of Holmesburg. Far-sighted builders have so restricted their developments that none but store-dwellings may be erected on Frankford Avenue.

Specifications have been drafted and proposals will be opened by the Department of Public Works on Wednesday for the construction of a main sewer in Sheffield street, from Rowland avenue to Crabtree street, in Crabtree street, from Sheffield street to Pennypack Park and for thirty-four branch sewers.

TORRESDALE CIVIC ASSOCIATION

**By Nelson Ogden in the Nor'easter,
Bulletin of the Northeast Philadelphia
Chamber of Commerce.**

Torresdale is a very old community with interesting historical associations. It occupies about five square miles in what is now the extreme Northeastern section of Philadelphia, the outer boundaries being the Bucks County line (Poquesing Creek), and the Delaware River. Torresdale is the home of approximately five hundred people. The river, fields, woods and streams are most unusual features within the limits of a large city. They are well adapted for use as parks.

The place is a residential district. There are very few stores, and practically no other business or industrial establishments. On the high banks of the Delaware are situated a number of fine large houses with ample grounds, built during the past century as summer places of Philadelphians. In the last five years there has been much new building of good character, chiefly back from the river, notably along Grant avenue, also by George H. Evans on the C. C. Davis tract, and by Thomas E. Coale at Crestmont Farms on Red Lion road.

The Torresdale-Frankford Golf Club and the Delaware River Yacht Club are important as recreational facilities. A Torresdale Dramatic Association has recently been formed, and has already produced some good plays. There is an active Boy Scout Troop, under the auspices of All Saints' Church. A Sea Scout Base is located on the Delaware Shore at Jack's Island.

The Torresdale Civic Association was organized two years ago, succeeding the former Torresdale Improvement Association. Mr. Thomas E. Coale served as the first president. The principal objects are to unite the forces of the community in behalf of needed public improvements and to assist in the development of an attractive residential neighborhood.

The general meetings have been addressed by Councilman Crossan, and Mr. Howard Strong, of the Regional Planning Federation, who dwelt on the need of foresighted planning in order to give a place a distinctive and permanent character. Last year Prof. John Bracken, of Pennsylvania State College, lectured on Landscape Gardening, making practical suggestions to the average householder on planting his grounds. The Association has developed a dignified and attractive design of street sign, and has erected a sample at the corner of Grant and Frankford avenues.

At a recent meeting Mr. H. A. S. Howarth was elected president of the Association.

Chamber of Commerce Urges

Widening Pennypack Creek Bridge

In a letter to the Mayor and City Council, urging the widening of the bridge over the Pennypack creek at Frankford and Solly avenues, Frank T. Wilson, executive secretary of the Northeast Philadelphia Chamber of Commerce, said, "The bridge was built 128 years ago and has been widened once, although the original stone arches still support the structure. "Double trolley tracks are located on the bridge for trolley route No. 66 and it is not wide enough to leave vehicle space between the tracks or on either side," wrote Mr. Wilson.

He recalled that sixteen persons were injured there Sunday of last week when the brakes of a trolley car failed at the bridge approach. The Pennsylvania Railroad Company, the tracks of which cross on a trestle near the bridge, has agreed to make its share of the improvements if the city acts. Mr. Wilson informed the Mayor.

**TEAR OUT
STATE RD. TRACKS**

**Surface State Road After
Tearing up Car
Tracks**

Car tracks along State Road formerly used by the Holmesy and Frankford Traction are to be torn up. The old tracks have been replaced by bus tracks. T. will take out the tracks at State Road. The tracks will be resurfaced after the tracks are torn up. Frankford Avenue will be resurfaced. The dummy beam tracks in the center of the road will be filled in. This work will be done on Welsh Road

Romantic Incident in the Early History of the Oldest Baptist Church in the Country

One of Its First Preachers, Nearly Two and a Half Centuries Ago, Began His Ministry as an Impostor—His Dramatic Conversion—The Moravian Mission to the Indians

By GEORGE NOX McCAIN

ROMANCE and religion rarely meet. But there are exceptions.

The Pennypack Baptist Church is the oldest church of that denomination in the United States.

It was founded in 1688, and celebrated its 207th anniversary only a few days ago.

There is a novel romance connected with this church.

It dates back to its very foundation.

Upon it, however, have been erected all sorts of ministerial stories and romances, particularly those that had to do with the power of conviction and the might of the Spirit.

I DO not think the episode has been recalled or recalled at any of the recent anniversaries of the old church.

It relates to the first minister of the little congregation on the banks of the Pennypack.

His name was Elias Keach.

Young Keach was the son of a widely known citizen of London, Benjamin Keach.

He was a wild chap, who would today be considered the black sheep of a family.

Whether, in accordance with the custom of the times in well-to-do English families, the father of the young man shipped him to America to be rid of him or whether the young man voluntarily came in search of adventure is unknown.

He arrived in Philadelphia in 1686.

What induced him to undertake his masquerade, as well as his escape, is also unknown, for church and secular history are both silent on the subject.

DOCTORS, lawyers and clergymen were in demand in this new country.

Not being sufficiently acquainted with law or medicine, young Keach decided that he would turn preacher.

It is possible that the command of the catechism, "Show due respect to the clergy," appealed to him and his sense of vanity; but whatever it was, he fitted himself out in the dress of the time worn by ministers of the Gospel and started on his career.

HE became a success.

There was no one to question his right

and, whether or not he was ever challenged as to his ordination, the issue at least was never raised.

In the midst of his career as a successful impostor he had called together what is described as "a multitude of people" and began to preach.

Suddenly, and in the midst of his sermon, he stopped and a look of what was afterward described as astonishment appeared on his face.

A trembling of the body was followed by a burst of tears.

A number of those present, noting his manifest distress, went to his assistance.

HE recovered himself in a moment and then, with trembling voice, thrilled his audience with the blunt statement that he was an impostor.

He confessed that he was not a minister, but instead was a young man whose past life had been anything but what it should be.

The cause of his confusion while speaking to them was the sudden conviction of the sin he was committing.

Then and there he professed conversion and a determination to lead a righteous life.

The end of the story is that Elias Keach made good on his promise.

In the end he was called as the first pastor of the little church on the Pennypack, serving it faithfully for many years.

ANOTHER peculiar phase of life in the ancient church is told of the Rev. Dr. Samuel James, who in the eighteenth century occupied its pulpit.

It was possibly the longest period with the slowest growth in the history of the church.

Dr. James was an intelligent, well-educated and capable man, but somehow he did not attract converts; there were few accessions during his charge.

He was pastor of the Pennypack church for about fifty years.

A member of the church, a woman, once remarked that, although she was a regular attendant, she was 15 years of age before she remembered witnessing a single baptism.

In the early days of the church a large flat rock not far from the church edifice served as a place of immersion.

and takes up all of the new section on the floor above. A broad stairway leading up from the library is roped off; it leads to floors above where every room is filled with rare articles of great value, stored until room is found for them; until this time comes it has been suggested that the collection on exhibition be changed from time to time.

In the collection are two chairs once owned by William Penn; there are (not now on exhibition), an ancient four-poster bedstead, a couple of finely carved high boys, several lowboys and many other articles of furniture that would make an antique dealer's mouth water.

Just outside there is a mound from the middle of which rise two tree stumps, and around it are a dozen little tombstones that mark the graves of dogs and cats that were so loyal to their master in life that he paid them this tribute in death; two of them were buried as long ago as 1862; and a short distance away a larger single grave is that of a favorite horse that lived for thirty odd years.

The mansion rests on the top of a gentle hill which, however, makes it one of the high spots in the vicinity of Philadelphia, and from it a broad view stretches in all directions; from the upper rooms one may see for miles, and it is a pretty view no matter which way one looks.

In summer the Park is a favorite place for picnic parties; it has trees, lawns and gardens; Mr. and Mrs. Ryerss loved it and we do not wonder why; and it was partly to preserve it intact that they gave it to the city.

We eventually leave it, and following Cottman st., which becomes Township Line road, we skirt Jenkintown, pass through Wyncoke, detour from the straight road over excellent avenues, past beautiful estates, to Easton pike, left to Stenton av., left to Gorgas st., right, continuing on Carpenter st., to Lincoln drive, left thereon, and back home by way of the familiar Wissahickon and East River Drives and the Parkway.

and takes up all of the new section on the floor above. A broad stairway leading up from the library is roped off; it leads to floors above where every room is filled with rare articles of great value, stored until room is found for them; until this time comes it has been suggested that the collection on exhibition be changed from time to time.

In the collection are two chairs once owned by William Penn; there are (not now on exhibition), an ancient four-poster bedstead, a couple of finely carved high boys, several lowboys and many other articles of furniture that would make an antique dealer's mouth water.

Just outside there is a mound from the middle of which rise two tree stumps, and around it are a dozen little tombstones that mark the graves of dogs and cats that were so loyal to their master in life that he paid them this tribute in death; two of them were buried as long ago as 1862; and a short distance away a larger single grave is that of a favorite horse that lived for thirty odd years.

The mansion rests on the top of a gentle hill which, however, makes it one of the high spots in the vicinity of Philadelphia, and from it a broad view stretches in all directions; from the upper rooms one may see for miles, and it is a pretty view no matter which way one looks.

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ROMANTIC TOUCH GIVEN MOTOR TRIP

See Places Where Would-be Duchess Died a Maid and Burr Stopped in His Flight

RAMBLE IN THE COUNTRY

Mileage Covered	
The Bulletin	00
Grant av. and Roosevelt boulevard	17
Bristol	27
Newtown	39
Richboro	46
Hatboro	54
Three Tuns	60
Chestnut Hill	69
The Bulletin	82

(Illustrated on Pictures Page)



ROMANCE of other days; the echo of a famous American tragedy; glimpses of beautiful country back from major roads, are among the interesting features of the Pathfinder's trip this week.

Rumbling over the planks of Broad st. under which the subway is boring its way is not particularly pleasant, so we strike out the Parkway from The Bulletin, follow the East River drive to Hunting Park av., which divides North Bristol Town Hall and South Laurel Hill Cemeteries; swing right and follow, crossing Broad st. and continuing on the Roosevelt boulevard, presently rolling over the ornate bridge that crosses the beautiful ravine of Pennypack Park; another bridge carries us over the tracks of the Pennsylvania Railroad, and we swing right at the park guard's sentry box onto Grant av.

It is a pretty run down this stone road past beautiful farms and handsome residences, to the ancient Bristol pike which we take to the left, through Andalusia. This was the first public road surveyed through Bucks county, and was called the King's Highway when its construction was ordered in 1686. Only the fact that MacAdam didn't begin to build roads of the kind that bear his name until a hundred years later convinces us that he didn't build this one, and authorities don't like to disturb it; but it flattens into fine concrete at Crofton, and we can stand a little roughness for the sake of its associations.

It was down this road that a courier came to spread the news of the battle of Lexington, and for many years it was the main highway to Morrisville and Trenton. The wounded Lafayette was carried over it. When John Craig, a Philadelphia merchant, built a beautiful home on his estate along the river his Spanish partner suggested that he give it the Spanish name of Andalusia, and so the estate and town came to be named. It was a centre of fashion in late seventeenth and early eighteenth centuries. The mansion still stands, the home of Charles J. Biddle, a descendant of Craig.

So we come to historic Bristol. Its funny little Town Hall, now a police station, has a somewhat amusing history. In 1811 Samuel Scotton devised \$200 to the borough to buy a town clock provided the borough would build a hall with a steeple to hang it in. The bequest was payable within five years after the death of his widow. She had been dead four years and ten months when somebody remembered it, and the town got frantically busy. It took two weeks to pick a site. The time expired at midnight December 31, 1831. On that day the uncompleted structure was roofed over, and the town, having spent \$2,781 for the purpose, collected the \$200 legacy.



Keene House, Bristol

And it was here in Bristol that a romance developed. A wealthy resident was Major Lenox, who built a fine mansion on the river bank, with spacious grounds to the water's edge in 1810. There he and Mrs. Lenox entertained extensively, and among their frequent guests was Joseph Bonaparte, brother of Napoleon, a king out of a job, who liked to cross the river from his Bordentown estate and enjoy the hospitality of Society down Bristol way. Perhaps a lure to discarded royalty was the Major's beautiful niece, Miss Sarah Lukens Keene, the toast of the countryside and the apple of the Major's eye, he having no children of his own.

Came a-courting among many others, young John Hare Powell, of Philadelphia. What? Give his niece to a commoner? Never! She must be nothing short of a duchess. Major Lenox went to the Court of St. James to be present the young Republic, and while Sarah was popular there, the dukes and princesses gracefully ducked the Major's lasso and lesser lights retired from the field, thinking they hadn't a chance. In due course Lenox was gathered to his fathers, and Miss Keene was his sole heir. She lived in the gorgeous mansion and swains stayed away. Powell became one of Philadelphia's most eminent citizens, while Miss Keene grew gray in maiden loneliness. When she, too, passed away, she left her property to the Protestant Episcopal Church, the home to be used as a home for aged women of that church, and it is so today.

A mile further on is a yellow house built in 1740 as a tavern, a place of refreshment for man and beast; but the principal refreshment for man has been outlawed, and the beast has well-nigh disappeared before the on-rush of the motor car; so it has become a private residence, that of W. K. Highland, who is painting it yellow because, he says, it has always been that color, and sentiment forbids a change. It was a mighty important inn in its day. Hard by was the ferry across the river, which made it the main route to the west from New York, and oodles of famous personages slept under its roof. When Aaron Burr killed Alexander Hamilton in the most celebrated duel in American history, he fled to the west, crossing the Delaware on this ferry, and put up overnight at Yellowstone Tavern, as it was called.

We turn back through Bristol, taking the road to the right of the cemetery below and travel its pretty, partly tree-lined way through Hulmeville and Langhorne to Newtown, occasionally revelling in the magnificent views over wide sweeps of fertile country. We turn left to Richboro; for a short distance the road is bumpy and not constructed for a speedway; but soon we rumble through the aged covered bridge over the Neshaminy, and we have a smooth road beyond, which runs through alluring woodlands and past splendid farms. At Richboro we swing left again to Hatboro, again through real country.

In early days a thrifty person built an inn which he called the Crooked Billet, after another tavern in Philadelphia, and the village that grew up around it took its name. There on May 1, 1778, General John Lacey led an American force in battle with the British. In time an individual began to manufacture hats there, and the people shed the name of Crooked Billet and called the place Hatboro. Just above Washington camped, and along the road, the "Old York," the American army marched.

We swing right on the fine stone road on the south side of the creek and roll away to Hoersham, with its Meeting House so symbolic of peace and quiet, then Three Tuns. Having due regard for American thirst, the fellow who built the tavern there in 1740 stayed in business with three tuns of liquor, and so the place got its name. We left a short distance, then right on Bethlehem pike to Chestnut Hill, where we swing left just below the Pennsylvania Railroad station, and follow smooth drives through that delightful residential section to the Lincoln Drive along the Wissahickon and the River Drive and



Site of Battle of Crooked Billet

FRANKFORD AVENUE DISPLACING FARMS

Ground Being Levelled, Rows of
Trees Cut Down and Lines
Laid Out for Streets

SEVERAL TRACTS ON TYSON STREET BEING IMPROVED

The growth of the city in the north-east direction which already is well marked, has begun to absorb several blocks of ground along Frankford avenue north of Tyson street which only a few years ago was well-tilled farm land. The process by which farm land or suburban territory is converted into city streets is now underway over a wide stretch of territory in that vicinity.

A syndicate composed largely of men who did much to develop West Philadelphia years ago, already has begun work over about 200 acres of ground above Tyson street and on both sides of Frankford avenue. The ground is being levelled, rows of trees have been cut down and many others are in the process of being felled. Lines for streets have been laid out and some of the old picturesque farm houses have already been torn down. The tract, in other words, is being prepared for subdivision into lots which probably will be ready for the builders in the course of the next twelve months. In all probability about \$200,000 will be spent on this one tract before it is ready for the builders.

Much ground on Tyson street, which is 100 feet wide, east and west of Frankford avenue, is now being improved by builders. One operation of wellings to sell from \$10,000 to \$12,000 each on Tyson and at about \$7500 a side streets is well underway. The activity displayed just now around Frankford avenue and Tyson street is due mainly to the fact that the sewers and water pipe, two essentials for housing developments are in there. Frankford avenue is to be 100 feet wide at this point and above and some of the operators in that section have dedicated to the city the necessary 15-foot strip on either side to bring the avenue from its present width of seven feet to the prescribed width of 100 feet.

Large Tracts Available

A large tract of ground extending from Frankford avenue over to the Roosevelt boulevard, a distance of several blocks, above Magee street, is owned by Isadore Sevin. Adjoining a tract of seventy-six acres which was purchased by Burton Simon, builder, in April, 1923, from the Kelley estate. Slonimsky & Kauffman are ready selling lots off a tract in the vicinity purchased from Horace Coleman and 300 feet of frontage on both sides of Tyson at the west corners of Frankford avenue is being offered for sale by George W. Buckley at \$125 per front foot for the Frankford avenue frontage and \$60 per front foot for the Tyson avenue frontage.

A syndicate composed of West Philadelphia operators controls at least 4000 feet of Frankford avenue frontage from Tyson street north to Naple street, intersected by Princeton avenue, Cottman, Bleigh and Shelmore streets, and extending back to the large acreage owned by the Directors of the Poor of Oxford and Lower Dublin Township. It is believed that there will be at least 900 or 3500 lots on this tract ready for the builders next year. Much of this ground was formerly owned by Kennedy Crossan, L. M. Holcomb and Frank W. Thatcher.

The value of ground in this vicinity to these improvements and others needed is rising rapidly. A plot 100 feet at the northeast corner of Frankford avenue and Tyson street recently was sold for \$8750, or at the rate of about \$87.50 per front foot on Tyson avenue. Another plot at the southeast corner of Cottman street and Frankford avenue, 37 by 135 feet, is being held at \$10,000. Negotiations for its purchase at this figure are said to be under way as a site for a bank.

Some Held Not for Sale

On the east side of Frankford avenue there is not so much ground available for immediate development. Wisconsin Park extends from Foust to by street. George T. Sale, who operated extensively in ground in the boulevard section, owns a large adjoining the park, and the tract recently purchased by him

an acre. Above Rottina avenue, on the east side of the boulevard, Benjamin R. Hoffman, a West Philadelphia operator in ground, owns a tract of thirty acres which soon will be under development, and above that is the John County estate of thirty acres, which is not for sale. The Mary Dixon estate also owns a large acreage which is not for sale, extending from a point above Unruh street to Longshore street.

A large plot from this tract at the corner of Knorr and Cottage streets was acquired by the School Board some two years ago and has just been improved with a high school which cost \$500,000. The old Henry Whitaker residence, at the northeast corner of Frankford avenue and Longshore street, on a lot 213 by 250 feet, recently was purchased by Francis J. Doyle, a real estate broker of Frankford, as his residence.

Transportation to this section of Frankford avenue, which two years ago was almost as remote as Bustleton is today, is furnished by the Frankford Elevated road to Bridge street and thence north on Frankford avenue to Pequeensing avenue by the Frankford, Tacony and Holmesburg trolley, a privately owned corporation, twenty-five minutes from Thirteenth and Market streets to Bridge street, Frankford, and eight minutes by trolley from Bridge to Tyson street. The people of this section last year approved an appropriation of \$750,000 for a city-owned trolley line out Frankford avenue to Tyson street. Much of the future development in this section will be helped by the early construction of this line.

P. R. T. OPERATES F. T. & H.

Holmesburg Gets One Fare to City
on New Route 66. Bus Line
on Tacony Road

The Philadelphia Rapid Transit Company on Saturday last took over the operation of the Frankford, Tacony and Holmesburg Street Railway, using one-man cars operating from the Bridge street car barns, under the designation of Route No. 66. The operation of the line began notwithstanding the legal proceedings started last week by minority stockholders to enjoin the sale of the property to P. R. T. for \$300,000.

The company has withheld final settlement of the \$300,000 purchase price pending decision by Judge Stern on court action begun by minority bondholders of the Northeastern Philadelphia Transit Company in an attempt to block the sale. At a preliminary hearing on Saturday in Common Pleas Court No. 2, Judge Stern took the petition under advisement and announced that a decision would be forthcoming early this week.

A statement of the P. R. T. said: "Arrangements have been made by agreement between P. R. T. and the Bondholders' Protective Committee of the F. T. & H. Company, Jacob S. Diss-ton, Jr.; Charles C. Davis, Patrick Henry, Jacob M. Vigdes and Charles T. Brown, to postpone the date of settlement to 15 days after final termination of this litigation, but not later than June 30, 1926.

"P. R. T. has agreed to proceed with the operation of the property as planned, in order to prevent possible disruption of service to this community, and has further agreed to pay interest on the unpaid balance which payment will be continued until such time as settlement is possible.

"For many years the residents of a wide district lying to the northeast of Frankford avenue and Bridge street have been served by the Frankford, Tacony & Holmesburg Railway Company. A local fare of 8c.—4 for 25c. has been charged, making 13 1/2 c. the total minimum fare to the centre of the city by connection with P. R. T. lines. This territory has never been sufficiently developed to support an independent street car system, with the result that the company could not make ends meet.

"The public was anxious that P. R. T. take over the line and operate it as a part of its system, giving P. R. T. standard of service and rates. This has now been arranged for, the road has been purchased by P. R. T. for \$300,000, and is now operating as Route 66. The operating loss to P. R. T. can be borne because of more profitable service elsewhere, notably the taxicab company about to be operated as a unit in P. R. T. system.

"The 7 1/2-cent fare will be extended on Frankford avenue by free transfer as far north as Blakiston street, with 7 1/2 cents additional to City Line. Users of this line will thus benefit by re-

Pennsy Passenger Service to Bustleton to Cease, Feb. 10

The Pennsylvania Railroad was on Wednesday granted permission by the Public Service Commission to discontinue the operation of passenger trains and service on the Bustleton Branch from Holmesburg Junction to Bustleton on and after February 10th. The Railroad Company was directed to post notices and advertise the discontinuance for four weeks.

Bustleton has been served by the railroad for more than forty years. In 1923 trolley service was inaugurated by the P. R. T. The report of the commission shows that in 1923 the deficit caused by the operation of the Pennsylvania Railroad service was \$11,985. In 1924 the deficit to the Pennsylvania was \$928 70, and during the first half of 1925, \$4643.60.

The Holmesburg Improvement Association held their regular monthly meeting on Tuesday evening in the Legion House. Plans were begun to have a public demonstration and gathering celebrating the P. R. T. taking over the car line, the city taking over our water and the U. G. I. taking over the gas. All these things have been great boosts for the town and they have happened within the past few months. The exact date the celebration will take place will be announced within a few days. E. Scott Banister, chairman of the Highway Committee, reported progress. His committee was also given authority to take up the matter of laying cement pavements. Several of the members thought this to be a very good move. It was brought up that the cost of laying the cement pavement would be offset by the increase in the value of the property. We do not want city transit, water and gas, and then have country pavements. Several new members were elected to the association and the prospects for the year of 1926 look very well.

In Council yesterday, Mr. Crossan introduced an ordinance providing for two bridges at Rhawn street, over Pennypack Creek, in Pennypack Park. He said the present bridges had been closed for four years because they had been condemned. Two years ago plans for two bridges that would have cost \$1,700,000 were rejected. By changing the location the two shorter bridges at half the cost are now planned.

On March 9 bids will be received at City Hall for the demolishing of both Rhawn street bridges. This is the first step, getting the old bridges down. No definite provisions have as yet been made for the building of new bridges, but it is hoped that it will not be long before Rhawn street will be opened.

Notably pertinent to the time and to its significance in reviving interest in these shrines of American history in and about Philadelphia is a volume issued by the Corn Exchange National Bank under the title, "Byways and Boulevards of Historic Philadelphia." Its authors and compilers, Dr. Francis Burke Brandt, head of the School of Pedagogy, and Mr. Henry Vollmar Gummere, have filled its more than three hundred pages with text and illustrations identifying these various spots. Mechanically viewed, the work is a model of the printers art, particularly in its illustration. Concise and accurate in its description it is a Philadelphia Baedeker, which probably will reveal treasures even to the Philadelphian who prides himself on knowing his own city.

In their work Dr. Brandt and Mr. Gummere, recognizing that the detailed treatment of the city's history is for other writers, have set out to prepare "an historic auto-guide to the old home-land of the nation" as they call it.

They have grouped the interesting places in and about Philadelphia not in chronological sequence or historic progression so much as in routes that deal with landmarks that are of associated interest in their relation to particular phases of the city's history. The landmarks of the Swedes, the memorials of Penn, old Germantown, the ancient churches, the early colonial homes, the old schools and schoolmasters, the literary curios and landmarks and other "chapters" or routes of like association with other incidents of the past, are covered. The Philadelphian who reads it will be inspired to go out and sense the history by personal contact with its

He will be the better citizen

Camp Happy Will Care for 1000 Children This Year

An increase in the capacity of Camp Happy from 300 to 1000 was announced on Monday by Oscar E. Gerney, director of the municipal summer camp for boys of the Department of Public Welfare, in a luncheon address to the City Business Club at the Hotel Adelphia. These boys, 5 to 13 years of age, will stay in camp three weeks each next summer instead of two, as last year.

All records for American boy camps were broken last summer at Camp Happy, when the boys made an average gain in weight of 2.82 pounds in two weeks, thanks to plenty of milk and other good food, rest, sleep and exercise.

Thirty bungalows are being built, through gifts from various organizations and individuals. One bungalow costs only \$750, including equipment, yet provides for twenty-two boys. More such gifts still are needed.

The Elks' Club gave five of the bungalows now being built. The Kiwanis Club has given \$2000 to equip the Camp Happy Playground. The Rotary Club has given two automobiles for use by the camp authorities. The city is to spend \$15,000 this year on improvements at Camp Happy and \$35,000 toward maintaining it. The Health Council, which started Camp Happy seven years ago, also will contribute.

Camp Happy will open June 23 this year, and remain open till September 1. It is at Torresdale and Linden avenues. There will be a staff of 128, mostly teachers from the public schools, including many physical instructors.



LIEUT. OSCAR TILLBURN

Accompanied by the staccato explosions of tens of thousands of cartridges and dramatic acts of heroism, fire yesterday swept from the basement of Murta, Appleton & Co.'s hardware establishment, 12th and Sanson streets, to the third floor, causing a \$300,000 loss and injuring eight fire-fighters.

Elements of danger—escaping gas, billowing flames, the machine-gun-like popping of bullets—hampered firemen from eleven companies who fought the stubborn blaze from 4 P. M. until 7 P. M.

Before the fire was brought under control the first floor collapsed with a roar, carrying fifteen firemen into the gas and smoke filled basement, where twelve others were fighting the blaze.

Of the twenty-seven buried in the debris, nineteen escaped, choked and blinded. They remained in the basement until their eight injured and incapacitated comrades had been rescued. It was at that time that a gas pipe in the basement snapped. The flow of gas was quickly shut off and did not hamper the men.

Lieutenant Oscar Tillburn, of Engine Company No. 26, was the hero of the crash. He was directing the work in the basement when the floor fell with its human burden and blazing debris. Extricating himself, he set about rescuing his comrades pinned beneath the wreckage. Of the twenty-seven who were in the heap, all but eight were able to free themselves.

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1920

Firemen Have Narrow Escape.

Three firemen had a narrow escape last Saturday night, when a gasoline tank toppled over and exploded during a fire in a shed in the rear of the heating and roofing establishment of George Smith, 1819-21 Church street, Battalion Chief Hugh Colgan, of District 10, and firemen George Patterson and William Clyde, both of Engine company No. 7.

All three were severely burned about the arms and hands. Chief Colgan was treated at the Frankford hospital. The other two fire-fighters had their wounds treated on the scene by a neighborhood physician.

The blaze was discovered by a passerby, who turned in an alarm. When the firemen arrived the flames had apparently not made much headway. Colgan followed by Patterson, Clyde and other firemen, entered the blazing shed and began fighting the fire with chemicals.

In the excitement a gasoline tank in one corner of the building was upset. It exploded instantly with a deafening roar. The flames led by the liquid, enveloped the place. Most of the fire-fighters who happened to be working near the entrance to the shed, made their escape following the explosion. Colgan, Clyde and Patterson, were at the far end of the building, and were hemmed in by flames. Shielding their faces, they made a dash for the doorway and escaped. After a stubborn fight the fire was extinguished with loss estimated at \$5 0.

Tacony Boat Wins Race.

In the curtain-raiser of the three-day yachting festival of the Wilmington Motorboat Club last Saturday the Marguerita, owned by Commodore A. B. Cartledge, of the Keystone Yacht Club, of Tacony, Pa., sprang a surprise by a splendid come-back in the Cartledge trophy race on the lower Delaware River, over a course of 20 nautical miles from the mouth of the Christiana River. The Marguerita was in excellent condition and completely turned the tables on the Renie H., owned by Theodore Heath, of the Camden Yacht Club. By her victory here the Marguerita shares the honors with the Renie H. for the Cartledge trophy, each boat having captured one of the two contests for the trophy this season. The Renie H. won it on July 12 on the upper Delaware River.

Kreis' store on Frankford avenue last Saturday. Mrs. Lou Kreis has closed out a business that had been established for over fifty years. She will make her residence with her sister, Mrs. William Rowland, on Crispin street.

Holmesburg Boy Now Rector at Cathedral.

Monsignor D. J. Gercke, new rector of the Cathedral, entered upon his duties there last Sunday.

Monsignor Gercke arrived from the Philippines, landing in San Francisco March 4, and crossing the continent leisurely. He succeeds the late Father Clark as rector of the Cathedral. He was born in Holmesburg in 1874, educated at Overbrook Seminary and ordained by Archbishop Ryan in 1901. After laboring in several parishes, he volunteered in 1903 as a missionary in the Philippines under Archbishop Dougherty, who was then Bishop of Nueva Segovia. Returning to this city in 1905, he became an assistant at St. Gregory's Church, and later an assistant at the Cathedral. In 1910 he returned to the Philippines with Bishop MacGinley, of the Diocese of Nueva Caceres, who appointed him his vicar general. Six years later he again returned to this city and was made a curate at the Cathedral. A couple of years ago he went again to the Philippines.

The regular semi-annual meeting of the trustees of the Lower Dublin Academy was held at the library on May 6 with Vice President James M. Stokes presiding. The chair announced that since the last meeting of the Board, the president, Col. William Bender Wilson, had died. Messrs. Alfred B. Cartledge, William M. Rowland and John S. Clark were appointed a committee to suggest suitable action in regard thereto. The Committee subsequently reported resolutions in respect to the memory of Col. Wilson, which were unanimously adopted. Mr. Edwin Mayne, supervisory principal of James G. Blaine public school, was unanimously elected a trustee to succeed the late Colonel Wilson. An appropriation of \$500 was made to the library of Philadelphia.

A regular meeting of the trustees of the Lower Dublin Academy was held at the Thomas Holme Branch Library on Tuesday evening. The following trustees were present: James M. Stokes, president; Alfred B. Cartledge, captain; William M. Rowland, treasurer; George B. Clark, Morris P. Thomas, Axel T. Johnson, Edwin V. Montoya and John S. Clark, secretary. An appropriation of \$500 was made for the purchase of books for the Thomas Holme Branch Library.

Holmesburg Wins Big Game.

Frankford Puts Up Great Game But Loses by Field Goal.

The biggest crowd that ever witnessed an athletic game in Frankford saw Frankford lose to their old rivals, Holmesburg, in their annual clash by the close margin of 3 to 0, on Community Field last Saturday. It was a glorious defeat for the home team.

The spectators formed a solid square around the field eight and ten deep, while the several hundred machines were also covered with sport-loving coolers. Last, but not least, nature's grandstands, the trees, were well patronized.

Frankford's whole team played a wonderful game, and although they played somewhat on the line, they called over the visitors in many other departments of the game.

Shiraz, Frankford's speedy right-end, showed how dangerous he is both on the offense as well as the defense, handling wonderfully to forward pass, and in tackling he excelled. He fought every inch from the kick-off to the time he was relieved in the last quarter. More than once he threw the Holmesburg back for a loss. Dale and Wheeler, Frankford's husky guards, were right on the job, too, and played a star game for the Frankfordians.

Remmey, Frankford's sterling quarter-back, played a good steady game. More than once he looked like he was good for one of his long-and runs only to be brought down by two or three of the sturdy visitors, who kept a watchful eye on him throughout the game. He excelled in catching and running back punts. The punting of Hollowell, a new light in the Frankford line-up, was also one of the main features of the game. He soon proved to Holmesburg that his kicks averaged 15 yards longer than Scott's, thereby to punctuate a loss for Holmesburg. His punting was the best seen on Community Field in years.

Johnny Scott was the shining light for the visitors. He not only made the only score of the game, but he did most all-around work, handling the bulk of Holmesburg's offense and defense and also doing the kicking. Yeabsley and Durban also gave Scott fine support.

The line-up:
Holmesburg. Positions Frankford.
Dian Left End Vally
Dougherty ... Left Tackle ... Thompson
Lally Left Guard Wheeler
Morrison, Capt. Centre Summerville
Kurtz Right Guard Dale
Burns Right Tackle Mellow
Gaston Right End Shiraz
McKissick Quarterback Remmey
Yeabsley Left Halfback Strange
Cuskey Right Halfback Hill
Scott Fullback Hollowell
Goal from field, Scott, Referee, Vally
West Philadelphia High School. Umpire, Gibson, Germantown Academy. Head linesman, Sutton, Germantown Academy. Time of quarters, 12 minutes. Substitutes, Franks for Vally, and Gregory for Hill, Bainbridge for Dale, Cuskey for Burnes, Gibbs for Thompson, Eisenbach for Shiraz, Knauer for McKissick.

The Saturday Frankford plays Vincome and it promises to be just as good a game, if not better, than last Saturday. Vincome has the reputation of being one of the best semi-professional teams in the East. Like Holmesburg it is composed of many ex-college and high school stars. Stephens and Swartz, of scholastic fame, and Wheeler, the quarterback, are the mainstay of the team. They lost to Conshohocken last Saturday, 14 to 7, while Copshy beat Holmesburg, 19 to 7.

Saturday, November 22, Riverston, champions of New Jersey, will be the attraction. They haven't lost a game this season, Vincome being one that has gone down to defeat at their hands.

On Thanksgiving, the home team will again clash with Ewing. If you will remember, Frankford and Ewing battled to a scoreless tie several weeks ago in one of the best games seen in the county.

Huge Crowds Visit City's First Bathing Beach.

Plans failed to dampen the enthusiasm of thousands who attended the opening of the city's first public bathing beach on the Delaware River at Pleasant Hill Park on Saturday afternoon. Pavillions in the park were gay with flags and the Police Band discoursed music. About 500 people went in for a dip during the afternoon. Canoes and motorboats stood in the offing, many of the spectators enter by the water route from Riverside and Lancaster, N. J. Two patrol boats, under the command of Sergeant Harry Place, kept an eye on the venturesome swimmers.

Mayor Moore and his party arrived at 2 o'clock. With the Mayor were David J. Smyth, city solicitor; Harry Baxter, chief of the Bureau of City Property; Director Cartledge, of the Department of Public Safety; E. A. Sappel, assistant director of the Department of Public Welfare; Frank H. Caven, director of the Department of Child Welfare, and George Webster, chief of the Bureau of Survey. They were enthusiastically greeted by the large crowd that had gathered.

Chief Baxter and Director Caven made short addresses and told of the work done in preparing the beach for the use of the public.

Mayor Moore said that he hoped the Pleasant Hill beach would be the forerunner of many more similar spots to be operated by the city and stated that he would seek to establish municipal beaches in Fairmount Park, provided the consent of the Park Commissioners could be obtained. A bench at League Island would be opened soon, he said. He called attention to the fact that the beach would not close for the winter it would be an attractive spot for skating. He appealed to his hearers to help keep up the standards of Pleasant Hill Park and to give no reason for criticism to the park guards or to the residents of Torresdale.

Upon the conclusion of his address the Mayor was presented with a large bouquet of wild roses by little Miss Dorothy Brown, of Pleasant Hill.

Sunday was the big day for the new beach, and life guards estimated the bathers as numbering thousands. From early morning until after sundown men, women and children disported themselves in the water. The two dressing tents provided for bathers were constantly filled to capacity. Motorists in many cases converted their cars into impromptu dressing tents. The new beach ought to be a big help financially for the Holmesburg, Tacony and Frankford trolleys, for every car was loaded to the limit all day Sunday. Twelve traffic officers were necessary to handle the hundreds of automobiles which took parties up to the park. At 2 o'clock in the afternoon cars were parked at least half a mile from the beach, some of them along the State road. Overworked policemen placed the number of automobiles around 3500.

Many persons were in swimming by 8 A. M. It was shortly after noon that the crowd was densest. At that time the roads were jammed with machines, and at some points the traffic delays were considerable.

A police patrol boat, carrying a detachment of men and a pulmotor, and three life guards, under Beach Censor and Life Guard Boyd, looked after the safety of the bathers. All were unanimous in saying that the crowd was much in excess of what was expected. They said that at least twice the number of life guards would be necessary on future Sundays.

Only one accident tended to mar the day. Miss Elizabeth Mariner, of 2121 Adams street, Kensington, became terrified when she found herself out too far. She screamed for help, disappeared and then came to the surface of the water. Thousands looked on as Jean V. Smith, a life guard detailed by the Bureau of Recreation, went to her rescue. He threw a life preserver which Miss Mariner, in her fright, failed to notice. Then he dived for her and got her ashore where he gave first aid so effectively that it was not necessary for the girl to go to a hospital.

Dressing tents were overcrowded and many more tents will be necessary to provide accommodation for the bathers this season. Next season it is expected permanent bathhouses will be available.

The Methodists are celebrating their 100th anniversary this week. A special supper was well attended Tuesday evening. Bishop A. S. Ford will speak next Sunday.

On page 8 of the Philadelphia "Ledger," of November 14, is an interesting account of the arrival of the League of Nations. Miss Mary Florence W. Genoa, the accomplished daughter of the Col. William B. Wilson, of Holmesburg, has been appointed chief librarian of that body, and is now engaged in London, for the work in hand, having in her charge her Norwegian, Italian, Swedish, Japanese and English girls. She went over with the American Peace Commission immediately after the war and organized their library. She was for ten years a librarian in Columbia University, New York. Holmesburgers are much pleased with her success, as she was brought up in that village.

Mr. and Mrs. George M. Johnson, of Welsh road, Holmesburg, celebrated their golden wedding at their home on Tuesday afternoon. The affair was the fourth one in Mr. Johnson's family. The house was beautifully decorated with white and yellow flowers. They received numerous gifts and several pieces of money in gold. Covers were laid for sixty. After a pleasant afternoon and evening the guests departed for their homes, wishing the host and hostess many more happy years.

To Remove Old Bridge.

One of the last of the old wooden highway bridges that for years carried Rhawn street over Pennypack Creek, is to be removed and a new open bridge on steel trusses erected in its place. Director Caven on Saturday received the schedule of bids for various highway work, that included the low bid for the placing of three steel trusses by the Robbins Contracting Company for \$10,190. This bridge connects Holmesburg with the Roosevelt Boulevard. It is located in Pennypack Creek Park. The span is 105 feet in length. The flooring will be of concrete.

To Fight Japanese Beetle.

The State Department of Agriculture will open a field headquarters in Holmesburg, from which it will direct the fight against the Japanese beetle which invades Pennsylvania late in the fall from the New Jersey side.

A quarantine had been imposed on the department upon agricultural products in the infested area which includes the small strip of farming country Philadelphia county and part of Bensalem township, Bucks county.

A representative of the Pennsylvania department will be in charge of the situation, and a set of maps will be made showing the location of each tract of land in the infested area.

Electric Instead of Gas Light.

Electric lighting will be substituted for gasoline lamps in the northeastern part of the city, where 1062 gasoline lamps will be replaced by arc lamps and 501 Tungsten 100 candle power lights. The electric lighting cost \$38,578.50 compared with \$60,000 for gasoline and gas. Gasoline prices for 1921 are advanced from 10¢ per lamp charged for 1920, to 15¢ per lamp for 1921. The first electric lighting to be installed by Jann will be made in this territory:

North of and including Red Lion, Buxleton turnpike, between Bristol and Red Lion road; Bensalem ave between Buxleton turnpike and Lion road; Academy road, bet Bristol pike and Red Lion road; Ryevelt Boulevard between Rhawn and Pennypack Circle; Bensalem ave from Pennypack Circle to Welsh Holme avenue, between Pennypack Circle and Welsh road.

Trouble with our cars again, or, still, last Monday evening the tracks in front of Doctor premises. Both trucks left and other cars could easily have been put on the tracks again. This evening the axle of another car above Academy road. The greatly delayed.

ford and Holmesburg reless in Championship Foot Ball Struggle.

(By a Spectator.)

At Saturday, Frankford battled Holmesburg to a 0-0 tie on Crystal street, Holmesburg. The game will live long in the memory of those who were fortunate enough to witness the thrilling contest. The game, which was waged for the championship of the city, took on all the aspects of a big college contest, the only thing missing being the great stands, but the more than 7,000 spectators were content to omit that comfort to watch the struggle, the playing being quite up to the calibre shown by the major football teams.

The Frankford rooters, to the number of 3000, took up their stand on the north side of the field. A great good-natured mob that made enough noise on behalf of their favorites to do credit to twice their number. They brought a band, led by "Cap" Dodds, and with their energy played catchy ragtime during the game, and the Yellow Jackets gave them plenty of opportunities to "hit-up" by their snappy playing.

The gentle sex were well represented and made a pretty picture, wearing the colors of their favorite teams, blending with the autumnal foliage surrounding the field, giving a beautiful setting for the gridiron where champions and challengers were to wage battle for supremacy.

And no doubt their throats were just as hoarse as their escorts, the way they rooted whenever their team gave them occasion.

The Yellow Jackets were the first to break onto the field, and a mighty roar went up from the Frankford rooters as they went into a snappy practice. Immediately after, Fred Gerke's champs appeared and the Holmesburg cohorts tried to go the Frankford rooters one better in the noise of their welcome. Both sides were well organized to make a din and hurl defiance across the field at each other.

Holmesburg presented a powerful team, having in their line-up Harold Gaston, the former great Penn end; McGuckin, a former Villanova star; Wheeler, also a former Penn star, and Downey, of the Bridesburg team. They had no terrors for the Yellow Jackets, who presented their regular line-up and outplayed the champs in three of the four quarters.

At the start of the game, McGuckin kicked off to Captain Remmy, of Frankford, who carried the ball back twenty yards. The Yellow Jackets then began a line-bucking attack and failing to gain consistently instituted a series of forward passes which were successful. Shirar gathered one in and ran fifty yards to Holmesburg's nine-yard line. But at this point Holmesburg presented an impregnable defense and Frankford lost the ball on downs.

The champs, in this period elected to try a kicking game, having found the Frankford line like a stone wall. By this means they kept their goal line set at danger, though the Yellow Jackets, by their snatching attack, got within reaching distance twice, for Ray Miller to attempt field goals, both of which were fizzes.

In the interval of the halves, the Frankford rooters formed a parade and led by their band marched around the field and stopping before the Holmesburg bench gave three cheers for Frankford and a "tiger" for the champs. The Holmesburg crowd were silent, dumfounded at their team being outplayed the entire first half.

At the start of second half, Holmesburg came back and tried their hand at line bucking. Again they found the Yellow Jacket line a Gibraltar, and switched to an aerial attack, one of these, Seigel to Morrison, netted twenty-five yards, and placed the ball on Frankford's eight-yard line.

Remmy threw Morrison so hard on play that he was forced to retire, and was taking his place. Here the Frankford rooters beseeched their team to hold the line, while the champs beat a vicious line-smashing attack only thrown for a less each time.

In the next play, Holmesburg carried the ball to in front of the goal and McGuckin on his 30-yard pass and a drop kick, which only failed by a fraction of a foot. The pandemonium broke loose from the crowd when their goal

For Frankford, Captain Remmy, Shirar and Oberfeldt were the bright particular stars, being in every play. Bob Remmy's line-plunging was good for many long gains. For the champs, Gaston, Wheeler, Lynch and Downey excelled.

It is to be hoped that both teams will meet again this year to settle the championship.

Holmesburg Positions
Frankford
Hayes..... Left end Miller
Holmes..... Left tackle Jones
Kurtz..... Left guard Ridpath
Lynch..... Centre Simon
Gaffney..... Right guard Dale
Newcomb..... Right tackle Bergstedt
Gaston..... Right end Shirar
Seigel..... Quarter-back Remmy
Casky..... Left half-back Nemsek
Morrison..... Right half-back Strawn
Downey..... Full-back Kauffman

Substitutions—Holmesburg: Douillard for Gaffney, Kelly for Gaston, Seigel for Seigel, McNickin for Casky, Thomas for Morrison; Frankford: Mellow for Peale, Wheeler for Ridpath, Supplee for Simon etc, Volin for Shirar, Glennon for Nemsek, Henry for Strawn, Heermans for Mahoney, Penn, Umpire—Lewis, Harvard. Head linesman—Reed, Muhlenberg. Linesmen—J Eayls and C Weeber. Timers—Heys and J Weeber. Time of periods—15 minutes

Holmesburg's Part in Boulevard Dedication.

With interesting ceremonies, the Roosevelt Boulevard was dedicated on Wednesday at the intersection of Broad street, in the presence of Mrs. Theodore Roosevelt, her son, Kermit Roosevelt, and his wife, Mayor Moore, and a great assemblage of spectators. Thousands of school children were massed at the circle, and for six minutes they cheered the Mayor and Mrs. Roosevelt. Fifteen hundred flags had been distributed among the children, and they waved them as they cheered. The Roosevelt party arrived at Holmesburg Junction station at 10.35 A. M. and were met by Mayor Moore and a reception committee with automobiles for an inspection trip of the Boulevard. The station was decorated with flags.

A detail of police, including Sergeant Leonard, and the plain clothes men, including District Detective Horace Femire, led to waiting automobiles. Escorted by a detail of mounted police, they went up Rhawn street to the plant of the American Manufacturing Bronze Company, which was especially decorated with hundreds of American and Allied flags. The company committee, consisting of Messrs. L. T. Trook, E. P. Tomlinson, L. H. and Charles J. Gros, also had a portrait of Theodore Roosevelt displayed in red, white and blue on the lawn, a large sign, reading: "Theodore Roosevelt still lives in the minds of the American People."

The party stopped at the office of the company and were greeted by C. R. Spare, vice president and general manager; T. H. Addie, vice president and treasurer, the other officers of the company and the entire office and plant force. The members of the party, including Mrs. Roosevelt, showed the appreciation of the tribute.

The line then proceeded to the Benjamin Crispin School, where they were greeted by Supervising Principal Roy Smith and showered with flowers and flags by the children. As they passed along Decatur street, Frankford avenue and Welsh road to the boulevard they were greeted by practically the whole population of Holmesburg, the town showing many flags in honor of the occasion.

Passing the Torresdale fire station the party were saluted with long blasts from the big siren on the fire station there, a novel greeting which pleased Mrs. Roosevelt. At two schools on the way, the Brown school at Frankford avenue and Welsh street and the Feltonville School, on the Boulevard, the children were to greet the party and in each case Mrs. Roosevelt was pelted with blossoms.

The Boulevard, nearly ten miles long, was traversed to the Broad street end, where the ceremonies were held. In addition to the police band, there were addresses by Mayor Moore, Reed and Wegelin, president of City Council and Lawrence F. Abbott, editor of "Outlook."

A Nosegay on the H. T & F.

For accommodation and efficient service there is no trolley line that can compare with the Holmesburg, Frankford and Tacony Trolley Company despite the numerous criticisms that has been hurled at it. Any line that stages its accidents so close to a cemetery, that the car can enter the graveyard following the mishap, is carrying out the modern ideal of service to the 9th degree. But such accommodation was rendered about 30 passengers one afternoon last week, when one of the company's trolleys jumped the tracks on the pike above Frankford, narrowly missed a telegraph pole, and plunged headfirst into the cemetery of the Holmesburg Baptist Church, above Deatur street. Fortunately none of the passengers was injured, although all were severely shaken up, and the well-known hymn, "Nearer Now Than We Think," was forcibly brought to their minds.—Record Nosegay.

At the annual congregational meeting of Emmanuel Church held on East Monday, 1921, Mr. George S. Clark's name was placed in nomination, as it had been every year for the previous forty years, but to the great regret of the congregation and vestry, Mr. Clark requested that his name be withdrawn, and that he be not voted for. On Wednesday the vestry met and unanimously passed resolutions of appreciation for Mr. Clark's long period of service, during which time, he has served as secretary of the vestry, as lay deputy to the Diocesan convention, as chairman of the Burial Ground Committee, and as member and as chairman of numerous committees. The resolutions state that: "Mr. Clark during all of the years of his service as a member of the vestry, has been faithful in his attendance at its meetings, has performed with fidelity and ability all of his work in connection with his membership and with the special tasks and duties of the offices held by him, and has never failed to defend and advance the cause of the church, the congregation and the vestry; freely employing as well his greatly ability as his means to that end."

At the time of his retirement, Mr. Clark was, in point of service, the oldest member of the vestry, and has at all times endeared himself to all newcomers in the vestry, by the courtesy and kindness of his heart and manners, by his desire and efforts to help and to guide them, and by freely giving them of his long and valuable experience. The resolution concludes:

"Resolved, that we, the rector and vestrymen of Emmanuel Church, express to Mr. Clark our deep sense of the loss which Emmanuel Church and its vestry have suffered, and will suffer by his retirement from active service as a vestryman; that we congratulate Mr. Clark on account of his excellent, faithful, successful and unselfish work on behalf of Emmanuel Church; that we most heartily thank him for all that his service as a vestryman has meant, and will continue to mean to Emmanuel Church and congregation, as well as to the rectors and vestrymen, past and present; that we most sincerely wish Mr. Clark long continued life, health and prosperity."

A meeting of the trustees of the Lower Dublin Academy was held in the Holme Branch of the Free Library of Philadelphia, on Tuesday evening, November 1, with President James M. Stokes in the chair. The other trustees present were Alfred B. Cartledge, Captain William M. Rowland, George S. Clark, Dr. William H. Morrison, Joseph H. Brown, Jr., and John S. Clark. The usual routine business was transacted and an appropriation of four hundred dollars made for the purchase of new books for the Thomas Holme Branch Library.

A reception will be given Mr. Henry B. Weed, at the Thomas Holme Library on Saturday evening, January 29, by his friends and the organizations of which he is a member. The male citizens of Holmesburg are invited to attend. On January 27, Mr. Weed celebrated his eightieth birthday. This reception is a public demonstration to Mr. Weed in proof of the high estimation and affection in which he is held by the people of Holmesburg.

containing the eulogium unanimously voted at a meeting held on January 29, in honor of his 80th birthday, by the assembled members of the various societies in which work of which he had taken an active part for so many years, and by other friends present, called at his home, 7317 Walker street, and were cordially welcomed by him and his family. Ex-Secretary Councilman William Hoal, president of the general meeting, handed the album to Mr. Weed with a few complimentary remarks, which were appreciatively responded to.

Rev. Sidney Goodman, rector of Emmanuel P. E. Church, spoke of the method and valuable work given by Mr. Weed for so many years as vestryman, accounting church warden, rector's church warden, lay reader and lay deputy to the Diocesan Convention.

Comrade Thomas Simpson, a veteran of the Civil War, representing Ashworth Post, No. 324, G. A. R., who served in the Pennsylvania Reserve Corps with Mr. Weed, spoke of his valuable military services. He created considerable astonishment when he stated that he had recently celebrated his own 80th birthday as no one would take him for a day over 60.

George S. Clark, Esq., also spoke of Mr. Weed's record as a brave and faithful soldier when he took a loyal and efficient part in the civil war, in the many battles in which his command, Co. E, Third Regiment, P. R. V. C., participated. Mr. Frank Kibcynne, president of the Holmesburg Improvement Association, referred to the services rendered by Mr. Weed as secretary of that body, and the example to young men of his long and honorable career.

Complimentary remarks were also made by Comrade Michael G. Ayres, chairman of the Decoration Committee; Mr. Edward H. Banister, Mr. Edwin Y. Montanye, of Mystic Lodge, No. 270, L. O. O. F.; Mr. John S. Clark, secretary of the Boosters of the Lower Dublin Academy, representing Mr. James M. Stokes, president of that body, who was prevented by illness from being present. Lieutenant E. Scott Banister, Mr. William C. Parry, Mr. John Roth, representing the Orders of Knights of the Mystic Chain and Knights of Pythias, and Captain William M. Rowland.

The last speech was made by Axe Teisen, Esq., chairman of the Genera Committee.

The company were then invited into the dining room, where they enjoyed a generous and bountiful supper. Those who took part in the general meeting but were not able to be present at this meeting were: Mr. George W. Morrison, secretary of Jerusalem Lodge, No. 598, P. of A. M.; Mr. Albert E. Green, secretary of the general meeting; Mr. Caspar M. Titus, of the Oxford and Lower Dublin Poor Board, and Mr. Ernest Hargrave, Chief Patriarch, Mount Ararat Encampment, No. 93, L. O. O. F.

Mr. Weed was initiated a member of Mystic Lodge, No. 270, L. O. O. F., on November 2, 1878, and is now its representative to the Grand Lodge of Pennsylvania, secretary and marshal as well as a trustee. The lodge, desiring to confer further honor on him, presented him with what is known as a 40-year jewel, which is a medal or badge, of beautiful and artistic workmanship, worn on the breast at meetings of the lodge.

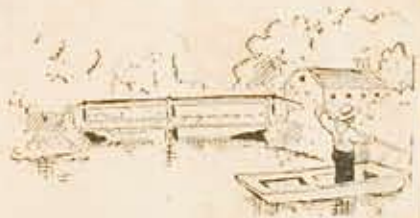
At Ararat Encampment, No. 93, L. O. O. F., of which he has been for many years an officer, presented him with a handsome wallet. The Knights of the Mystic Chain (Fidelity Castle, No. 105), presented him with a highly ornamented alibi, and various offerings made to Mr. Henry B. Weed on the occasion of his recent 80th birthday celebration was a scrap album, containing cuttings from the local newspaper press for many years back, having many sketches and portraits of well-known citizens of the village. This was sent by Mrs. Charles Henry Koster, of Brooklyn, N. Y., formerly Miss Fannie Leonard, who was a frequent visitor to the home of her uncle and aunt, Dr. W. Scott Hendrie and wife, and was very popular in the social circles of the time, and is well and favorably remembered by the people of that day.

The portraits and sketches are especially interesting now, because nearly all included have departed this life. Among those shown are Rev. Dr. C. W. Well Millett, Rev. Laurence J. W. Lieut. Col. John Clark, Dr. New May, Robert H. Evans, Mills, Dr. W. Scott Hendrie, Burd Peale, W. Franklin C. Weed, Dr. Frederic C. O'Connell, F. Crispin, Jr., T. Claude W. Rowland, Henry B. Roy, A. Z. Myers. There is also a list of the vestry members with portraits.

It will not be amiss to reprint in this special edition a condensed review of the history of Frankford from an article in The Frankford Dispatch souvenir edition of the Historical and Industrial Celebration in the fall of 1912. The article, entitled "Frankford's Origin and Early Days," was compiled by the editor and illustrated by Cartoonist John B. Patterson, whose drawings for this paper for several years attracted widespread attention.



That the Swedes settled in this vicinity before Penn's landing is shown by an old deed in possession of the Duffield family, which conveyed to Abraham H. Duffield a huge tract of land in this vicinity. The deed sets forth that two hundred acres along the Frankford Creek had originally been granted to the Swedes, who built a grist mill to the left of the present Frankford avenue bridge over the creek. The Swedes sold it to Governor Penn in 1687. In 1688 a patent was granted to Thomas Fairman, surveyor for Penn, for two hundred acres along the Quessinnamink or Wischannemink (Indian name for part of the Frankford Creek). A portion of the land was deeded to Yeamans Gillingham in 1691. The grant for the old road from the Swedes' mill to the Red Lion was made in 1689.



Old traditions credit the name of Frankford as due to the fact that an old negro ferryman named Frank, ferried the wayfarer across the creek at a ford which came to be known as "Frank's ford." A more likely tradition is that the name was taken from the Frankford Company which had secured large tracts along the Wingohocking Creek at Germantown.

The few inhabitants of the northern section of Philadelphia in 1701 petitioned for a road into the city which would branch off to Frankford on one side and Germantown on the other. There were two bridges over Frankford Creek in 1726, one being a foot bridge only three feet wide.

Until 1755 an Indian village was situated nearby and the whites and Indians were on the most friendly terms. But at the time of Braddock's defeat in that year an Indian messenger appeared and the Indians dismantled their wigwams and moved away toward the land of the setting sun. At this time the town was variously called Oxford, after the township in which it was located, or Frankford. What were supposed to be bones of Indians were unearthed near the old Duffield mansion at Frankford avenue and Mill street, when it was torn down in 1880.

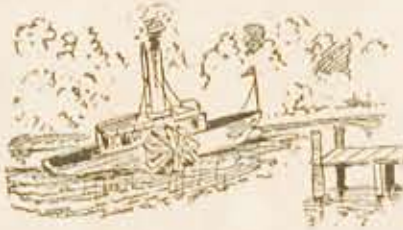


The road to the city through Frankford was known as the King's Highway, and along its course many stirring incidents of the Revolutionary War are recorded. During the British occupation of Philadelphia the redecoats es-

tablished a garrison at the old Holmesburg grist mill and made numerous forays for provisions into Frankford. Another garrison was at the old Fort Royal Academy on Tacony street.

Incorporated 1800.

Frankford was incorporated in 1800 by Act of Assembly as a borough, the document being signed by Governor Thomas McKean. The act provided for the election of two burgesses, five assistants and a high constable. Isaac Worrell and Peter Neff were the first burgesses in 1801. This localized government continued until the incorpora-



tion of the various boroughs of Philadelphia county into the City of Philadelphia in 1854. A tax was levied each year by the burgesses on real estate and occupations of citizens to pay the expenses of the corporation.

The charter of the Philadelphia, Frankford and Bristol Turnpike Company was granted in 1803, a surfaced road of twenty-eight miles being provided for. The company was authorized to build toll-houses and collect toll. The road, which was the third surfaced road established, leading out of Philadelphia, was completed in 1812.

In 1809 nearly all the land west of Frankford avenue was farm land, with only a few scattered houses. Unity street was known as "lan-yard lane." The only streets leading west were Adams road (then called "Powder Mill road"), Church street and Oxford road.

Two trips a week were made, in 1812, by the mail coach between Philadelphia and New York. In 1835 the service was daily. These mail coaches stopped regularly at the Cross Keys Hotel on Frankford avenue, near Bush street. Six passengers was the limit of the round-top coaches, which were drawn by four horses.

Local coach lines to the city were operated from the General Pike Hotel, some distance above, with the exception of one line, which had headquarters at the Seven Stars. The Jolly Post was also a stopping place for coaches in Revolutionary times. The coach fare between Frankford and the city was twenty-five cents one way in the early forties. In winter time much higher rates prevailed.

The erection of the Frankford Arsenal was begun in 1812. A description of the Arsenal was published in Carey's Picture of Philadelphia in 1835. It then consisted of six large stone buildings forming a square, besides work shops and magazines. Two cannons, bearing date of 1748, surrendered at Saratoga by the British during the Revolution, are embedded in the wall of the building facing Bridge street.

Before a water supply was furnished by the city, Frankford depended upon driven wells, and public cisterns were also sunk, in many cases, six feet in



diameter, for fire purposes, taking the surface water drainage during rains. When these wells were dry firemen had great difficulty in fighting fires.

The Burgesses in those days were "wets," apparently, at least when they held their elections, as witness a bill from the Cross Keys Hotel, where they met in 1837, for "drinks, 37 1/2 cents;

seams, 25 cents; drink, 18 1/4 cents; do., 18 1/4 cents; cigars, 12 1/2 cents; drink, 12 1/2 cents; do., 18 1/4 cents; do., 44 cents; 6 suppers, \$3. Total, \$4.87 1/2." This bill, with several others, was accepted by the Board of Burgesses "to be paid when in funds." The population at that time was about two thousand.

The high constable of Frankford received the munificent salary of \$20 a year prior to 1840. There were some pickin's as charges were made for each arrest payable out of the fines imposed. The constable was also paid for cleaning and whitewashing the borough jail, destroying dogs and cats, advertising and attending borough elections. He served subpoenas at 12 1/2 cents apiece,

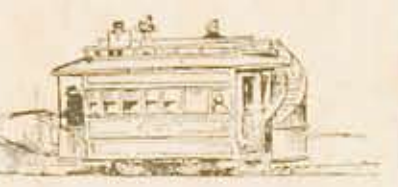


and instead of merely accepting a pass for such functions as circuses, the constable's duty required him to be present, and he had to be paid a dollar for his "work."

In 1843 the rate of pay for work on the public highways was 37 1/2 cents a day for laborers, and \$1.25 per day for teamsters with horse and cart.

Frankford was noted for its droves of cattle and sheep in the Forties. Wednesday was the principal drove day, but at all times sheep or cows were in sight so that the main street or Bristol piece was often called cow-path or cow-road.

In 1841, the Legislature passed an act providing for a survey of Frankford, securing the lines of all streets, lanes, courts and alleys.



In the Presidential election of 1844, Clay, the candidate of the Whigs, received at the Oxford poll (Frankford and Township), 484 votes; Polk, 349 votes.

On May 16, 1847, a locomotive with cars attached passed over the railroad bridge the first time in two years. The progress of building the Trenton railroad had been marked by great delays.

Frankford took a big boom in the years 1844 and 1845, when an old powder mill at Sellers street and Adams avenue (now Whittaker's) was turned into a calico print mill. It was stated that more than five hundred houses were built in those two years.

A town lot was purchased by the Borough Council at Main and Ruan streets in 1849. The Council were making plans for the erection of a town hall and public market house to replace the one at Main and Church streets. The property, with a frontage of one hundred and twenty feet on Main street, extending all the way through to a similar frontage on Paul street, was purchased for \$9000, of which \$8000 remained on mortgage.

An unsuccessful attempt was made to operate a line of steamboats in Frankford Creek with a landing at Frankford road, in 1852.

Consolidation 1854.

The Legislative Act of Consolidation in February, 1854, created the entire county into one great municipal corporation, thus wiping out all prior borough governments. City Councils, comprising representatives from each of the twenty-three wards of the city, thereafter enacted ordinances to govern the whole city. At the time of the consolidation the treasurer of Frankford Borough turned over to the city the sum of \$1685, and also \$2149, representing debts due the corporation. The full amount of the borough funded indebtedness was stated as \$61,612.33.

(1924)

GEORGE KENNAN'S FAME was largely based on the articles he wrote exposing the horrors of penal servitude in Siberia. His revelations, which the aristocratic regime in Russia made every effort to suppress, went far to prepare public opinion the world over to accept the political changes that ensued many years after he printed his first horrifying findings. Much that the Bolsheviks have done has been as bad as anything Kennan described. But the old order had to go, that a better day might ultimately dawn for Russia, and Kennan's detachment and clear vision have been an important contribution to social evolution in the land he knew so well.

(1922)

Radio Carries "L" Message to World

News of the opening of the Frankford "L" was given over the radio in message last Friday by Henry Borneman, Esq., representing the citizens of Northeast Philadelphia. Borneman spoke in the Gimbel Broadcasting Station, and his words were carried by the mysterious air-lanes every cubic foot of space within a radius of thousands of miles. Mr. Borneman's message follows:

An event of outstanding importance in the life of the City of Philadelphia is the completion of the Frankford Elevated Railway. The Frankford Elevated Railway is the first complete operating section of a general authorized system of city-owned high-speed lines. The road has been constructed and equipped, ready for operation in every detail, under the supervision of the Department of City Transit of Philadelphia. Together with the Bustlet surface line, it has been leased to the Philadelphia Rapid Transit Company for operation for five years, and the road will be opened for public use free and after November 5.

The completed section of the elevated railroad is a two-track structure six miles in length, erected over public highways of the city. It was the aim of the engineers that the road should represent the latest developments in the art of elevated railway construction. For the most part, it is supported by double columns, but in one section there is used centre column construction. Thirty-five thousand tons of steel are used in the elevated structure.

There are twelve stations in the Frankford line, at half-mile intervals. In construction, they are a departure from the practice of other elevated railways in that the unsightly buildings and stairways, which usually extend over the highways, landing in narrow and congested streets, are eliminated. Land was acquired by the city by condemnation proceedings and the buildings are entirely within the building lines and the sidewalks and streets are clear.

Every effort was made to work out designs of cars that would embody the most modern development in car construction and to provide the greatest measure of safety, service and comfort to both passengers and crew. The cars are 55 feet long, built of steel plates and reinforced by steel forgings. Each car has fourteen windows, eight doors, so arranged as to admit passengers into three groups as they enter or leave the car. One hundred cars have been supplied by the city as a part of the first equipment of the line at a cost of \$30,000 per car, making the total cost of the cars \$3,000,000. The brakes and doors are electric and pneumatically controlled.

The motive power used is electric. This will be supplied by the Philadelphia Electric Company, through power supply stations, also constructed by the City of Philadelphia.

The road is so equipped with safety devices that it has been stated that it will be the safest in the world, a every practical device for the protection of life has been incorporated in the new system.

Originally it was expected that construction of the road would be completed in three years, but, principally because of the intervention of the seven years have been consumed, the total estimated cost of the line, including its equipment, is \$15,500,000, \$12,500,000 of which has been paid.

It is estimated that more than thirty-three million passengers will be carried on the Frankford Elevated during the first year of its operation at a cash fare of 7 cents or four for 25 cents. Large free transfer privileges between the elevated and town surface cars will be provided. It is believed that

Transportation.

A Review of Frankford's Facilities From Colonial Days to the Present-day Electric Railway Cars.

By Guernsey A. Hallowell.

(From Souvenir Book, Frankford's Historical and Industrial Celebration, October 27 to November 2, 1912.)

The principal means of travel at the time of the settlement by the Swedes was by boats. The country was not cleared and the roads were in bad condition for many years. Wagons were very seldom used for some time after the arrival of the English on account of the stumps in the roads, and travel was principally upon horseback.

As the country began to be more thickly settled, a better means of travel was established, and stage-coaches came into use.

The first stage-coach of which we have an authentic record was in November, 1756, when "a new stage left John Butler's sign of 'The Death of the Fox,' in Strawberry Alley, Philadelphia, for New York." The trip was made one way in three days once each week. Previous to this, in 1733-34, there was a stage line to New York by way of Burlington and Amboy. Passengers from Philadelphia took the boat to Burlington and then proceeded by stage to New York.

In 1755, John Barnhill was proprietor of a line of stages known as the "Flying Machine," which was advertised to make the trip to New York in two days during the summer.

In 1773, John Bessonnet & Co. established a line of stages from Philadelphia to New York, making the trip in two days.

Soon after opening the bridge over the Delaware River at Trenton, on February 1, 1806, four new lines of stages were started from Philadelphia to New York, which proceeded the entire distance without change. These lines, which ran daily (except Sunday), passing through Frankford, were the "Diligence," at 8 A. M.; the "Industry," at 9 A. M.; the "Mail Pilot," at 10 A. M.; and the "Mail," at noon. The last carried only six passengers.

In 1845, a line of coaches ran from Frankford to Philadelphia, starting from Mrs. Rice's Hotel, Frankford avenue and Ruan street, every morning, arriving in Philadelphia at the Sign of the Camel, Third and Vine streets, and returning same day.

In 1810 the "Expedition" line of stages made the trip to New York in one day.

In 1830, three coaches often ran at one time through Frankford to New York, carrying both mail and passengers. The arrival of the coaches from New York was then an event of daily interest.

As early as 1830, and for many years subsequent, the great lottery companies of New York maintained a daily express between that city and Philadelphia. The express consisted of men on horseback who changed every ten miles. A blast of a horn was a signal for the hostlers at the inns upon the route to have another horse in readiness.

All stages ceased running to New York in 1836 because of the opening of the Philadelphia and Trenton Railroad. This railroad was incorporated February 23, 1832. The road was completed from Kensington to Morrisville, November 1, 1834. Cars drawn by horses ran from Frankford to Third and Willow streets, on this road, for several years.

In 1840, three lines of stages were running between Frankford and Philadelphia, including one from Holmesburg, and one from Bustleton, owned by David Maguire. The fare between Philadelphia and Frankford was twenty-five cents. The coaches for Frankford left Hall's Hotel on Second street below Arch.

One of the earliest lines of stages between Frankford and Philadelphia was conducted by John Haines, and ran from the Seven Stars Hotel in Frankford.

In 1845, Thomas Rorer was proprietor of a stage line which ran from the Eagle Hotel, now numbers 4242 and 4244 Frankford avenue. Later, Mr. Rorer purchased the property on the southeast side of Frankford avenue, northeast of Unity street, and transferred his headquarters there.

About this time Allen Pickup conducted a stage line to Philadelphia. It ran from the Eagle Hotel. He did the business to Clayton Conner. On November 27, 1845, William H. Cross & Co. ran a stage from the Post Hotel, now 4612-14 Frankford avenue, at 5 P. M., in the evening. Returning, it left the

In time to reach Frankford by midnight.

Besides the stages mentioned, stage lines to the city were conducted by Messrs. Gallagher, Fries, VanBrunt and John O'Brien.

Lines of stages have also been run from time to time between Frankford and Fox Chase, and Frankford and Bustleton.

In 1855, agitation was started for the establishment of a better means of transportation to the city. In December of that year a meeting of business men was held in Frankford to consider the organization of a horse-car line, and as a result, in May, 1857, the Legislature granted a charter to the Phila. and Delaware River Railroad Co. for a line between Southwark and Frankford. The first car ran January 8, 1858, and the line was opened to the public in the city January 29, 1858. The first car ran to Frankford March 15, 1858. There was much opposition to the horse-car line at first by the omnibus owners. They were finally compelled to withdraw the stages. The first cars run on this line were constructed by Thomas Castor, of Frankford.

There was much agitation at this time about the cars running on Sunday. Those running to Frankford were compelled to stop on Sunday at a one-story frame building, which once stood in what is now the bed of Kensington avenue, northeast of Adams avenue. It was not many months, however, before the cars ran on Sunday to the depot on the north corner of Frankford avenue and Arrott street.

In 1858, the Second and Third street car line was chartered, and cars were soon after run to Frankford from the city over this line, the terminus of which in Frankford was Frankford avenue and Harrison street.

On November 17, 1863, the dummy cars were first run from Fourth and Berks streets to Frankford. These cars had a cab in the front in which were a vertical engine and boiler. The former horse cars were then used as trailers for the dummies. These trailers were provided with seats on the top and a spiral ladder to the top of the car. Some years later a new depot was built at Kensington avenue and Cumberland street, and the dummies then ran no further than the new depot, where a change was made to the horse cars which ran down Kensington avenue to Front street, thence to Berks street, thence to Sixth street, and south on Sixth street to Jackson street. Returning, the cars came north on Fifth street.

In 1893, the trolley cars were first introduced in Frankford. These cars supplanted the dummies and horse-cars. Soon after this the trolley cars were run from Frankford to Jackson street without change.

On July 2, 1894, the Philadelphia and Reading Railroad Company began running trains to Frankford from the Reading Terminal, Philadelphia.

In 1903, the Philadelphia Rapid Transit Company acquired the property on the northwest side of Frankford avenue, northeast of Pratt street, and the largest brick car-barn in the world was erected thereon.

In 1904, the Philadelphia Transit Company began running a line of trolley cars to Tacony. Another line from Bridesburg, through Frankford to Olney, Germantown and Falls of Schuylkill, had been started.

Previous to this a line of trolleys had been run from Bridge street to Torresdale on the Bristol Turnpike, and another line from Frankford avenue and Bridge street, over Bridge street to Tacony street, and thence on Tacony street to Tacony and Holmesburg.

For the accommodation of people living in Somerton and Bustleton a line of automobiles has been running for the past two years from Frankford avenue and Bridge street, about two hours apart each day.

In 1911 the Philadelphia Rapid Transit Company established a trolley freight service between the city and Frankford.

On February 1, 1912, trolleys were run for the first time without change L. Tenth and Market streets.

On April 1, 1912, the latest and most improved near-side trolleys were introduced between Frankford and Philadelphia. We now have three lines of these cars: One which runs down Second street and up Third street; another down Sixth street and up street, via Lehigh avenue, and down Tenth street.

1922

-3-

Bustleton's Celebration

No section of the northeast was more enthusiastic than the old town of Bustleton over the march of progress, which brought finally, after many years, a connecting link between that town and Frankford. Five one-man trolley cars have into sight of the assembled population of Bustleton last Saturday morning, and five white-haired residents of the once-isolated village, whose total ages approximated 444 years, headed the march of honor into their home town. They created Mayor Moore, Mr. Milton and others of the official party. The veterans were: John Biddle, 82 years old; John B. Kirkbride, 84; Elias Toy, who was at the throttle of the first steam train that pulled into Bustleton and who was also the engineer on the train that carried Lincoln's body from Philadelphia to New York; Samuel Starkey, 89 years old, and Watson Bavington, 82 years old.

All Bustleton turned out to greet the official guests. Every house in the pretty suburban community was decorated with flags and bunting. The exercises began with a parade participated in by school children and patriotic and civic organizations. The marchers were led by the Firemen's Band.

The speechmaking took place in front of the Bustleton Fire House. Mr. Milton told the assemblage that they were fortunate in getting the extension. Credit for securing it was given by him to Councilman John J.

McKinley. The mere fact that the line is there, he said, would not boom the neighborhood. What will be needed are improvements in the way of streets, sewers, water and dwellings. He counseled the residents to save their money and build homes, and concluded by announcing that he hoped the development would soon not only insure the success of the line, but make it necessary to double-track it.

Acting as spokesman for the people of Bustleton, Tacony, Byberry and Somerton, Kern Dodge made a plea that every effort be made to speed up the development of the northeastern section of the city by securing further transit extensions, and adequate water supply and an up-to-date system of sewers.

The Bustleton surface line cost the city \$567,000 to build and equip, and will be an admitted money loser at the start. It runs for the most part through farmland, but the mere opening of the trolley service has served to boom the section, so that thousands of prospective building lots have already been sold.

The Mayor, members of his Cabinet, Councilmen and others in the official party left City Hall about 10.30 o'clock, arriving at Castor road and the Roosevelt Boulevard shortly before 11. At exactly 11.11 o'clock the first one-man car "shoved off" toward Bustleton, with Mayor Moore on the platform alongside the motorman. On the trip to Bustleton the Mayor tried his hand at running the car and got away with it.

Historical Pageant Graphic Portrayal of Transportation.

When the record of Frankford's celebration is written the great historical pageant presented on Frankford avenue last Saturday will be one of the big pages, for this unique and original exposition of "Transportation" from the earliest days to the present was all the more remarkable because of the comparatively short time in which preparations had to be made. When Mayor Moore and his party took their places in the official stand in front of Dr. John V. Allen's residence, huge crowds massed along the ropes and a thousand policemen were on duty, a detail of twenty from every district, commanded by Captain William McFadden, assisted by Lieutenant William J. McGregor, of the Fifteenth district.

The pageant in itself was a wonderful spectacle of the past and present, and great credit is due Dr. John Mendenhall, of the committee who planned and arranged practically the entire procession. Starting with the days when Indian scouts roamed the wilds, and continuing step by step to present-day customs and means of transportation, the story of Frankford's progress in transit was unfolded with great exactness.

The dramatization was divided into four parts, comprising the period when man went afoot, when he traveled on horses, the era of transportation on wheels, and the present period of machines. Then, in conclusion, an allegorical float was arranged, depicting the closing of the "Scroll of the Past" and the opening of the "Scroll of the Future."

The parade was headed by a detail of mounted police and the chairman of the Pageant Committee, Dr. John Mendenhall. Following were the scouts, separated into groups several feet apart. Then appeared hunting parties of redskins, attired in typical Indian costumes, and warriors of the several tribes. A boat, on which were seated a number of squaws making moccasins, followed, and drags on which squaws were transported. The first section was closed by the carriage of Governor Andros, who rode from New York by the trail to Upland, which is now Chester, and which passed through Frankford, to hold Court in 1675.

The "redskins" were members of all the lodges of Red Men and the Degree of Pocahontas in the northeast section, including the Wingohocking, Shaka-happa, Zuni, Henue, Jeska, Teetonta, Catawissa, Comanche, Standing Elk, Hah and Wawatam.

The second section of the pageant was made up as follows: Heralds, surveyors, axmen, team of oxen, early settlers, "members" of the Free Society of Traders, which was chartered by William Penn; the Walton brothers, who carried the first seed corn from Frankford to Byberry on their backs; pack horses, a Conesetoga wazon, an Indian who went through the wilderness summoning the last of the redskins from Frankford by blowing a horn; a British foraging party, a carriage containing Lydia Darragh, accompanied by Colonel Boudinot, to whom she carried the message that saved the Continental army when it was encamped at Fort Mifflin; the carriage of Allan McLane, who became famous through his skirmishes with his dragoons about Philadelphia while the British held the city; General Washington in his carriage on his way from Mt. Vernon to

New York, and an old sedan-chair that was once kept in the Jolly Post. In conclusion came the coach of Martha Washington, who followed the General to New York.

A float showing the making of carriages opened the third section of the pageant and was followed by types of carriages from 1800 until the present time. There was a band of gypsies and a number of old-time street criers. They were followed by the first fire engine purchased by residents of the borough of Frankford, a stage coach and a horse car.

The fourth division consisted of modern road-making machinery, a float showing motor construction, an early trolley car, bicycles and early and modern types of automobiles from the Auto Show of the Northeast Dealers.

"Keepers of the Scrolls" on the allegorical float were Miss Evelyn Yonker

and Miss Esther Stelle. "The qualities which made Frankford great" were depicted as follows: Progress, by Miss Mildred Thorp; Frankford, by Miss Edna R. Worrall; Religion, by Mrs. Clement R. Webster; Community Spirit, by Mrs. Frank Embery; Patriotism, by Mrs. Clifford P. Fowler; Education, by Mrs. John L. Schroy; Music, by Miss Mabel Corson; Industry, by Mrs. James Whitaker; Thrift, by Mrs. Jeannison; and Philanthropy, by Miss Elizabeth Hillis.

Considerable attention was attracted by the horse car in the pageant. It was No. 13, and formerly ran on the Second and Third streets line. In recent years it was used as a sand car and converted back to an obsolete horse car for the pageant. It was conducted by Christopher W. Carroll, 2811 North Water street, who served nine years on the Fifth and Sixth streets line, and who is now a conductor on Route No. 3. Another veteran P. R. T. employe drove the horse car, Frank Fisher, 940 West Silver street, who entered the transit service on the Thirteenth and Fifteenth streets line. He served for 33 years, retiring when the line was electrified. A passenger of honor on the car was Harry W. Cadwallader, 81 years old, a civil war veteran, of Andalusia, who drove horse cars on the Second and Third streets line from 1872 until its electrification.

A realistic touch was given to the horse-car exhibit when it was halted in front of the reviewing stand to receive four passengers attired in costumes of the earliest horse-car days. Conductor Carroll ceremoniously helped the passengers on board, punched their tickets and pulled the signal bell.

The pageant comprised the entire membership of the Frankford Historical Society and many of the fraternal and business organizations of the northeast section. The American Legion boys portrayed many of the character. The committee in charge consisted of Dr. John Mendenhall, Prof. T. Worcester Worrell, Thomas Creighton, Guernsey A. Hallowell, John T. Shaw, G. Vin Snook, G. Frank Lever, Harry Hillegass, William B. Gilmour, H. S. Borneman, James A. Adams, Edn Worrell, William Corson, Frank and Evan C. Patterson.

No accidents marred the celebratory pageant, though a Red Cross tent was maintained in the Frankford Fresh Market at Frankford avenue.

The Northeast

Important Public Works Have Preceded the Frankford Elevated

NORTHEASTWARD, the star of the municipality takes its way. The paraphrase may not be strictly correct, but the approach of the Frankford Elevated to completion and operation calls attention to the notable enterprises that have been made in the works in the Northeast section of the city, or that are now underway planned. Some, like the Elevated, have been long in coming. Some have a matter of necessity. And some but beginnings of greater undertakings to come. But there are notable instances of municipal enterprise in this corner of the city which, already claiming a population of three hundred thousand, has room enough for a million or more and may reasonably expect that number in its future development, just now beginning.

One of the most notable improvements in that section, the building of the Northeast Boulevard (the Roosevelt), was determined upon overnight. Talked of for some time, with crude plans drawn, it was held in abeyance until Councils were ready to act. Then the order was flashed to the planning bureau, the road mapped and the next day the city was committed to a much criticised but commendable enterprise. More than a decade and a half of time and several millions of dollars have been expended in building the boulevard, the "boulevard" as Blankenburg called it, and the end of the road has not yet been reached. First fought tooth-and-nail as a land-grab game, charged with being a plan to develop Torresdale, which it has to reach, the construction of the road dragged a weary for many years. When Dr. Werner Hegeman, the City Planner, was here a few days ago and saw the partly completed project, he remarked, in aroused Tennysonian tones, "You say you are not doing anything in Philadelphia? Why this is wonderful. It is fine."

When the filtration proposal was presented to the people, about the same time as the planning of the boulevard, there were more charges that it was a scheme to waste city funds and purchase land. In the midst of the construction of the plant came the clash over the contract methods pursued by McNicol. Litigation, costly and protracted, followed. Major Gillette investigated and re-investigated, the filter beds were turned into a political issue and the work of construction halted while the disputes went on. This time, not only the Northeast was the sufferer, but the whole city as well. The records of the Health Bureau, since the filter plant was put into operation and added filters have insured the full filtration of the city's drinking water, show that typhoid has diminished to the smallest point in the city's history. In this case, delayed construction meant deaths.

Park promoters, following the trail of the boulevard, perceived the beauty of Tacony creek and the Pennypack and Poggiessing Parks. Bit by bit added acres of these lands were placed on the city map and in the last decade a considerable area of fine parkland, similar in some respects to the Wissahickon, although lacking the declivitous slopes of that valley, have come into the city possession. But these parks are still hardly more than names on a map, their development awaits public works and funds, and more than that, they must be made accessible to the multitude.

From these big parks it has been but a step to the minor ones, such as the Pleasant Hill, Burholms, Junata and Whitehall Commons parks, all comparatively new accretions to the city's holdings and still awaiting the work of the landscape architect. Playgrounds and parks are fast being purchased in that section and although they have not been bought altogether in accord with the theoretical plan laid down by the comprehensive planners some years ago when the future development of the entire region was plotted, they have served to create a nucleus of fine parks calculated to be of great future benefit to the locality.

Big city works, such as the construction of the Health Department buildings at Ryberry, the establishment of the large city farm, the organization of the charities and correctional activities at Holmesburg, the development of the Brown Farms site, the construction of the Pennypack Sewage Disposal plant, and now the new work on the Frankford sewage plant, and the construction of regional high schools, all made that section a centre of notable public works of more than local interest. In fact, more public works centered there of late than in other sections of Philadelphia. At November, Frankford plans to celebrate fittingly the completion of the valuable as well as the longest and most improved. The Frankford road was suggested more than a decade ago as the first elevated railway in Philadelphia. It started once it was carried for

a block before abandonment; it was planned this way and that way to reach Frankford, but was blocked repeatedly by political and other mishaps. Almost structurally completed three years ago, it has been standing in idleness, doubling and trebling in cost. Now it is booked for speedy completion and early operation to a point three miles short of its ultimate terminus, and linked with a Ryberry trolley line that lacks a wire or a car and presents merely a stretch of rusty rails through a rural region.

Despite the lack of high-speed transit facilities Frankford gained one hundred thousand new residents between 1880 and 1910; within the last ten years it gained as many again and now numbers more than three hundred thousand residents.

First Train Runs on Frankford "L"

Mayor Moore Heads Inspection Party on Trial Trip in New Cars.

Tuesday afternoon at 3.15 a train of four cars moved along the line of the Frankford elevated system from Bridge street to the Pennsylvania Railroad, below the Torresdale avenue station, where it switched over and returned on the northbound track to the yards above the car barn. The train was operated in the same manner as will be customary when the road is opened to the public, making stops at all the stations along the route. The running time from Torresdale avenue to Margaret street was slightly over two minutes and the most noticeable feature of the trip was that the noise made by surface cars on the street below could be heard above the rumble of the moving train. This was commented upon by many persons along the route who observed the train as it passed overhead and remarked upon the minimum of noise caused by the L-cars, as a forcible demonstration of the value of the concrete material used in the construction of the "L."

The cars were filled with prominent men, including Mayor Moore, President Mitten, of the P. R. T.; members of Council, Director Twining and expert engineers connected with the P. R. T. and the City Departments, also representatives of the Frankford Business Men's and Taxpayers' Association and the Northeast Chamber of Commerce.

Frankford has an entirely different appearance when viewed from an elevated train, and many of our old-time residents, although they have lived through the rapid growth of their home town, will be amazed when they view it from this new angle. Building activities are noticeable at numerous points between Bridge street and the Pennsylvania Railroad below the Torresdale avenue station. The great number of industries in this section stood out prominently. Away to the east the arched Delaware River bridge forms part of the picture.

The members of the party traveling on the four-car train were escorted through the various stations along the route, also through the power house at Arrott and Griscom streets, where the power originated from to operate their train. The repair shops at the Bridge street terminus were also inspected, after which the train was run back to the station at the car barn, where the members of the party finally disembarked.

The expert engineers claim that the Frankford "L" will be, when completed, the finest elevated line in the United States, considering equipment, road-bed construction and safety appliances.

Various tests were made for the benefit of the guests, the most important being the disregarding of a signal set against the train, which, when passed by the motorman, automatically set the airbrakes in the train. The act on was so effective as to stop the train in the shortest possible time. All on board realized that this emergency safety device was very effective, it having been operated without any warning to the majority of the passengers. The cars are almost noiseless in operation, while every known safety device has been installed to prevent any possibility of accident. The motorman on the elevated is required constantly to keep his hand on the controlling lever, as the brakes automatically lock in the event that a motorman is taken ill and slumps forward in his seat.

First Pay Passenger on "L."

The first passenger to pay fare for a ride on the "L" on the first train, which left Bridge street at 5.02 1/2 A. M. Sunday, was Albert W. Chitt, aged 17 years, of 1605 Brill street, a Frankford High School Junior. He stayed up all night, bought the first ticket at 4 A. M. and boarded the train. The motorman of the train was S. Money, of Aldan, and the conductor was J. Dampman, 1219 Graylock street. At 4.52 A. M. the first Frankford-bound train left Sixty-ninth street, under the guidance of T. Williams, 148 Edgewood street, and J. Criswell, 6647 Leeds street.

The fare for the ride over the Frankford-Market Street Elevated between the Bridge street terminal in Frankford and the Sixty-ninth street terminal in West Philadelphia will be seven cents cash or four tickets for 25 cents. Payment of a cash or strip ticket fare entitles the passenger to one free transfer between the Frankford Elevated and any connecting cross-town surface line north of Arch street, or in West Philadelphia, between the Market Street Elevated and connecting cross-town surface lines, as designated on the transfer tickets.

Official Ceremonies at "L" Starting Speakers Predict Great Progress for Northeast Because of New Lines.

At the close of the Saturday pageant, the Mayor's party, with city and transit officials, proceeded to the Bridge street terminal, where a platform had been erected for the ceremony of officially turning over the road by Mayor Moore to President Mitten of the P. R. T., prior to the first trip, for which several thousand engraved invitations had been issued by Mr. Moore. Thousands of citizens massed themselves about the stand. Thomas Creighton, chairman of the celebration committee, introduced the speakers.

President Weglein, of City Council, the first speaker, rejoiced at the fact that the Frankford elevated was no longer to be the football of politics and he lauded the fact that the "city had taken the first outward step to tender transportation to its citizens."

Mayor Moore's address was as follows:

"What is Frankford's gain today is also the gain of Philadelphia, and is likewise a responsibility toward those of our citizens who are not being served as Frankford will be served from this day on. As to this, we may speak more fully at another time and place. The city has grown so rapidly and its transportation requirements are now so great, that while we may heartily congratulate Frankford and Philadelphia upon the achievement here being celebrated, we must begin immediately addressing ourselves to the future—and this will be done.

"Citizens everywhere will rejoice with the people of Frankford and join heartily with the Mayor, I am sure, in the hope that this great work, happily concluded in our time, will remove Frankford from a comparative isolation in its dignified but busy life along the banks of the noble Delaware to a proximity with all else in Philadelphia that is desirable. The open land between and about the other centres of our great municipal population are being built over; they are yielding to the trend of transportation, and soon the gaps of open land will disappear. Frankford may retain its pride of ancestry and its rich historic inheritances, but it will no longer be a mere district or suburb of the city; it will be joined to the whole municipality, taking its part directly in all civic affairs, and rendering an account of itself, that we may predict will redound to the credit of those who have built their homes and set their standards here.

"I cannot close without paying my tribute of gratitude and thankfulness to the faithful men in the Department of City Transit, from their conscientious and able Director, William S. Twining, down the line, for their devotion to this work. And to the City Solicitor, Mr. David J. Smyth, who has aided us in every legal consideration. The men under the Director of City Transit were the builders; they were the engineers and the artificers who saw this great undertaking through; they have done it in the Mayor's time and have enabled him to present this work to the lessee in accordance with the letter and the spirit of the contract.

"The Mayor officially thanks the force that has labored under his direction; the contractors who have done a workmanlike job, the representatives of the lessee who have co-operated in saving time in construction and equipment, the Councilman body, which provided the funds for this undertaking, the patriotic people of Frankford and the committees that have

given encouragement and assistance to those whose duty it was to establish these great works and set these cars in motion."

Henry S. Borneman, Esq., was spokesman for the citizens of Frankford. His address appears in full on page 9.

The absence of an important figure in the celebration was noted by many. After laboring for seven years with problems relating to the Frankford "L," Director of City Transit William S. Twining was unable to take part in the ceremonies incident to the dedication of the line because of illness. On Thursday evening he was stricken with an attack of acute indigestion and physicians thought it inadvisable for him to leave his home.

Passengers on the first train included the Mayor's party and about 100 invited guests. The first stop was made at Allegheny avenue, where a reception was held under the auspices of the North Kensington Business Men's Association.

The second stop was at York and Dauphin streets, where the Kensington Board of Trade sponsored exercises. As the train was leaving the station a signal was given and the whistles and sirens of practically every manufacturing establishment joined in a deafening chorus.

All along the route the train was greeted with noisy demonstrations. Aboard was the Police Band, occupying the first car. The cops saw to it that there was never a dull moment. The train went all the way to the Sixty-ninth street terminal of the Market street subway-elevated.

In addition to the official train there were several other four-car trains. Persons holding passes issued by the Mayor were taken on trips in these trains. With the exception of the first train, all others made the turn at Rad street and returned to Bridge street.

Owing to the magnitude of the pageant and the many speeches which were made during the course of the afternoon, the official opening of the line, scheduled to take place at 3.30, did not start until 5.15. The Mayor officially opened the "L" at that hour when he turned the silver switch. Then the first inspection trip over the new line to Sixty-ninth and Market streets started. Accompanying the Mayor in the official party were Director of Public Works Caven, Assistant Director Wagner, City Solicitor David J. Smyth, Richard Weglein, president of City Council, and Councilmen Horst Patton, Limeburner and Montgomery. Representing the P. R. T. were President Mitten, Vice Presidents G. Richardson and W. C. Dunbar, man J. Joyce, counsel for the party; Ralph T. Senter, assistant Mitten, and Frank T. Boylan, of R. T. executive staff.

"Rowlandville."

In a series of articles in The Germantown Guide, entitled "Bits of Ancient Germantown," by Edward B. Phillips, a recent chapter was devoted to the little old village of Rowlandville, along Fisher's lane, below Wyoming avenue. Some extracts follow:

"The eastern line of Bristol township is the Tacony Creek. Along this stream members of the Rowland family built edgetool and shovel factories, using the waters of the creek for motive power. They employed many men in their works and built up Cheltenham, Rowlandville, and nearby districts. This family has brought millions of dollars to Philadelphia which were paid out in wages and the buying of material and supplies. It is now represented in Northeastern Philadelphia by three large industrial plants.

"Captain Jonathan Rowland was an officer in the Continental Army. He married Sarah Maxwell and they had four sons, one of whom was Benjamin, who founded the shovel works on the Tacony. He had four sons, Thomas, Benjamin, William and Harvey, the last three having mills in Rowlandville, which lies in the southeast corner of the township, where the Tacony and Poquessing Creeks united to form Frankford Creek.

Harvey Rowland built his home, which was a landmark for many years.

Miss Helen M. Rowland, who was born in the old homestead at Rowlandville, and now resides with her cousin, Ferdinand Hormann, in Frankford, aided Mr. Phillips in securing the material for the article, including a poem which she has written by Miss Anna W. Chestnut, a long-time resident of Rowlandville, and a long poem, "Rowlandville," written by Elizabeth J. Rook, for more than twenty-five years a teacher in the little school. Miss Rook lived in the homestead at Rowlandville, which she came all the way out to Rowlandville by the old-time team dummy, and then off at Nicetown lane and walked the way from Kensington avenue and Nicetown lane to Fisher's lane to the old schoolhouse.

An extract from Miss Chestnut's letters refers to the Dewees' home, at Harrowgate and Fisher's lanes, as follows:

"These days of modernization and so-called progress when new buildings are rapidly going up and old landmarks disappearing, it is a relief to rest the eye now and then on an old homestead which has been permitted to stand. One of the most interesting of these places is in the vicinity of Frankford on the Dewees farm, situated about a mile and a half from Main street on Harrowgate lane, at the terminus of what is known as the Paper-Wood in Rowlandville.

This piece of woodland, which joins the Dewees property, derives its name from an old grist mill, which was later it came into the hands of the Dewees family used for the manufacture of paper, but was destroyed about thirty years ago by fire. (This was written about 1902.) The oldest building now standing is a stone structure which was used as a dwelling house by the grandsire of the present generation, while the new home—itsself almost a century old now—was being built. This old stone house, though small, sheltered quite a number of people even from the "City of Brotherly Love" in 1797, when the yellow fevered in Philadelphia. These temporary tenants lived out of doors in the winter time and lay on the floor at night." The poem of Miss Rook forms a very bit of descriptive history in verse and is copied from the faded original manuscript from which Miss Rook read it before a gathering in the school building in 1886.

The old schoolhouse stood in the valley on the banks of the Tacony. The new schoolhouse was built on the hill near the southern end of the Wyoming avenue bridge that crosses the valley. A twenty-five car passes the schoolhouse over the bridge. The "new" schoolhouse has become antiquated and is now closed.

"GARRETT HALL," HOLMESBURG

Formal Opening of New Community Hall This Saturday

Garrett Hall, the new parish and community hall of Emmanuel Church, Holmesburg, will be formally opened and dedicated on Saturday, May 24, at 2 P. M. (daylight-saving time), with impressive exercises.

The Rev. Z. B. T. Phillips, rector of the Church of the Saviour, who laid the cornerstone exactly twelve months ago, will officiate, assisted by the Rev. Sydney Goodman, rector of the parish.

Garrett Hall is the gift of Mrs. Mary M. Garrett, whose benefactions to this parish and to many other Diocesan enterprises have laid the church under the deepest obligations. She spent her childhood in this part of the city and in this church, and this beautiful building, Garrett Hall, will be a strategic centre and a vital force in the community, and will prove a most valuable contribution to the vitality, growth and influence of the northeast section of the city.

It is an imposing structure erected on ground adjoining the church, of Holmesburg granite, and was built entirely by local labor. Mr. Joseph Hand being the contractor. A spacious auditorium seats 500 people and the lower hall will accommodate 250 in the banquet room. Guilds and societies have vied with each other in providing the equipment, and the Mystic Lodge of Odd Fellows donated the valuable stage scenery. The rich stained glass which adorns the building was given to Mrs. Garrett to be used in this community hall as a memorial to Mr. and Mrs. Anthony J. Drexel. The heat is furnished by a central vapor steam system, which also supplies the church building.

A fine measure of community co-operation, fellowship and generosity is represented in this Garrett Hall and the rector, the Rev. Sydney Goodman, is delighted with the success of his project of several years past and sees nothing but service and satisfaction for it in the coming days.

A general invitation is extended to the opening exercises on Saturday afternoon at 2 o'clock by the rector, church wardens and vestry, and light refreshments are to be served in the lower hall at the close of the program. The music will be rendered by the organist, Mr. E. Glenn Haines, and the choir, assisted by an orchestra.

With a large attendance, the dedication of the parish and community hall of Emmanuel Church, at Frankford avenue and Stanwood street, was held last Saturday afternoon. The new parish house, known as Garrett Hall, was a gift of Mrs. Mary M. Garrett. Ceremonies were conducted by the Rev. Z. B. T. Phillips, of the Church of the Saviour, and the Rev. Sydney Goodman, rector of Emmanuel Church.

Members of Col. James Ashworth Post, G. A. R. attended a memorial service held at the Baptist Church last Sunday afternoon, under auspices of Colonel John Clark Council, Fraternal Patriotic Americans, with Harry N. Solly, presiding. The program was as follows: Organ Prelude, Mrs. Harry N. Solly; hymn, "America"; prayer, Rev. Cleveland Frame; hymn, "Battle Hymn of the Republic"; Scripture reading, Rev. Amos Z. Myers; prayer, Rev. Wm. Lindsay; address, Comrade Thos. Simpson; soprano solo, Mrs. Chas. J. Gros; address, Mr. George Wright; baritone solo, Mr. Ellwood Wieser; roll call; taps; hymn, "Onward Christian Soldiers"; benediction, Rev. Sydney Goodman. The council will escort the G. A. R. to the several cemeteries on Memorial Day, where services will be held.

Pass Bill to Widen Frankford Avenue

Councils yesterday passed the bills providing for changes of lines and grades of a number of streets. Included was a provision for widening Frankford avenue to eighty-eight feet from Academy road to the city line at Poquessing Creek. This will connect with the northeast terminus of the Harrowgate boulevard and will make a direct route from the center of

The largest graduating class, thirty-five, of the Brown-Crispin School had their exercises on Wednesday evening in the Emmanuel Parish and Community Hall, with Miss Lowry, the principal, presiding.

Rev. Sydney Goodman spoke briefly words of welcome on this first occasion of the use of the hall for graduation, and invited the class and their friends to the morning service on Sunday next in Emmanuel Church, when he will speak on "Graduation and Life."

The building, which seats five hundred, was crowded.

An interesting feature was the presentation of prizes by the Fraternal Patriotic Americans, Col. John Clark Council, No. 615, and the McMenamy Post of the American Legion.

The valedictory was made by Thomas Dorrian and the class poem by William Sharp and the class prophecy by Anita Fooks.

Miss Edna Nichols won first honors; Miss Irene Fooks and Mr. Thomas Dorrian won second honors. The American Legion certificates were awarded to Miss Edna Nichols and Mr. Edward Shisler. Miss Nichols and Mr. Shisler will compete with the June class for the American Legion medals. Prizes given by the John Clark Council were won by Arthur McCrae for science, Anita Fooks for English, Esther Yeager for arithmetic, Frances Berko for art, and William Floge for history.

Garrett Hall was filled on Tuesday evening with the parents and friends of the graduating class of the Brown-Crispin School. A splendid group of boys and girls presented an interesting program of songs, violin solos, vocal solos, readings and the usual class day exercises. Rev. Sydney Goodman, Rev. A. Z. Meyers and Rev. Wm. Lindsay added to the evening's entertainment. The Chas. P. McMenamy Post of the American Legion presented four Legion medals to Edna Nichols and Edward Shisler, of the February class, and Gladys Sutphin and Kermit McBride, of the June class. The Fraternal Order of Patriotic Americans presented the prizes to the following: Gladys Sutphin, highest standing in class; Kermit McBride, boy having highest standing; Lily Totten, second highest girl; Fred Bidlingmaier, highest in mathematics; Marion Savacool, highest in English; Marie Eisenhart, highest in science; Jane Kerr, highest in arts; Gladys Sutphin, highest in history; Edward Rexer, high in science and arts.

A service in commemoration of Joseph M. Fetter was held in the Holmesburg Methodist Church last Sunday evening. The Official Board occupied the front pews. Charles Thomas gave a very interesting talk, telling of the first building of the church on Erdrick street in 1812. Since that time they have had two re-buildings, both on Frankford avenue sites. They are now preparing to put an addition to the present structure. Mr. Fetter was presented with a walking stick and a large bouquet of flowers. Mr. Fetter has served as a trustee since 1874 and has been a member of the Methodist Church since 1857. His father was one of the organizers of the church on the Erdrick street site.

The Brown-Crispin relay team, composed of Edward Terry, Kermit McBride, Christian Amon and Renton Myers, won their annual event at the relay carnival at the University of Pennsylvania on Friday last. Terry was the first man to run for Crispin, McBride second, Amon third, and Myers being the anchor man. When Myers started his lap there were four men ahead of him. He soon overcame the handicap and finished about fifteen yards ahead of the second man, thereby making Brown-Crispin champions in this race.

Park Guard a Hero in Thrilling Rescue

John Agnew, of Frankford, a park guard assigned to Pennypack Park, figured in a thrilling and heroic rescue at the park on Monday afternoon, when he saved nine-year-old Walter C. Clare from drowning. The boy had been coasting down a hill in the rear of his home at 8438 Frankford avenue, when his sled attained such speed that he was carried on the ice on the creek above the dam. The sled had almost reached the opposite side when the ice broke and Clare was thrown into the icy water. Attempts to grasp the ice failed as it broke away and the lad was almost exhausted when Agnew arrived and plunged into the stream, bringing him to shore. Lewis Griffin also did heroic work in attempting the rescue.

Heroic Deed of Park Guard Wins Bravery Medal

Park Guard John Agnew, who resides at 4632 James street, was awarded a medal for conspicuous bravery at a meeting of the Fairmount Park Commission on Wednesday. The honor followed the thrilling rescue on February 18 of eight-year-old Walter Clare, of 8438 Frankford avenue, while Guard Agnew was on duty in Pennypack Park. The boy's sled had carried him down an embankment and over the thin ice of Pennypack Creek. The sled broke through the ice some distance from the edge. Guard Agnew called to him to hold on and in order not to break the piece of ice to which the boy was clinging he ran across a bridge to the other side and started out toward the boy. Breaking through the ice, he waded, then swam, breaking the ice with his bare hands. The boy was almost exhausted when Agnew brought him back to shore. Agnew also was exhausted from the cold water.

The medal was presented by Eli Kirk Price, vice president of the commission, who praised the guard for his bravery.

Camp Happy Opens for Fifth Outdoor Season

Three hundred children were present at Camp Happy on Monday, when Mayor Kendrick and his Directors took part in the opening exercises.

Camp Happy, located at Torresdale is now entering on its fifth year and affords a vacation spot for hundreds of children who otherwise would probably not enjoy a vacation. It is planned for the camp to take care of three times as many children as were there last year, and the number is to be still larger next year. Director Grakelowski, perhaps best of all, the organizations for which tents have been named, the Elks, the Rotary and the Y. W. C. Clubs, the Shriners and the Knights of Columbus, are to furnish moving pictures and other entertainments, as well as ice cream and delicacies to the children during the summer.

The exercises at the camp included speeches by Mayor Kendrick, Director of Public Welfare Charles H. Grakelowski, George F. Sproule, Director of Wharves, Docks and Ferries, Director Krewson and Purchasing Agent. The children formed a parade and held a flag raising. One of the children will receive a new suit of clothes from Director Grakelowski winning a pie-eating contest. A was furnished by the Police Band.

Director Sproule has promised to furnish a boat early in July, to be fitted up entirely for the pleasure of the children, including many who will not be able to spend a vacation at Camp Happy. The boat will make cruises every day on the Delaware.

During the summer the children at the camp who are not feeling well will have a "mother" to comfort them—C. A. Moore, who for twenty years has been the "mother" of the Navy Yard. Five hundred rose bushes, the gift of the United Gardeners, will be planted by the children, and the children when they bloom are to go to children in hospitals.

On last Sunday afternoon Mayor Kendrick visited Camp Happy and made many friends among the youngsters now encamped there. The camp was thronged with children.

Philadelphia's Oldest Settlements

From the Evening Bulletin,
Wednesday, June 20.

Old Byberry, to which the Philadelphia League of Women Voters makes its way today, is one of the oldest settlements in Philadelphia county. Prior to the time when the county bounds were set up it was named Byberry, its earliest recorded settlers having been the four Walton brothers, Nathaniel, Daniel, Thomas and William, young singlemen, who came there in 1675 from the little village of Byberry, near Bristol, England. To this day the name of Walton runs prominently through the annals of the section and it is to this group, rather than to the earlier Swedish settlers, who have been recognized, in tradition, as first to reside there, that the founding of the little community is properly credited.

There are few more pleasant places in Philadelphia county than this region, of fair, undulating fields and woodlands, of rippling brook and crystal creek, and today, in its still sparsely settled aspect it preserves much of the pristine beauty that served as the attraction for its early settlers. When the first of Penn's followers arrived from England, they recognized its charm. On the ship "Welcome," were Giles Knight, his wife and son, and John Carver and his wife, to whom a daughter was born soon after their arrival at New Castle. They, together with John Hart and his wife and children, Richard Collette and his wife, Josiah Ellis, John Rush and his five sons and daughters, and the Groome, English, Forrest and Nichols families soon made up a goodly group of settlers at Byberry.

Only the attractiveness of the location and the site could have drawn these people so far away from the city, to which access was to be gained only by Indian trails. Without huts, they dwelt in caves, and Dr. Joseph Martindale, the historian of Byberry, relates they subsisted chiefly on the wild pigeons, wild turkey and deer, in which the region abounded. Further proof of the favoring regard of the first Friends for the region about Byberry was registered by the act of Nicholas Moore in acquiring more than ninety-eight hundred acres of the Manor of Moreland, the manor house of which was erected, in 1685, at Green Spring, near the present village of Somerton. Moore, the distinguished London lawyer, who afterwards became Chief Justice of the Province, was President of the Society of Free Traders, interested in exploiting and developing the territory about Philadelphia and his choice of a manor site, more than anything else, brought provincial recognition to the Byberry region. But its inaccessibility served to give to Byberry as it did to Bustleton and to Somerton, a history apart from the rest of Philadelphia and it is only in recent years that partial relief from its former isolation has tended to remove this sense of separation.

Charles R. Speechley, of 2109 E. Stella avenue, formerly of Holmesburg, has received word that he had fallen heir to a fortune of \$250,000 in France, according to an article in the Evening Bulletin. He is a former Marine, and served in the Fifth Regiment with the Second Division in the war, fighting right along from Chateau-Thierry to the end. He was gassed and wounded. At the close of the war Speechley, while on duty as courier in Paris, jumped into the Seine and saved the life of a young woman who had fallen over the bridge rail. The mother of the young girl was deeply grateful, and according to a letter which the young American soldier received from the daughter, had recently died leaving half of her fortune to the rescuer of her daughter.

Speechley has the marine good conduct medal, and the French awarded him the medal of the Legion of Honor. He says he expects to keep right on with his work at the LaFrance Textile Company, and does not build false hopes upon his reported good fortune.

League of Women Voters Hold Outing at Byberry

About one hundred members of the League of Women Voters held an outing to Byberry on Wednesday, the members of the League of the Thirty-fifth Ward branch, acting as hostesses. A meeting was held during the day at the Byberry Friends' Meeting House. The party met at 9 o'clock at Fifteenth street and the Parkway. They first visited the Philadelphia Hospital at Thirty-fourth and Spruce streets, and after inspecting that and having the work of the various departments explained, they went directly to the Byberry Meeting House by way of the Boulevard. The trip was taken in automobiles and several large buses. Lunch was served by a committee of the entertaining branch, of which Mrs. Franklin T. Cheney was chairman. A card party and dinner followed in the late afternoon at the Northeast Shrine Club, Rockledge.

At the Byberry meeting, Sheriff Lamberton urged the women to purify politics by using the ballot in an intelligent and conscientious manner. He claimed that it was a great mistake for women to be passive in the matter of taking advantage of their franchise, and prophesied a marked progress in civic and State betterment as a result of the women's votes.

A plea for a constitutional convention was made by James A. Dunn, State Representative, who claimed that because of the age of the Constitution and the constant need of amendments, it was advisable to adopt an entirely new Constitution.

Clarence Crosson also made an address urging the women to take a hand in politics and by their influence push through measures which will come up for the improvement of conditions in the city and State.

WITH Miss Mary T. Saybolt as leader, the City History Society opened its annual series of outings last Saturday with a pilgrimage to the old Pennypack or Lower Dublin Baptist Church. Leaving the Bustleton trolley at the bridge which crosses the winding Pennypack, they were met by the pastor of the church, the Rev. Robert T. Tumbleton, and then followed the old trail used by the early settlers along the violet-studded bank of the historic stream, now under the jurisdiction of the Park Commissioners.

Just before turning into the more prosaic Krewstown road, they viewed the so-called Baptismal Rock which juts out into the water at the pool, where, November 21, 1687, the first baptism in Pennsylvania took place. The four persons then received into the church were precursors of thousands who have since been immersed in the same pool.

The Pennepack Church was the first permanent Baptist organization in Pennsylvania, situated in what was formerly the Township of Lower Dublin. It was first named from the Indian name of the stream of water which runs near the meeting house. This Indian

term has been variously given as Pennepaka, Pennepak, Pennepakka, etc., which Heckewelder translates as deep, dead water; that is, water without much current.

The church may be regarded as the mother of all the Baptist churches in Pennsylvania, New Jersey, New York, Delaware and Maryland. It was organized in January, 1688, by a dozen persons, with the Rev. Elias Keach as pastor. At first, they held their meetings at the homes of the members, but about 1707 a house of worship was erected on a lot near the burial ground. This building was replaced in 1770 by a neat stone building with pews, galleries, and a steeple, which latter was not to be found in the early meeting houses.

The present building was erected in 1805.

Eight of the pastors have been native born Welshmen, and for many years Pennepack was an attraction for the Welsh immigrants on their arrival in America. Ebenezer Kinnersley, Franklin's friend, is buried here, as is also Griffith Miles, from whom Milestown takes its name.

Opening of Pennypack Park's New Bridle Path

Three riders were injured last Saturday in an accident which marred the opening of the new bridle path through Pennypack Park. Miss Gertrude McCarthy, of 125 Summit avenue, Jenkintown, who won the cup given to the "fairest equestrienne," was one of the victims.

The accident occurred at the conclusion of the "christening drive," in which nearly a hundred members of the Riders' and Drivers' Association took part. The horse of Miss Mabel Ely, one of the participants, became unruly as she was about to cross a small bridge not 500 yards from Evergreen Farms, the headquarters of the party.

Throwing her to the ground, the horse ran over her, stepping upon her leg. Quivering with pain, the young woman arose to find the horse madly rushing down the road. Miss McCarthy and Miss Gertrude Wacker, a member of the Pennypack Riding and Hunting Club, observing the runaway horse, made after it.

Going full speed, the girls did not hesitate to run right in front of the ungoverned animal. They hoped to keep alongside of it and finally seized the bridle. But the horses became confused. Suddenly the three animals fought among themselves. In the melee Miss Wacker was hurled to the ground on her spine. Miss McCarthy, the prize-winner of a few minutes before, lay in pain, spattered with rain-soaked earth.

She was taken to the home of a Holmesburg physician. Miss Wacker received medical attention at Evergreen Farms and was later removed to the hospital. Miss Ely's condition improved with rest, and, although badly shaken up, she was able to rejoin the party at dinner.

The accident, coupled with the heavy rain, combined to dampen the spirit of the party. Former Judge John M. Patterson was master of ceremonies and several members of City Council, the Fairmount Park Commission, horse enthusiasts and others made the journey to Evergreen Farms, at the end of the Roosevelt Boulevard, to take part in the opening celebration.

Before the ride along the new path began, all the feminine riders passed before a board of judges, composed of President of Council Richard Weglein, Councilman Alexis J. Linsburner, Theodore Justice, representing the Fairmount Park Art Commission; E. J. Cattell and John Gordon Gray. These men returned an immediate and unanimous vote for Miss Gertrude McCarthy, who rides with the Old York Riding Club. The verdict was given for personal beauty, horsemanship and the condition of the mount. Miss McCarthy was presented with a silver cup donated by Fritz Pflug, manager of the Farms.

The ride over the path was led by Colonel Henry Mastin, William Wallace and J. Stanley Lee. Among those who initiated the path was 9-year-old Doris Vansant, daughter of Dr. Joseph Vansant, of 590 Rowan avenue, who rode her little Shetland pony, Dot, over all the distance.

After the ride dinner was served to all the guests. Judge Patterson, E. J. Cattell, Mr. Weglein and others joined in the spirit of the occasion.

The new path affords horse riders another place for their sport. It follows the creek between Holmesburg and Fox Chase, a distance of nearly eight miles. Going for part of the way through Pennypack Park, it traverses many pleasant stretches of woodland country. There are parts of the path which almost resemble the famous one along the Wissahickon.

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These should not be construed as partisan entries. Elizabeth Drinker was a Friend, and as such, non-combatant; she was also more neutral than most. What she wrote plainly represents the danger to which all peaceably inclined folk were exposed from roving, half-disciplined bands whose temper had not been sweetened by defeat. Three days later came the Battle of Germantown, in which part at least of the local militia was engaged, for as we have seen, some of them were wounded. The fighting spread out close to Frankford. After having described what she had seen and heard about it, in the city, Elizabeth Drinker wrote:

"I stepped down to neighbor James; Josey is very ill; Nanny Eve and Gibson's wife at ye mill, were there. They came to town through fear; ye battle appeared to be very near them, and some of ye Provincials were about Frankford. They have taken away Joseph Paul and some others."

Truly, these were times that tried men's souls.

From this point on it will be easiest, for a while, to follow the course of events in Frankford with the help of memoirs written in 1787 by Lieutenant-Colonel Simcoe, of the British army, commander of the Queen's Rangers, one of the Loyalist Volunteer corps, formed after the Declaration of Independence was adopted. To this corps was entrusted the patrol and defence of that part of the line of entrenchment which General Howe threw from river to river, north of the city, which faced Frankford. It should be remembered that it was Howe's policy first to make the city secure against attack from Washington, and then to open up the river, which was closed by the fort at Red Bank, New Jersey, still in possession of the Americans. Then with his base of operations secure and uninterrupted supplies by sea assured, he might develop a further offensive campaign. The river was not finally opened until November 18. Meantime, work on the northern fortifications continued. Military demonstrations along this by either side had a definite relation with events down river, the Americans seeking to keep large forces of the British in the north and the British seeking by counter-movements to disguise the attacks intended in the south. Thus, on October 22, the day of the great assault by the Hessian troops on Red Bank, in the course of which Count Donof was mortally wounded, Simcoe's Rangers were ordered forward across the bridge at Frankford, and they penetrated as far as the Red Lion. It is strange that they were not resisted; apparently, the movement was altogether unexpected. It will be of interest to hear Simcoe's own words on this subject:

"Near the end of October, the Queen's Rangers were directed to patrol beyond Frankford, four miles from Philadelphia; it was the day that Colonel Donof made his unfortunate attempt on Red Bank; they advanced as far as the Red Lion, which several of the rebel officers had left a few minutes before.

"The country in front of Philadelphia where the Queen's Rangers were employed, was in general cleared round, but intersected with many woods; the fields were fenced with very high railing; the main road led straight from Philadelphia to Bristol Ferry on the Delaware; about five miles from Philadelphia, on this road, was Frankford Creek which fell into the Delaware nearly at that distance, and the angle that it formed was called Point-no-Point; within which were many good houses and plantations.

"Beyond the bridge over the creek, height, was the village of Frankford; below the bridge it was not fordable; it was easily passed in many places above it. The rebels frequently patrolled as far as Frankford, and in a place called the Rocks, about a mile beyond it. Four miles farther was Pennypack Creek, over which there was a bridge; three miles beyond this was the Red Lion tavern, and two miles further was Bristol, a small town opposite Burlington; this road was the nearest to the river Delaware; nearly parallel to it was the road to York, which was attended to by the light infantry, of the guards, and the army; there were many cross-roads that intersected the country between these main roads, a most perplexed network of which was endeavored to be acquired by maps drawn from information of the country and by ocular observation."

CAPTURE OF THE JOLLY POST. HOW THE BRITISH SECURED SUPPLIES.

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)
(Seventh installment.)

Continued from last week.

After describing his encampment at the old village of Kennalington, its dangers and the precautions taken to ensure its safety, Simcoe tells how it was determined to eliminate "the rebel post at Frankford; by orders from headquarters, the Queen's Rangers were to march near to the bridge at Frankford, and to lay there in ambush till such time as Major Gwyn, who made a circuit with a detachment of cavalry, should fall into the rear of the town. Accordingly, the corps marched through bye paths, and attained its position; some dragoons at the appointed time passed the bridge from Frankford. The light was not sufficient to enable the Rangers to discover whether they were friends or enemies, till upon their turning back and hearing a shot, the corps rushed into the town; unfortunately, either by accident or from information, the rebel post had been withdrawn. Some days after the Queen's Rangers, with thirty dragoons of the 16th, under Lieutenant Pidcock, marched at midnight to attempt the same post; after making a circuit, and nearly attaining the rear of the Jolly Post, the public house where the guard was kept, the party fell in with a patrol; this was cut off from the house; it luckily did not fire but ran towards the wood; the detachment was carefully prevented from firing. No time was lost in the pursuit of the enemy, but the infantry crossed the fields immediately in the rear of the house, and a disposition was formed for attacking it, in case, as it well might have been, it should be defended. The cavalry made a circuit to the road in the rear, and the post was completely surprised. An officer and twenty men were taken prisoners, two or three of whom were slightly wounded in an attempt to escape; they were militia, and what is very remarkable, they had the word 'Richmond' chalked in their hats. The officer said 'Richmond' was the countersign, and that he chalked it there that his men might not forget it.' Sergeant Kelly dismounted an officer, and in pursuit of another man, left him; the officer gave his watch to another dragoon. It was, however, adjudged to the sergeant, as he was the person who dismounted him, spared his life and pursued his duty."

The date of the first attempt to dislodge the American post at Frankford is not now to be ascertained with exactness, though we may suppose with some confidence that it was early in the last week in October, perhaps the 25th or 26th. Meantime, perhaps, during the reaction to that bold dash up to the Red Lion, the Stiles mansion, Port Royal, on Tacony street, was plundered, Elizabeth Drinker is our informant. Amongst the entries for October 25 is the following: "Tom Kite tells us that neighbor Stiles' House near Frankford, was broken into ye night before last by ye Americans, and much plundered."

Simcoe does not give the exact date of the second attack on the Jolly Post, either, but again, Elizabeth Drinker comes to our assistance in elucidating local events. On November 1, she wrote thus:

"Becky James, Jr., and Gibson's wife went today to Frankford. They were stopped by the American Light-horse, and might perhaps have been detained but for Captain Craig, who, after some apologies, suffered them to return. Isaiah Worrell's son, with many others, were taken this morning at Frankford, and brought to town by ye English Light-horse."

The facts dovetail very neatly: the bringing in of "many" prisoners (Simcoe specifies twenty-one) from Frankford; Mrs. James, venturing out as if peace had been finally established; and the presence of the Americans, who had been sent, perhaps, to investigate, and who suspected everyone coming from the direction of Philadelphia. Simcoe's surprise, therefore, may be definitely assigned to the night of October 31; it was a real Halloween surprise party. It was probably at this time that Henry Young and William Harper as captain of

Thereafter, the post was not regularly maintained, but skirmishing continued. On November 14, when the fall of Red Bank was imminent, a lively brush occurred between Frankford and the city when the dashing Count Pulaski attempted to ambuscade a force under Major Gwyn, near the redoubt of the Rangers, ever hoping, perhaps, to storm it in the confusion; "but, however able and spirited he might be," writes Simcoe, "he was soon convinced that his irregulars could not withstand the promptitude and strength of the British cavalry." Several other skirmishes took place on ensuing days, but were less severe. Perhaps at this time, though, it might have been in the following spring, Colonel Allen McLane made that daring escape from four British dragoons at Rocky Hill, which is so graphically described in Watson's "Annals."

With the post destroyed, Simcoe proceeded without serious interruption to arrange for the free passage of market supplies into the city. "Parties of the Rangers every day went to Frankford," he writes, "where the enemy no longer kept a fixed post, though they frequently sent a patrol to stop the market people. A patrolling party of the Rangers approached undiscovered so close to a rebel sentinel posted upon the bridge, that it would have been easy to have killed him. A boy, whom he had just examined, was sent back to warn him of this, and to direct him immediately to quit his post, or that he would be shot; he ran off, and the whole party on his arrival at the guard, fled with equal precipitation; nor were there any more sentinels placed there; a matter of some consequence to the poor people of Philadelphia, as they were not prevented from getting their flour ground at Frankford mills." On November 24, Elizabeth Drinker wrote: "The poor people have been allowed for some time past to go to Frankford Mill and other mills out that way for flour," thus fixing, as usual, a date for us.

To return to Simcoe's account of his actions. He writes of himself: "The general directions he received was to secure the country, and facilitate the inhabitants bringing their products to market.

"To prevent this intercourse, the enemy added, to the severe exertions of their civil powers, their militia. The roads, the creeks, and the general inclination of the inhabitants to the British government, and to their own profit, aided the endeavour of the Queen's Rangers . . . Major Simcoe took care to prevent the possibility of plunder, as much as lay in his power; he never halted, if he could avoid it, but in a wood; sent safeguards to every house; allowed no man, in marching, to quit his ranks, and was, in general, successful in instilling into the minds of the men, that while they protected the country, the inhabitants would give every information of the enemy's movements and ambuscades. The officers were vigilant in their attention to this duty, and the soldiers had admirable examples of discipline and good order, from the native Loyalists of the corps, who were mostly non-commissioned officers. On the contrary, the rebel patrols, who came to stop the markets, were considered by the country people as robbers; and private signals were everywhere established, by which the smallest party of Rangers would have been safe in patrolling the country.

were, to have encountered or twelve miles the corps ambuscaded different at the appointed time, for there was not a bye path known, and the Hussars usually patrol some miles the infantry. The market overnight would get into came out on the appears corps, and proceeded unimpeded and from market they had whenever it was presumed enemy was on the Philadelphia Frankford, to intercept their return into the woods."

Such were the usual activities of the British. On the side of the Americans, besides constant endeavour to circumvent Simcoe and his manœuvres there was active intelligent service. By means of spies and in other ways, a pretty accurate knowledge of the general movements of the British was secured and transmitted from Frankford. Among the Washington letters preserved in the Library of Congress are a dozen or more dated at Frankford, mostly signed C. Craig, who was probably the Captain Craig who went sponsor for Mrs. James and Mrs. Gibson, as Elizabeth Drinker told us, on November 1. Sometimes several of these were sent in a single day; those extant cover a period of from November 18 to December 2. If all such letters could be found, we should have among them the note containing Lydia Darragh's warning. On November 24, a note sent to General Washington from near Chester, reported a rumor of the British intention to burn Germantown, Darby and Frankford. The rumor was almost certainly false. I mention it only that you may conceive the uncertainty and alarm of the public mind.

From Frankford also information and advice was smuggled in to American sympathizers in the city. After the big skirmish on November 14, there was picked up and brought into Philadelphia a bag of Indian meal, supposed to have been dropped by a market-woman on her way into town, in which was found a letter, unsigned, but dated at Frankford, beginning: "I have given a poor woman whom we both know some Indian meal to convey this letter to you." Its purpose was to urge every attempt to depreciate the old "legal paper" money which Tories and other moderates sought to restore to circulation, in order to meet the difficulty occasioned by the British suppression of Continental money in Philadelphia, and the great shortage of specie.

Such little intimate details as these bring back as nothing else can the very atmosphere, the doubts and difficulties of the time. Let me quote once more from Elizabeth Drinker such an intimate incident, one in which there is a grim humour. The date is December 6: "Our neighbor Stiles sent over this morning to borrow our good horse, Tomson, but as he was not shod, we denied him; she sent again and we lent him to her to go to Frankford—her boy Sam with her. She returned in ye evening on foot, having lost her Chaise and our Horse; they were taken from her by ye English Light-horse just as she was getting in ye chaise at their place. They have been plundered, their country House lately of all ye valuable Furniture, Provisions, Coach, Chariot, Horses, 8 or 10 negroes, &c. &c., to a great amount." Thus, as always in debatable land, the inhabitants suffered from both sides; the plundering, as we saw above, been done by Americans.

I am afraid that in thus resurrecting the past I may have made a few years seem years indeed, though have condensed much more than the subject merits. I must hasten to conclusion—I shall only mention two great raids through the open Frankford gate made on February 14 and 18, and April 7 and 18. All of these were made by night, and after the first folks must have listened nervously as might draw in for the sound of muffled hoof-beats and the slight telltale rattle of accoutrements. Would they be followed by silence, then a thundering rap on the door? And in the still hours preceding dawn, the same sounds returning. What had happened? Would they pass by? The first of these raids swept the country on Saturday night in a great circuit through Bustleton, Somerton and Byberry. The second reached Newtown Bucks County. The third was again towards Somerton (then called Smithfield) and resulted in a battle at the village in which several hundred men were engaged and the Americans forced heavily. It was an engagement fully as severe as that at Crooklet or Hatboro, and as dangerous

SIMCOE'S ACCOUNT CONTINUED. BRITISH RAIDS. THE WAR LEAVES FRANKFORD.

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)
(Eighth and Last installment.)

Continued from last week.

"The general mode that Major Simcoe adopted was to keep perfectly secret the hour, the road, and the manner of his march; to penetrate, in one body, about ten miles into the country. This body generally marched in three divisions, one hundred yards from each other, so that it would have required a large force to have embraced the whole in an ambuscade, and either division, being upon the flank, it would have been hazardous for an enemy so inferior in every respect, but numbers, as the rebels

The fourth was to Bristol, these, the British were unsuccessful and brought in hordes of prisoners and very piles of food, cloth, stock,

they were vainly endeavoring to check the rising tide of American resistance. Valley Forge, was Washington was preparing to the French alliance had been... and the evacuation of Philadelphia became necessary. This was conducted with great skill, but the phase of it particularly concerning the narrative. As the Rangers concerned, I give Simcoe's account: "The Quarter Master General... in great want of horses, Major Simcoe escorted the commissaries who were sent to procure them; he entered upon the office with great regret, as they were to be taken from people he had uniformly protected. The enemy had some strong parties in this country. The whole corps made a long march, in four divisions, as has been before explained; he had also a three-pounder, that had been lately attached to his corps. On his return he was ambuscaded, near the Bristol side of Penny-pack bridge; the first division passed the bridge with the cannon, and immediately formed on the opposite banks, as Major Simcoe was apprehensive of some attack; its position secured the march of the successive divisions. It was afterwards known, that the enemy were in force, but were deterred from attacking by the position of the first division, and the order of march."

The date of this engagement I do not have information to fix accurately, but from such evidence as I have, it seems likely to have occurred about the 27th or 28th of May. It might have been a few days later, but not many. Simcoe says it constituted the last service performed by the Queen's Rangers in Pennsylvania. All army horses were sent across the Delaware for the march overland to New York on the 14th of June; all officers' horses on the following day; and the last of the soldiery on the 13th, early in the morning. The Rangers had crossed on the day before.

With them the storm and stress of warfare rolled far away from Frankford. The militia still drilled; there was bitter persecution of Tories; the release of prisoners was anxiously hoped for; and men scanned the news with thoughtful faces. But on the whole, life resumed its accustomed aspect; the leaves rustled quietly about the ancient oaks, the orchards glowed with fruit, and broad fields of grain ripened to the harvest. The seasons waned and waxed again, and in August, 1781, the immortal Washington passed this way once more, at the head of an army tried and seasoned by adversity, and strengthened with its French allies. They paused in the shade of the age-old trees about the Jolly Post as they marched to Yorktown and victory. Upon that glorious memory, let our story pause.

Another Revolutionary Letter

Adds to Dr. Mendenhall's Series

To the Editor of The Dispatch:

Dear Sir—I wish to express my thanks for the space so generously accorded in your valuable paper to my article, "Frankford During the Revolution," and for the care shown in the printing and editing of it. At the present time, particularly, the subject matter had, I felt a general interest for the community; you have made it available to a very wide circle of readers, and the event has, I believe, fully justified our expectation.

I am pleased to be able to state that further research has discovered among Washington's correspondence a letter dated December 3, warning of an intended attack on Whitemarsh. It is dated at Frankford. Though the signature has been cut away, the bearer's endorsement, "From W. D.," makes it possible for the imaginatively-minded to translate the initials as "Widow Darragh." At any rate, the information is without doubt that which the famous Lydia Darragh brought, as tradition has always stated, to Frankford, and from there sent on to Washington in time to frustrate the British plans. From the same source it is possible to fix the dashing exploit of Captain Allen McLane in dealing single-handed with a party of British Dragoons at Cedar Hill, or Rocky Hill, as it was then and sometimes still is called, as of June 9 or 10, and the great raid of the British for horses, referred to in the last installment of the article, early in June also, about the 6th and

JOHN C. MENDENHALL,

1926

'Just Twenty Years Ago.'

(From the Dispatch, February 22, 1906)

After an illness of several months George A. Castor, member of Congress from the Third Philadelphia district, died on Monday afternoon at his home, in Solly street, Holmesburg.

The Reading Railway Company has recently completed a fine new bridge for its New York Short Line across the Pennypack creek, near Fox Chase. The new bridge is ninety feet high and 500 feet long, built of concrete and spanning the entire Pennypack valley. In contrast to the modern bridge is the old Krewstown road bridge, within a hundred feet of the new one, and which was built in 1800. Nearby is the old Walnut Hill grist mill, an interesting ruin.

(From The Dispatch, March 9, 1906.)

Plans for the big centrifugal pumps which will lift water from the Delaware river onto the Torresdale filter beds, so that filtered water can be obtained from as many of the beds as are now completed, pending the completion of others, have been sent to the printer. In a short time, bids for installing the pumps will be asked. Some change will also be made in the method of drawing water from the Delaware at the Lardner's Point Pumping Station. Major Gillette has discovered that since the temporary disuse of old Frankford Pumping Station, several hundred feet below the Lardner's Point station, typhoid has increased in the territory supplied by the Lardner's Point plant, which was substituted. He believes the explanation to be the fact that at the Frankford Station the intake extends far out into the river, while at Lardner's Point, it is close in shore. He therefore decided to make a connection from Lardner's Point to the Frankford intake, hoping to secure better water.

(From The Dispatch, April 20, 1906.)

The Carnegie Fund Committee of the Free Library of Philadelphia, has let the general contract for the Thomas Holms Branch to be built at Hartel street and Frankford avenue, Holmesburg.

238th Anniversary of Pennypack Baptist Church

On Sunday, June 6, at 10.30 A. and 3.30 P. M., daylight-saving time will be observed the 238th anniversary of the founding of the old Pennypack Baptist Church. This, the mother of all Baptist churches in Pennsylvania and surrounding territory, is located on Krewstown road near the borders of the Pennypack Park, now under control of the Park Commission, and is the 35th ward of the city's confines.

Appropriate services both morning and afternoon will be held. At the afternoon hour, a nationally-known Baptist, and former Bustletonian, is expected to be the principal speaker. The luncheon hour can be made most pleasing and comfortable around the grounds in the shadows of the trees and old building.

For some weeks now, work of an extensive nature has been going on. The result of this work will tell in every kind of improvement and repair that will be instantly noted by the eye, for the beautification and greater service-ability of the entire grounds and building. Friends as well as casual visitors or sightseers will note with evident approval what has been done and remains yet to be done. No effort or means has been spared to put the old site in the best possible shape and to keep it thus.

Funds for this work and the perpetuation of the care of this historic building were received by the trustees of the church from the late Mrs. J. H. Stinson of the city.

PLAN NEW RIVER BRIDGE

The proposal of a new Delaware River toll bridge to be erected north of the Pennsylvania Railroad Delaware bridge, was outlined by Charles A. Wright, president of the Tacony-Palmyra Ferry Company, in an address on Tuesday at the luncheon of the Northeast Philadelphia Chamber of Commerce. Others, who spoke in favor of the project included State Senator Eamon H. Roberts, of New Jersey, who said the proposed site was the logical place for a new bridge, and discussed the possibilities of establishing a wholesale market center; Edward W. G. Boror, treasurer of the Tacony-Palmyra Ferry Company; Charles L. Asam, also of the same company, and a member of the Asam Bros. Wall Paper Co.

After showing how materially the proposed new bridge would reduce time to the seacoast from the north-east section, and the great benefit to be derived from the project, Mr. Wright spoke in part as follows:

Should a bridge be constructed below the Delaware P. R. bridge, it would necessarily have to be a suspension or at least an expensive cantilever bridge, which in all probability would cost something like thirty million dollars. For without doubt the Government would not consent to any bridge being placed below Delco that did not have a clearance of at least 130 feet. But, as the chain is only as strong as its weakest link, I could hardly see the Government objecting to a bridge above Delco, providing it had the same clearance, namely, 130 feet. This would and undoubtedly would be a drawbridge, the cost being presumably something between three and four millions of dollars.

As president of the Tacony-Palmyra Ferry Company, I can assure you that last year the Ferry Company's gross receipts were \$227,000. We carried over 400,000 vehicles and 600,000 passengers. Our receipts this year will if all probability be \$250,000. So, should a bridge be constructed there at a cost of not more than four million dollars, we would have sufficient revenue to start to maintain it, to say nothing of the probable increased revenue by the fact that a bridge would be much more profitable than a ferry.

The financing of such a bridge would be comparatively easy. The Ferry Company, pending approaches on either side, a bridge company would doubtless take over the Ferry Company at a fair valuation, operate it until all political questions and the construction of the bridge is completed, retaining the real estate and salvaging the remainder of the company's property, in the meantime getting a very nice revenue from the ferry.

Another very important and we think imperative reason for a bridge here is that Mr. Wm. H. Grundy whom you all know as a very industrial, progressive gentleman, has organized a bridge company, and they are now incorporating both in New Jersey and Pennsylvania. If they have not already done so, have also expended or are expending \$50,000 for a preliminary survey of a bridge between Burlington, N. J., and Bristol, Pa.

Should we sleep at the switch, Mr. Grundy undoubtedly will direct the stream of travel over his section and completely isolate Northeast Philadelphia.

We will not say a word against Mr. Grundy's enterprise, for he doubtless is thinking of the benefit his project will give to his native town, Bristol. It behooves us to be alive, to be alert and retain for our section its natural heritage, pre-empt and place a bridge where we will control the stream of travel and not six miles above Philadelphia County. Mr. Grundy's bridge bill has already passed the United States Senate.

C. C. Davis, of the Chamber Transit Committee, told how the proposition had favorably impressed him, emphasizing the fact that both the proposed Red Bank-League Island Bridge and also the proposed bridge at Petty's Island and Allegheny avenue, and also the bridge at Bristol-Burlington would have to cost considerably more than this proposed Tacony-Palmyra bridge, due to the fact that they would have to be built considerably higher.

Jos. B. Seaman, the chairman, then had a motion made that the Chamber pass a resolution to build a bridge from Lardner's Point to Palmyra, which motion was duly seconded and carried and a committee appointed to look into the matter in detail and report to the Board of the Chamber of Commerce, C. C. Davis, John Sidebottom and Hamilton Diston were appointed upon this committee.

\$25,000 Fire at Holmesburg

A spectacular fire on Wednesday evening destroyed a long one-story brick and frame building occupied by the Ator Oil Co., Ashburner st. and the Pennsylvania Railroad. The fire was discovered by a watchman, who turned in an alarm. Before firemen arrived, the flames had extended from one end of the building to the other. Due to the fact that the quantity of oil stored in the building was large, the blaze was very fierce. The building was a long one-story brick and frame building.

LAST Saturday afternoon the City History Society, under the leadership of Mr. Fred Perry Powers, visited the Old Trinity church, on the Oxford Pike at Church Lane, a little east of Rising Sun Avenue. The party was received at the church by William Overington, Jr., accounting warden of the parish, whose grandfather was an officer of the parish for nearly 73 years, and died at the age of

Old Trinity ninety-nine years and Dating Back eleven months. Mr. Overington read a fine historical sketch of the parish and exhibited the charter and patent presented by Queen Anne in 1711,

the patent presented by some members of the parish a few years later, a silver bowl presented to his grandfather on the completion of 70 years service as an officer of the parish and the original deed of three acres of ground to trustees for the Church of England.

Before 1700 there was a log house of worship here used by Friends. Most of these followed Mr. Keith into the Church of England, but some went into the Pennepek Baptist church. Services were conducted by the Anglican church on this spot in 1700 and possibly in 1698. About thirty-five feet of the western end of the church was built about 1711, but the precise date cannot be fixed. A transept was built in 1833 and a tower three years later, but that has been replaced with some enlargement of the chancel in more recent years. In the vestry are many old pictures of the building, in various stages of its construction, and of its rectors, among whom was a brother of President Buchanan.

Among the gravestones the oldest on which the inscription is legible bears the date 1706, a year earlier than the oldest legible inscription in the burying ground at Pennepek Baptist church. One dated 1708 is rather celebrated for its avowal of change from the Society of Friends to the Church of England. It bears a verse the first two lines of which are:

Here by these lines is testify'd No Quaker was she when she dy'd. Several members of the party went from the church to Burholme Park, which is at no great distance, and visited the treasures of oriental art bequeathed by Mr. and Mrs. Ryers to the city.

Pennypack Baptists—Founded 238 Years Ago, Revisit Vacated Edifice in Frankford

HEAR OF EARLY STRUGGLES

The one-time Pennypack congregation that worshipped in the church, now long vacant, on Krewstown road near Pennypack Creek, Frankford, returned yesterday to celebrate its 238th anniversary. It now worships in the Lower Dublin Church.

Pennypack Church is the oldest Baptist edifice in the State, and although it was vacated years ago, the congregation returns annually to celebrate its anniversary and the event is one of the most important in Baptist circles.

Many of the hundreds who attended yesterday took luncheons and spent them on the crumbled tombstones the burial ground. There they cussed the history and early trial of the church. The services within the building were of the old-fashioned simple type.

The Rev. R. T. Tumbleston, pastor of the Lower Dublin Baptist Church, preached in the morning on the text, "What mean ye by this service?" and reviewed the history of the church, which is termed "the cradle of Baptist principles and a monument to the courage and fidelity of the pioneers."

In the afternoon there was a jubilee service and the sermon was delivered by the Rev. Ivan Murray, pastor of the First Baptist Church of this city. His topic was "A Light to the Century." The Patriotic Sons of America and representatives of various Protestant denominations were in attendance.

The church was founded in 1668 when twelve men and women, from Ireland and Wales, held services on the banks of the creek Pennypack as a center. The preaching and evangelistic efforts extended to New York, New Jersey, Delaware and Maryland. Preaching stations were established at Trenton, Burlington, Salem, Chester and elsewhere, a twice a year the workers held general meetings for preaching and communion services.

Ellis Keach, of London, was first pastor of the little flock at Pennypack. The growth of the congregation was slow, and it was not until 1755 that a church was erected on the present building. The succeeding ministers were Rev. Joseph Watts and the Rev. John Smith. In 1770 another

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REALTORS VISIT NORTHEAST

Guests of Chamber of Commerce on Extensive Bus Tour After Subway Trip

ALL GET COPY OF BOOSTER BOOKLET

On Wednesday, the 18th of April, the members of the Philadelphia Real Estate Board were guests of the Northeast Philadelphia Chamber of Commerce. The Board arrived at the Olney end of the Broad Street Subway at 12.30, after inspection trip through the new subway, as guests of Director of Transit Meyers.

Buses were awaiting them at the terminus and the first part of the trip through the Northeast was begun. From Olney avenue and Broad street, the route was over Olney avenue, to Fifth street, to Tabor road, to Rising Sun avenue, to Adams avenue, to Roosevelt Boulevard, to Southampton road to Somerton, from Somerton, the route was toward Bustleton, to Red Lion road, to Frankford avenue, to Grant avenue, to the Torresdale-Frankford Country Club. Here the guests were served luncheon. Mr. Davis, president of the Northeast Philadelphia Chamber of Commerce, welcomed the Real Estate Board to the Northeast and President Hall, of the Real Estate Board, replied. Councilman Crossan was then introduced, and called the attention of the guests to the wonderful opportunities that existed in the Northeast. He urged the members of the Board to give their whole-hearted support to these projects that were designed to improve conditions in this, their home city, and regretted the lack of a well-conceived city plan, which would guide the city in its growth, calling attention to the wonderful progress of Chicago.

Lack of comprehensive plans for transit and street extension and other community facilities is holding back the development of the northeast section of the city, according to Councilman Clarence K. Crossan, who declared the \$100,000,000 Broad street subway would never be more than a partial utility until feeder lines to the northeast and northwest were constructed to connect with the Fern Rock terminus.

"Each new Administration scraps the plans of all previous Administrations," Mr. Crossan said. "It then proceeds on what it considers a better plan. So much has been done with transit plans that we have a hodge-podge of transit projects that have no intelligent connection with each other, but which, some day, somehow, are expected to become part of a great transit development."

Philadelphia was once known as the workshop of the world, but gentlemen, it is changing. Large industries are leaving Philadelphia, because we do not have a well co-ordinated plan for city improvements. Industry will not stay in a community that lacks transit facilities for both materials and labor," said Mr. Crossan in closing.

President Samuel T. Hall, of the Philadelphia Real Estate Board, thanked Mr. Davis and the Northeast Philadelphia Chamber of Commerce for their entertainment of the Board.

Glyndon Priestman, chairman of inter-city study and research work, spoke in appreciation of the invitation.

After the luncheon, the members of the Real Estate Board were again loaded in buses and the tour completed. The route after the luncheon was from the Country Club, Frankford avenue to Holmesburg, to Cheltenham avenue to Oxford Circle, to Castor avenue, to Cottman street, to Oxford avenue, to Verree road, to Rhawn street, to Roosevelt Boulevard, to Cottman street, to Torresdale avenue, to Unruh street, to Tacony street. The attention of the guests was directed to the great number of industries along the Upper Delaware and the Pennsylvania R. R. From Levick street to Torresdale avenue, to Kensington avenue, up Frankford avenue to Bridge street, where a special train was waiting to carry the guests to their homes. The members of the Philadelphia Real Estate Board were very much impressed with their trip and the possibilities of the Northeast. To many of them, it was the first time that they had ever been brought into such close touch with our community.

The Publicity Committee, including Frank T. Wilson, chairman; J. T. Burkhardt, N. N. Slommsky, H. B. Eganee, J. B. Sidebotham, J. H. Crouse, and the Directors of the Chamber: C. C. Davis, president; J. B. Seaman, H. R. Diston, A. E. Chevalier, E. G. Pitt, W. M. Rowland, K. L. Sheppard, A. A. Newton, S. H. Starkey, B. E. Ebbing, A. A. Swenson, M. W. Jones and C. E. Sloane, secretary, acted as committee and guides to Philadelphia Real Estate Board.

The visitors were presented with a forty-eight page book with the title, "Northeast Philadelphia and Why." This book also contains ten large airplane views and two maps showing the development of the Northeast. The book contains articles written by men interested in various walks of life and include an introduction by Judge Allen M. Stearns; "Glimpses of a Historical Past" by Thomas Creighton, president of the Historical Society of Frankford; "Here We Are, the Geography of the Great Northeast," by George S. Webster, former Chief of the Survey Bureau of Philadelphia; "Keep Moving-Transportation," by C. C. Davis, President, Northeast Philadelphia Chamber of Commerce; "What We Know," by William M. Rowland, chairman of the Educational Committee of the Chamber of Commerce; "The Church" by Rev. John B. Laird, D.D., Dean of the Clergy of the Northeast; "Dollars and Sense," comments on finance, by John E. Gosling, president of the Second National Bank; "Made Here, Industrial Northeast and Its Merits," by Frank T. Wilson; "Buy at Home—Merchandising," by William Hepworth, of the Frankford Dispatch; "Home Sites" by Hamilton R. Diston, in which he portrays the development of homes; "Northeasters Mingle," by Clifford H. Fowler, Past Commander Post 211, American Legion, which pictures the organizations of the northeast; "Municipal Improvement Listed" itemizing the important municipal plants located here and a "Note of Interest" by the editor regarding the book itself.

The work of compilation was started and completed by Frank T. Wilson, chairman of publicity for the Northeast Chamber of Commerce and is the first work of its kind published in the interests of any community in Philadelphia.

New Post Offices for Holmesburg and Bustleton

New post office buildings for Bustleton and Holmesburg are promised by Colonel George E. Kemp, postmaster. The buildings will be privately owned and leased to the Government. The Bustleton station, to be erected at a cost of \$5,000, will be situated on the Bustleton pike near Welsh road and the Holmesburg building, which will cost \$25,000, will stand at Rhawn street and Frankford avenue. Work is to be started this week and the building will be ready April 1.

Colonel Kemp said residents of the northeast had been agitating the question of new post office buildings for Bustleton and Holmesburg for years.

The Holmesburg building will cost \$25,000 and the building at Bustleton will cost \$5,000. Although both will be privately owned, they will be constructed under supervision of the Government.

"When the buildings are opened," Colonel Kemp said, "all mail will be transported by motortrucks, which will mean quicker delivery service. Heretofore, mail for the Holmesburg and Bustleton Stations has been dispatched by railroad."

Records at the Central Post Office show an average of 95,000 letters posted monthly at Holmesburg, while concerns and residents there receive approximately 120,000 letters monthly. An average of 25,000 letters are mailed monthly at Bustleton, while more than 55,000 letters are received by residents and firms of that community.

Bustleton's new Post Office will be at the northwest side of Bustleton pike near Welsh road. The Holmesburg Post Office will be at Rhawn street near Frankford avenue.

The Holmesburg Post Office will be built of red brick with limestone trim. The Bustleton office will be of limestone with a front of cut stone and with ventilated skylights on the roof.

The Holmesburg Post Office will be supervised by the present Postmaster, Philip S. Chadwick, and will have a personnel of ten letter carriers and four clerks. The Bustleton office will be directed by Superintendent John E. Willey, now in charge, and his force will comprise four letter carriers and two clerks.

HOLMESBURG P. O. OPENS TOMORROW

New Building, With Modern Mail-Handling Machinery, Is on Rhawn Street

The new Holmesburg branch post-office, newly constructed on the south side of Rhawn street between Frankford avenue and Craig street, will be opened for business tomorrow morning. The last delivery from the old building, 8056 Frankford avenue, was made this afternoon.

Constructed of brick with limestone trimmings, the new structure, with its modern equipment for handling mail, has been built to meet the increasing needs of the growing Holmesburg section.

The building has been inspected by Postmaster George E. Kemp and postoffice inspectors. It is a one-story structure with a thirty-nine-foot frontage and is forty-two feet deep. It has a floor space of 1570 square feet, which is about 500 more than in the old building.

"The new Holmesburg postoffice replaces the antiquated office formerly in use in that section," said Colonel Kemp. "It is modernly equipped to meet future as well as present needs. Philip S. Chadwick is superintendent. He is assisted by two clerks and five carriers. Space is available to accommodate additional carriers when needed."

One of the features of the new structure is the saw tooth skylight system which permits the maximum amount of sunlight on the working floor. This is the system installed in all the newer postoffices.

Holmesburg postoffice employees were busy today moving their records, equipment and other property from the old building. By morning all arrangements will have been made to continue business from the new building without interruption.

Supervision of the Holmesburg and other branch offices comes under Thomas McLeister, assistant superintendent of mails.

"Just Twenty Years Ago."

(From the Dispatch, May 15, 1908.)

Plans now under consideration by the Survey Bureau contemplate the division of the Torresdale Boulevard at its upper end into three branches and their deflection to reach both Somerton and Ryberry, in addition to Torresdale. When the Torresdale Boulevard was planned originally it was always the intention to continue it northwardly from the point where it makes a sharp bend down to Torresdale. Such a development is now being worked out by Bureau of Surveys. It is proposed to run a 150 feet wide avenue northwardly from Solly street, and another avenue of similar width northwardly. The two avenues will run almost directly to Byberry and Somerton. The third avenue will bend to the east and will reach Torresdale. At Solly street; from which these avenues radiate, there will probably be a large central open place, which can be suitably adorned as a focal point.

Grading work on the Torresdale, or Northeast Boulevard, 300 feet wide, has now reached a point at Asylum pike and Pennsy's Bustleton cut-off railroad. On the north side of the pike opposite the Friends' Hospital the contractors have established a settlement for his teams, erecting frame stables for his horses, etc. The work is just now assuming an interesting phase a couple of hundred yards southeast of the Asylum pike, where the course of Little Tacony Creek has been changed and his pile drivers, huge derricks and a great dirt bucket air line has been erected to do the grading work of filling in the very deep valleys. A railroad siding or spur branches off from the Pennsy cut.

Bustleton New Post Office Open for Business This Week

The new Bustleton post office, opened by the Government at a cost of \$15,000 to care for the growing needs of the suburban community, was opened on Saturday for a public inspection, following addresses by Postmaster George E. Kemp and William C. Baker, superintendent of mails of the Philadelphia office.

Of brick and limestone and containing 1000 square feet operating space the new post office, of which John E. Willey is superintendent, anticipates in 20 years the expansion of Bustleton, according to Colonel Kemp. At present two clerks and two carriers are employed at the station.

The new building was open for business Monday morning. On Welsh road, one-half block from the former site of the post office which was located in the parlor of a dwelling, it is located in the heart of the Bustleton district.

According to officials the machinery and furnishings of the new building are the last word in postal equipment. Daylight is thrown on the employees from a skylight as well as large windows.

Electric apparatus has been put in to facilitate handling of mail. The new office is four times larger than the old structure which occupies only 250 square feet. Increase in the population of Bustleton is responsible for construction of the new building.

J. Stanford Holme, of Colorado, formerly a resident of Holmesburg, spent the past week visiting friends in this community. Mr. Holme was accompanied by his wife and they were the guests of Mrs. William Lintz, of Cottage street. Mr. J. Stanford Holme is a direct descendant of the Holm family, who gave the name to Holmesburg, and one of whose ancestors donated the property on which is located the Holmesburg Baptist Church. A tablet to the memory of the donor, Mr. George M. Holme, is located in the vestibule of the church. During the present year the Holmesburg Baptist Church is celebrating the one hundredth anniversary of its founding and Mr. J. Stanford Holme still holds membership in this church. A brother of Stanford, Mr. Jonathan Holme, now living in New York City, Mr. Stanford Holme expressed great interest in the growth and changes of Holmesburg since his last visit twenty-eight years ago. Among other places visited during his stay here was the Crispin Cemetery, along the Pennypack, where Thomas Holme is buried.

CITY TO REBUILD BENSALEM AVENUE-BOULEVARD LI

Two-thirds of the west drive of the Bensalem avenue extension Roosevelt Boulevard, which crumpled and became dangerous for use within two years after it was built, is to be reconstructed.

This drive extends from G avenue to Poquessing Creek, a distance of 3.8 miles, and was built in 1922 at a cost of \$395,000.

By way of comparison, the east drive, constructed for the same distance and 27 feet in width, cost only \$212,000.

Highway Bureau, wants the Chief Dudley T. Corning, of drive rebuilt where the roadway defective before winter sets in. Tuesday bids were received for moving the eight-inch concrete defective for three-fourths of length of the drive, and also removing the bituminous surface.

After this is done a new tract will be advertised for reconstructing the concrete base and bituminous surfacing.

The city suffers a total loss of drive. One member of the corporation defective construction of the drive, the firm which did the work in and the other out of business one connected with the city and with the supervision of construction has been held responsible for defects.

"Cedar Grove," Historic Harrowgate Mansion, Now in Frankford Park

The historic mansion "Cedar Grove," a Frankford landmark for more than 200 years and lately re-erected on Lansdowne drive, Fairmount Park, will soon be opened to the public as a museum of Colonial furniture. It was announced on Saturday by the Pennsylvania Museum authorities.

The house, one of the oldest in Philadelphia, was presented to the city by Miss Lydia Morris, of Bloomfield Farm, Whittemarsh, whose family owned it for five generations.

Nearly two years ago the work of transferring it from its old site near Harrowgate station was begun. Every stone and board was numbered and replaced in its original position after the removal.

Architecturally the house reviews American building from the death of William Penn to the middle of the last century. The interior shows three periods of 1721, 1752 and 1795. The dining room and Elizabeth Paschall's room above it are of the character of Stenton and Hope Lodge with the chimney wall completely paneled; arched fireplaces and no mantelpiece.

The nursery behind has a bold mantelpiece of the fifties. The parlor, the ironing room and the two bedrooms at the right show the delicately molded mantels of the Adam style. The old locks of the doors and the colors of the paint vary in accordance with these periods.

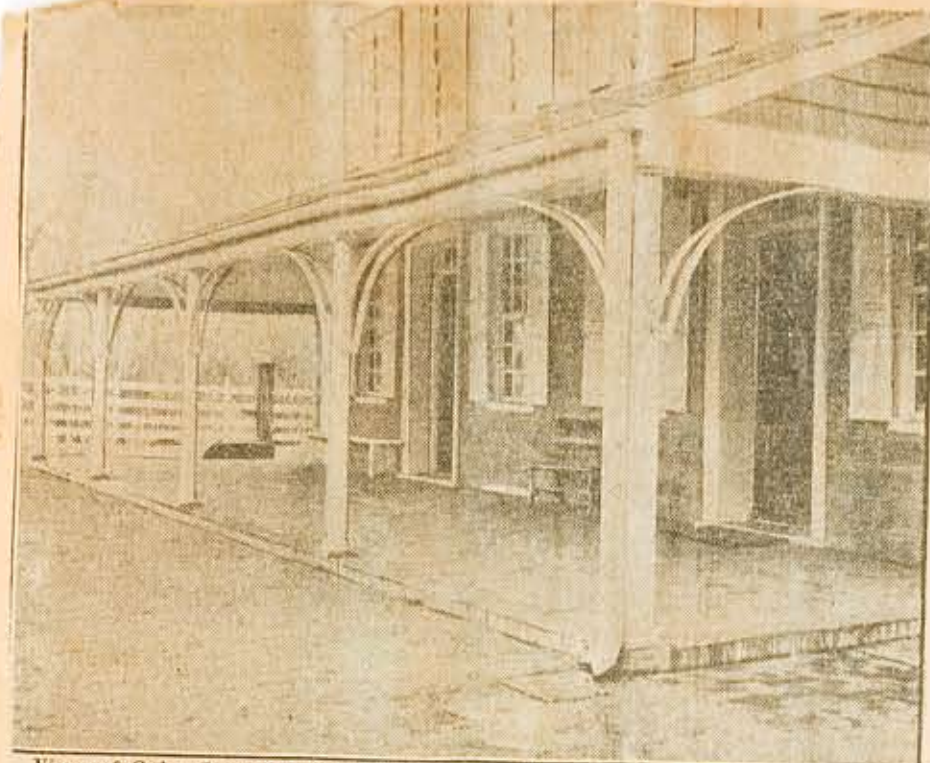
Land in Frankford—2 1/2 acres—on which the house was built was bought in 1714 by Thomas Coates, of High street, father of Elizabeth Coates Paschall. Records of the inventory taken at his death show that the land was well farmed and the place stocked with cattle, chickens and farming implements. It was without a mansion house, however.

The land was divided among Thomas Coates' children. In 1721 Elizabeth married Isaac Paschall and it is from that time that the oldest portion of the house dates. That is to the left as one faces the front of the house.

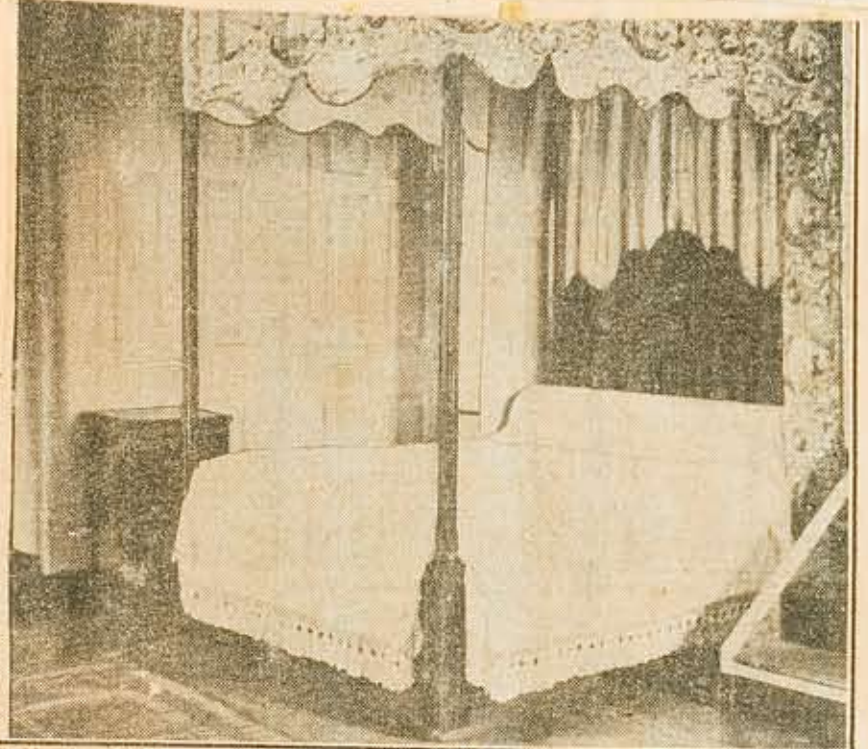
By 1756 it was spoken of, in a yellowed receipt bearing Elizabeth Paschall's name, as her "old house in Frankford."

Structural examination at the time of its removal from Frankford to Fairmount Park revealed that the house originally consisted of three principal rooms—a front portion two and one-half stories high with parlor and bedroom, and an extension of one story, which contained the original kitchen. There was a simple gable roof, of which the present lower slope of the gambrel roof at the left formed one side.

This house, one of the oldest still standing in Pennsylvania, served amply as a place for summer excursions from the city. It was no ordinary farmhouse. At a time when rubble walling was still almost universal, and even at Graeme Park, the home of Governor Keith, the squared stones of the front were very irregular in height, in the front of Cedar Grove all were uniform.



Views of Cedar Grove Colonial Mansion, occupied by generations of the Morris and Paschall families and long a landmark, near Frankford. The old house is pictured on its new Fairmount Park site on Lansdowne drive, near Memorial Hall. The mansion, built in 1721, has been turned over to the Park Commissioners by Miss Lydia



T. Morris, of "Compston," Chestnut Hill, as the latest link in Philadelphia's notable "colonial chain" of old mansion "museums". The front of the transplanted and restored mansion is shown at left. At the right is one of the bedrooms, with a four-poster bedstead and canopy. The stairway at reader's lower right leads to an attic.

Presbyterian 75th Anniversary

The 75th Anniversary of the Presbyterian Church will be celebrated, beginning Friday night, June 15; this will be former members and neighborhood night. "The Gleanings of 75 Years of History" will be presented by members of the congregation in song, story and picture.

Sunday morning at 11.00 o'clock will be the 75th Anniversary service, with an historical sermon by the pastor, the subject, "God's Hand in the Past and Present." The guest soloist will be, "Arthur W. Abbott, tenor. The Sunday evening service will mark the anniversary of the Sabbath School. A pageant, "The Modern Christian Guest," will be presented by members of the church and school, including Etta V. Dorrain, Edward W. Robinson, Virginia H. Bennett, Edith M. Raven, Helen E. Marley, Miss E. Esther Weber, Mrs. W. F. Gall, Mrs. W. C. Floge, Mrs. F. P. Long, Robert G. Boal, Jr., Betty Floge, George Lauernés, William C. Floge, Jr., M. Elizabeth Boal, Mildred Geuther, Dorothy M. Van Horn, Nalbro T. Floge, Blanche W. Ertle, Anna H. McKenty, Violet M. Edwards, Miss Janet MacKechnie, Miss Sara Kramer, Mrs. C. S. Hollender, Mrs. M. E. Weed, Miss Margaret B. Edwards, Jessie Gall, Elsie McKenty, Jean Marley, Eleanor Reeder, Charles Strunk, Northrop Castor, Jr., Miss Mary E. Aven, Mrs. E. P. Curtis, G. Wilbur von, Organist, Miss L. K. Castor.

Holmesburg Baptist Church Prepares for Centennial

Members of the Holmesburg Baptist Church, spurred on by the untiring efforts of their pastor, Rev. Edward A. MacDonald, are now making plans to celebrate the one hundredth anniversary of the historic church, located on Frankford avenue near Rhawn street. The direct date of the anniversary falls in December, but due to the extensive program which must be carried out, it has been decided to spread the celebration over several months. Assisting the pastor in the preparations for this event is Edwin Y. Montanye, chairman of the general committee and for many years connected with the civic endeavors of the parish.

The contest for the best slogan for the celebration will close Sunday next. Will award a prize to the one who is judged the winner. Another feature of interest is to offer in competition a historic centennial hymn or poem to be set to music and to be used during the year at special services.

Probably the most attractive feature of the celebration is being worked out by those members of the pageantry committee, headed by the pastor's wife, Mrs. E. A. MacDonald. Many picturesque scenes, including the early practice of baptism in the Pennypack Creek, the town meeting after the fire in 1865, when the entire populace of the town rallied to rebuild the destroyed edifice, and other scenes well remembered by the older members of the church will be depicted and filmed.

Torresdale Church Celebrates Fiftieth Anniversary

The Macalester Memorial Church of Torresdale celebrated its 50th anniversary on Sunday, May 6; the church having been organized on that date in 1878. The cornerstone of the present church building was laid in 1882. An acre of ground and funds for the building were provided in the will of Charles Macalester, by whom Torresdale was named.

A portrait of Mr. Macalester occupied an honored place before the pulpit. This has been in the possession of Mrs. Colfesh for many years.

There were only fourteen charter members of the church. One of these, Mrs. William Colfesh, has been an active member for the entire 50 years. Two other charter members, Miss Alice McLean and Mrs. Mary DeHart, of Philadelphia, were present at the Sunday morning service.

The pastor, Rev. T. C. Welles, gave an historical sketch of the church.

On Tuesday evening there were addresses in the church at 8.00 o'clock. One former pastor, Rev. James C. Harvey, of Gladwynne, was present. Rev. W. A. Cook, of Wissinoming Presbyterian Church; Rev. J. M. Linton, of Disston Memorial Church, of Tacony, and Rev. Percy Brown, of All Saints' Church, Torresdale, took part in the service.

Miss Mary Peacock represented her family, her father having been pastor for eight years.

Several delightful solos were rendered by Mrs. James Candy, the sister of the choir leader.

The congregation was afterward entertained in the Social Room by the Pastoral Aid Society.

The Dispatch Fifty Years Ago

Story of Paper's Earliest Days Written by the Founders, in 1903.

On the occasion of the twenty-fifth anniversary of the Frankford Dispatch, in June 1903, the founder and first editor, the late Benjamin C. Tillinghast, wrote a very interesting letter in response to a request from the editor, from which the following is reprinted:

"I recall a certain pleasant afternoon, twenty-five years ago, when Mr. T. B. Foulkrod, a young printer in Frankford, suggested that I join him in the publication of a two-cent paper. As he agreed to publish the paper and attend to all business matters, and the required investment was small, and the editorship would probably not interfere very seriously with my regular business, I accepted his proposition. The question at once arose, what shall we name the new comer. The "Herald" and the "Gazette," both good names, were already in the field. As our paper had to be very small and everything would have to be very brief and to the point, telegraphic in fact, why not call it "The Dispatch."

"The absorbing interest we both took in purchasing the type and the rest of the outfit, and our serious negotiations with David Heston, then a new comer in Frankford, for one of his discarded presses, are pleasant memories now. We had no steam power, and electricity was, of course, out of the question; so we ran our press with one-man power, a certain well-known citizen of that day officiating at the crank for a modest consideration. Fortunately he never struck. We began publication on the second floor of the building at the southeast corner of Main and Sellers streets.

"Shall I ever forget my first editorial effort, the "Salutatory?" I wish I had it before me now. Would not all the people of Frankford be hungry for our first edition and, of course, read those words of greeting? I cannot remember now how many paid copies were really taken; possibly five hundred. Evidently our fellow townsmen were not lavishly extending the glad hand. We had piped our best, however, and felt that the note was true. The "Salutatory" promised that the "Dispatch" would give the news and that it would be fearlessly independent and would print nothing that could not safely enter the home. It kept its pledge. It was white from the first without a tinge of yellow. Just how white and independent it was, let some of the politicians of that day who sought its favor, testify; how fearless, let those who sought to brow-beat it, answer. To be true to itself, the "Dispatch" had to say some very unpleasant things. But it said them and took the consequences. Such a paper could hardly be quickly popular and had to win its way in patience. And the "Dispatch" has been doing this for twenty-five years.

"To the work of the first publisher who succeeded me as editor, the "Dispatch" owes its existence. Let that sentence shine by its own light. To the present editor, young, earnest and hopeful, as we were then, at whose request I write, I give the heartiest congratulations. I do more, I thank him warmly for holding to the traditions of the founders and keeping the "Dispatch" what it promised to be in its first issue, independent, progressive, a faithful chronicle of passing events, and containing nothing unfit to enter the home."



THOS. B. FOULKROD

In the same anniversary edition, the late Thomas B. Foulkrod, who succeeded Mr. Tillinghast as editor, on February 14, 1880, contributed his congratulatory message, and gave his reminiscences of early days, in part as follows:

"For nearly twenty of the twenty-five years' history of 'The Dispatch' my own life was interwoven with it. Consequently it was with pride that on my retirement I was enabled thus to write: As I close my service on the paper its circle of readers in this ward certainly ranks number one on the list, and with the figures going up.

"It was born in June, 1878, and had just been laid on its new bed in the printing press when it was predicted that its existence would be terminated in less than a year, from marasmus. But its editor and its publisher fed it (or its press) liberally on paper and this gave it a circulation which kept its heart beating. Then for about two years Mr. B. C. Tillinghast, its editor, fed its columns on rich literary pabulum with a little spice to increase the appetite. Consequently when he retired it was a kicking infant, having passed the peril of its second summer. It was then committed to the perilous keeping of the writer. To all appearance it was then all right and with strong circulation, but when the writer looked at its financial backbone (and he was the only fellow who dared expose that piece of anatomy), he was frightened. But he gave a second diet of paper of a different character (none of which went to protest, but was all chewed up) and the peril of existence was passed. Soon the child was lengthened or put into longer pants (or columns) and an era of prosperity began. Then a bigger bed (cylinder press bed) was secured and like Topsy "it grewed up." The sheet was then 26 by 40 inches and 32 columns in all, on four pages.

"The wish for the 'Dispatch' as it begins its half century march, is that every revolution of its press may exert a force in the direction of true Twentieth Century Progress in our town, and may influence its citizens to righteousness or right living. In other words, may it fulfill its noblest mission."

Frankford Dispatch Today

Six Times Size of Original Edition

The original size of the Frankford Dispatch page was 13 1/2 by 19 1/2, with five 17 1/2-inch columns to the page and giving a total of twenty columns, and 350 inches of space in the columns. Mr. Thomas B. Foulkrod in a few years increased to a 19 by 26-inch page, eight columns to each of four pages, and a total of 768 column inches. Under the present management "The Dispatch" has been increased in size four times, increasing the number of column inches respectively to 960, 1232, 1408 and the present 2112 inches for twelve pages, eight 22-inch columns to the page.

Notes of Old Frankford History.

FROM THE DISPATCH, MAY 29, 1908

The first school in Frankford was established in 1683.

Gas was introduced in 1854, the price being \$3 per thousand at first, but this was soon reduced.

The first building association in the United States are organized in Frankford, January 3, 1831. It was named the Oxford Provident Building Association.

In the machine shop of James Brooks, in the year 1835, the first locomotive to be turned out of a Frankford shop was built.

A building on Church street, east of Main, was secured as a temporary hospital during the Asiatic cholera epidemic of 1832.

Captain Stephen Decatur, having resigned from the Navy in 1801, came to Frankford and started the manufacture of powder in 1803. This gave the name to old Powdermill lane.

The first public burial ground or Potter's field for Frankford was created in 1811, at near Mulberry, Meadow and Hawthorne streets.

The first public school for colored children was erected in 1840, the Burgesses granting a lease of part of the public burial tract on Meadow street.

The Frankford Arsenal was begun during the War of 1812. In the walls of the main building are two cannons dated 1748, surrendered at Saratoga during the Revolution.

The Supreme Court of Pennsylvania held its sessions during the yellow fever epidemic of 1799 in Philadelphia, in the old Academy building which stood on the site of the Paul Street Methodist Episcopal Church.

Steamboats were operated from Philadelphia to Frankford by way of the creek to a landing at Frankford avenue, in the early Forties, but the project was never successful, as the boats were often left stranded by the receding tides.

The first public lock-up was authorized in 1817 and was located in the old stone Academy structure on Paul street, the site of the Rehoboth M. E. Church. Before this offenders had been taken to the Arch street prison at big expense to the Borough.

Among the historic hotels of Frankford were Jolly Post, Haines' Hotel (late Seven Stars), General Pike, Cross Keys, DeFauince House and Hoffman's Hotel. Afterward came the Cedar Hill Hotel and the ill-fated North Star, burned in 1887, and the Eagle Hotel.

The first military organization was the Frankford Artillery, organized by Captain Edward Duffield, in 1841. Their annual dress balls were features of the social life of the community. The Artillery were called into service during the Native American riots of 1844. The Jackson Artillery were formed in 1853.

The first public market house was located at the southeast corner of Main and Church streets, and was built in 1821. The market was leased by the Borough from the owners for a period of ten years at an annual rental of one dollar, the owners, Messrs. Peter Buckius, Jacob Rigler and Samuel Denny binding themselves to pay all taxes and furnish a full supply of wholesome meats and provisions. Later a line was put on hucksters who had the temerity to try competition with the public market.

The first street car operated from Frankford to the city was a double-deck vehicle running on tracks laid in the year 1858, by the Philadelphia and Delaware River Railroad Company, which was required to reimburse the various stage lines in operation that were forced out of business. The terminus of the line was at the curve later known as the dummy turn, and the cars ran to Second and Berks streets. A short time later the cars were extended to the Oxford turnpike. The Frankford and Paul street line was built in the Sixties. The famous and noisy "dummies" with their engine room and trailers were first operated in 1860 and continued on their puffing and wheezing journeys until the trolleys came to town in 1895.

The forthcoming celebration of Founder's Week in Philadelphia during October has aroused renewed interest in the old sub-divisions and townships forming the County of Philadelphia before the consolidation in 1854. The incorporation of the town or Borough of Frankford was consummated in the early part of 1800 by an Act of Legislature, signed by Governor Thomas McKean. Before the passage of the Act, Frankford formed part of Oxford Township, one of the earliest established, the boundary of which extended southeast to the Delaware River, thence southwest to the Frankford Creek, along same to the Tacony Creek, near Rowlandville, and following the course of that stream to the northwest point of beginning. The Act of Incorporation provides for the Borough limits as follows: Beginning at a point on the Frankford Creek, thence down the creek one hundred and ninety-five rods to the mouth of Little Tacony Creek, following same along its course about six hundred and ten rods to land of Jacob Smith, thence south 28 degrees 15 minutes, and west 409 rods to place of beginning.



Seal of Frankford.

Through the courtesy of Mr. Charles Humphreys, of the Public Safety Department, we are enabled to give a reproduction of the official seal of the Corporation of Frankford, as used during the period of 1800 to 1854.

The act incorporating the Borough of Frankford provided for the election of a Board of Burgesses, comprising two Burgesses, five Assistant Burgesses and a High Constable. The first election was held in May, 1801, and those honored by the Borough residents as their first officers were: Burgesses—Isaac Worrell and Peter Neff; Assistant Burgesses—Isaac Worrell, Nathan Harper, Joshua Sullivan, John H. Worrell and Joseph Bolton; High Constable—John Tresley.

The Burgesses were empowered to act as magistrates and pass sentence on violators of Borough ordinances, and the Board passed ordinances regulating the public affairs of the Borough.

As an evidence of the size of the Borough the census of 1840 showed a total population of 2376 persons in Frankford. Ten years later, in 1850, this had increased to 5345.

In February, 1854, the State Legislature passed the consolidation act, which created the entire county of Philadelphia into one great municipal corporation, thenceforth to be known as the City of Philadelphia. This Act wiped out existing Borough governments, and provided for the election of Councilmen. After consolidation Frankford was comprised in four precincts of the old Twenty-third Ward. That ward then included 12 divisions, which were located as follows: 1st, Sixth street, Susquehanna avenue, Germantown road and Somers street; 2nd, all of the township of the unincorporated Northern Liberties and Aramingo; 3rd, all of the Township of Bridesburg; 4th, 5th, 6th and 7th, the former Borough of Frankford; 8th, Whitehall; 9th, northwest of Main street and Oxford road; 10th, all of the former Delaware township, including Holmesburg; 11th, all of the former Lower Dublin Township, including Bustleton; 12th, all of the former Townships of Byberry and Moreland. It will be seen by these boundaries that the Twenty-third Ward originally covered a very large section of the City of Philadelphia.



J. K. CARR

It was through this association with the Dispatch as the original Dispatch boy, that I was brought into more intimate contact with B. C. Tillinghast, who as we have seen was its first editor, and who likewise was Superintendent of the Frankford Baptist Sabbath School. And the friendship that was then and there established in this peculiar manner, was never broken on the part of either of us, and continued steadfast, deep and abiding up to the hour of his death.

Little did he think that the poor boy he so encouraged and befriended would in later years "Carry on" the work he devoted the best years of his life, in building up, when he was compelled to lay it down on March 5, 1918, just 40 years after the establishment of the Frankford Dispatch.

Do you wonder then that I have always looked upon the Dispatch as being my "Alma Mater," so to speak, and to my first years of progress both ritually as well as materially, to my acquaintance and early association with your paper. Do you wonder then at the Dispatch has always had an honored place in my heart ever since was first published fifty years ago, and always will have as long as I live, and am glad to be able to still continue my name upon its subscription list as among its earliest subscribers.

The first issue of the Dispatch was on June 2, 1878. I well remember the day. How Mr. Foulkrod and Mr. Tillinghast both spent days in eager and anxious preparation for that great event. How myself and a number of other boys whose names I cannot now recall, stood around waiting for the first papers to come off the press. What a noise and confusion there was over the whole office, and how careful every one was to have that first issue just right and free from mistakes, in order to create a good impression upon the community. It was a great undertaking in those days to put another paper on the community, with two other papers in the field, and everything depended upon the first impressions that were made that day as to whether the Dispatch would live or die, and every eye around the office was keyed to the highest pitch of excitement, including myself.

That press! How I can see it yet.

It was not a big power press like they use now, operated by electricity, for electricity was not known or thought of in those days very much, but a hand press, operated by man power, and the first man to turn the crank to run the press, to turn out the first paper, was Jos. Knox, a distant relative of the writer, who held this laborious job for several years. It was a very hot day, that June 2, 1878, and my, how he did sweat and so did some of the rest of us, but perhaps in a different sort of a way.

I was given the first place in the line, and was therefore the first boy to receive the coveted papers, when they at last were run off. My first quota was fifty copies—that seemed like a whole lot to me to dispose of—but full of boyish ambition to make good, I took a chance, and out the office I went and was soon on the street crying out, "Frankford Dispatch, Just Out, Two cents." And I was a full fledged newsboy, earning my first dollar, and setting in motion the wheel that was to grind out my fortune and make my mark in the business world.

I well remember the name of the man who bought the first copy, I have never forgotten it. It was Thomas Sayre, who kept a barber shop on Sellers street near Main street for many years, and he remained a steady customer as long as I continued to serve the paper. And he never forgot me or the incident up to the time of his death.

It was he, after all, that really started me on my long and successful career as salesman, and paved the way for the bigger days that were to come, as head salesman for B. C. Tillinghast, during which time I traveled more than 450,000 miles, from one end of the land to the other, covering a period of more than 30 years, and continued in this capacity up to the hour of his death, March 5, 1918, just 40 years after.

I still feel that the success I may have achieved in this capacity is all due to the schooling I received in those early days in selling Dispatches on the street, and which gave me my inspiration for higher and better things in life, and shaped my whole course in later years to come.

Little can we know the tremendous abilities that may grow out of those things in life we may be led upon to do, and perhaps chafe at, as being of no great consequence, and consider them a hardship of time. For if a boy can sell the street at two cents a copy, he may put his mind

A bale of hose, or a roll of hose, at \$100.00 or perhaps \$1000.00 are only commodities in another form, and the principle is the same in either case. As a result of my first week's sale of the Dispatch, I sold 42 copies and headed the list, and was paid the magnificent sum of 34 cents, or at the rate of 80 cents per hundred copies. But I felt proud, small as it was, looked mighty big to me then, and represented my first real earnings in doing a definite piece of work.

I never fell below my first week's sales of 42 copies. I would never allow myself to go backwards. That was altogether foreign to my make-up. Though I was poor, desperately poor, I had an overwhelming ambition to do something, to be something, and this seemed like my first opportunity and I grasped at it a good deal like a drowning man grasps at a straw as he is going down for the last time.

Week by week I increased my sales, and enlarged my route till it took in Frankford as well as Whitehall, and I soon passed the first 100 mark and was well towards the second hundred, and no one was ever allowed to pass me, and no one ever did.

I well remember the watermelon contest that Mr. Foulkrod put up as a prize to the boy selling the most papers that week. Of course I won that melon, and it was some melon too. But what a howl went up among the rest of the boys who said it was not fair, and as a consequence another and a still larger one was put up to the boy who increased his sales the most over the previous week, and that was another story and altogether different, and what a struggle it created among the selling force to win. It was just as hard for me as for any one else, and perhaps harder, for I had such a high handicap to overcome; but I won out a second time, and that ended the watermelon contests.

I also recall the first suit of clothes I ever bought myself, all out of my earnings in selling Dispatches. My how proud I was of that suit. I think I paid for it \$8.00, at A. C. Yates & Co., then at 8th and Chestnut streets, in the Ledger building. It seemed like a big thing for me to do, a tremendously big thing, and it really was, and meant a whole lot to me.

As I look around I often recall some of the prominent customers I had for the Dispatch in those days. Many are dead and have passed away. Some are still living and rank among the best friends I have. I wonder if I dare mention a few. James McLen, Thos. Sayre, Geo. Crooks, Clarence Summers, Edward Rowen, Henry Oldfield, Mrs. K. Rush, Jos. Tibben, Monroe Dyer, Mrs. Benj. Taylor, Mrs. K. Quicksall, Harry Stanwood, Henry Taylor, Edmund Walton, Mrs. Lawton, A. France, Chas. B. Lloyd, Miss K. Spratts, and I think Jas. McMaster. These are only a few of the names as I can recall them at this time.

Perhaps one of the finest compliments I ever had paid to me was by Mr. Jas. McMaster, who said to me one day shortly after I had finished my new home at 1134 Foulkrod street, a number of years ago: "I never pass your beautiful new home without feeling like taking my hat off when I think of you as a newsboy, and what you were then and what you have accomplished since in the few years I have known you. The wonder of it all to me is how you ever did it."

After working with the Dispatch for nearly two years, I took a position on the Frankford Herald with Mr. William Axe, as a compositor, having learned how to set type fairly well while working around the Dispatch office. But I never lost my love or interest in my first job, and it was while here one Friday morning, when we were busy on the paper, that word was received that B. C. Tillinghast wanted to see me in the Dispatch office at once. Although Mr. Axe objected very strongly to my going, I finally went and found Mr. Tillinghast and Mr. Foulkrod in earnest consultation about a boy he stood in need of in his new store, then at No. 33 South 8th street, Philadelphia, and was asked if I would like to have the job as general office boy and run errands in his rubber establishment, as a permanent position.

It came to me almost like an act of Providence and as an answer to prayer, and I accepted the offer, although I never could understand, and neither could he, why he should select a boy to do the work required of a boy who could run errands, and who could undoubtedly do the work around an office much better than I could.

I immediately resigned my position at the Herald office, greatly against the wishes of Mr. Axe, and started in on my new job November 23, 1880, a most bitter cold day, one of the coldest in the history of the weather bureau before or since. This position really proved to be my life-work, and many changes have taken place in the management of the Dispatch, and likewise in the affairs of B. C. Tillinghast.

Now just one thing more and then I am done. It is strange how often many things can happen in the life time of an individual, and center around a little circumstance, that at the time seem almost of no special consequence, and which later seem to have a remarkable bearing on a whole life's work.

You have seen how my early connection with the Dispatch as a newsboy, led me step by step, till it affected my whole life, and prepared the way for my present high position as president and general manager of the B. C. Tillinghast Rubber Co., Inc.

May I mention just one more event that grew out of all this, which to me has been the most blessed and helpful association of them all. It was through my connection with the Dispatch very largely, that I came into intimate acquaintanceship with Mr. Geo. W. Henry, now Editor and Proprietor of the News Gleaner, who at that time was head compositor of the Dispatch Office, and who taught me largely all I ever knew about type setting, and who was regarded as one of the fastest type setters in Philadelphia.

Through this friendly association, I became very intimately acquainted with his family, and especially with his youngest sister, who eventually, after a delightful courtship of a number of years, during which time we just seemed naturally to grow into each other's affection, became my young bride, and upon whom I bestowed the highest gift in the power of any honest young man to give, that of his good name, or his heart's truest affection, which after the lapse of many years, remains true and un-

And if any one were to ask me who I would sooner be if I could not be J. K. Carr, I can only say in the language of that famous New York lawyer, Mr. Joseph Choate, who when asked the same question once, replied instantly, "My wife's second husband."

It seems in reviewing all the above that it is perfectly proper that I look back with pride and satisfaction upon my early connection with the Frankford Dispatch, and the events that grew out of them, and glory in what has been accomplished through those happy associations.

You may take everything of material consequence away from me, but you cannot rob me of the deep satisfaction I feel in having been linked with the life and birth of the Dispatch, and to have gotten my inspiration from the close association with those two men, who meant so much to me, and who continue to abide with me, even though dead, still live in my memory and affection.

Girard in Inquirer Gives Civil War Writings of Lewis Frank Castor, Sr.

The following article appeared in the Philadelphia Inquirer in the "Daily Talks by Girard" on Wednesday morning. The "Mr. Cocker" mentioned was the father of George W. Cocker, of Arrott street, who went to Gettysburg battlefield to find his son, William, who had been wounded on the first day of the battle.

How did it feel to march miles to Gettysburg, fight hard and then march away again, I've just been reading the unpublished letters of a Philadelphia soldier aged 19, who did that. Sixty-six years after the event, the story told by Lewis F. Castor, on the now yellowed paper, to his father reads with graphic clearness.

Mr. Castor, widely-known citizen of Frankford, died only a few days ago. He passed only a fortnight after his brother, Thomas Ellwood Castor, whom I described as the third son of the third son in the fifth generation.

They were of the same family as the late Congressman George A. Castor. Lewis Castor was an uncle of Horace W. Castor, whom everybody knows as an architect, and to whom I am indebted for a sight of those old war letters.

Lewis Castor was a bright boy and wrote a beautiful hand, as became a youth who already was a talented bookkeeper.

Like another Xenophon, young Castor gave in detail the events from June 23, 1863, until July 29, and from Leesburg to Gettysburg and back to Catlett Station.

He apologized to his father in Philadelphia for failing to write oftener, as if a soldier of Meade had time to do much that summer but march and fight!

On the way up to Gettysburg the youthful boy in blue saw his first military execution. Three deserters from the Fortieth Pennsylvania Regiment were shot.

The doomed men sat upon their coffin lids while seven soldiers—one with an unloaded musket—stood ten paces in front of them.

"Do your duty," commanded General Williams, and in an instant three soldier corpses were stretched upon the ground.

War hardens men quickly. That execution sickened Castor, who was forced to see it.

But after Gettysburg, when he saw the naked body of a spy hanging to a tree at Frederick, the Frankford soldier was unmoved, although he had personally known the spy.

While his command was rushing north towards Gettysburg—marching twenty-three miles one day—news came that Meade had taken command of the Army of the Potomac. Wrote the 19-year-old Castor:

"This did not seem to have any effect at all on the army. Hooker never was liked very well by the soldiers since he made us carry eight days' rations on the marches to Chancellorsville.

"We marched to within a mile and a half of Gettysburg before we were aware of any rebels being near."

Always the reference to the enemy is "rebel."

The gallant Geary, of Pennsylvania, was out there on the left of the Union line and so was the boy from Frankford.

Vividly he told how on July 2 the fighting kept up until 10 o'clock at night. Then it being "very dark, we all lay down and took a sleep until 3 o'clock the next morning."

The boy's father had asked him to tell his experiences during that great battle. And they began the third day's work at 3 o'clock in the morning.

In battles the eight-hour day is forgotten. He described that stupendous cannonading on the afternoon of July 3—the heaviest ever known in a war up to that time.

"The air seemed fairly alive with iron," wrote the Philadelphia soldier to his father. "It seemed there was not a spot of ground twenty feet square far as I could see that was not hit by a shell, and yet I did not see a single man get struck with one of them."

Official records bear out that remarkable fact—few on the Union side fell victims of that grand cannonading which preceded Pickett's final assault which ended the battle.

But before that afternoon ended things were different where the Frankford sharpshooter—he was selected for that class—was operating.

"Such a mess of dead and wounded men I have never seen before, nor do I wish to see soon again."

Then he told his father in that letter, now sixty-six years old: "We took care of the wounded and commenced to carry in the rifles."

His regiment got 475 from the Confederates, while his division had 5000. People flocked to Gettysburg from all sides to look for relatives. Lewis F. Castor wrote his father that on July 4 he saw "Mr. Cocker from Frankford going up to the battlefield."

"A most glorious Fourth it was for us. For my part I felt happy and contented. We lay in our rifle pits all that day and night, and the next day about noon we marched to Littlestown, about ten miles from the battlefield."

That spy who was hanged at Frederick "had put a ventilator in my cap for me," the boy Castor wrote his father. Then he added: "His son was to be hanged the next day."

One morning "General Geary rode along the lines and told us that our fighting in that place was finished, as the rebels had recrossed the river"—the old man Potomac.

On July 7 Castor's outfit marched twenty-eight miles, and the lad wrote his father: "What do you think of that for one day's march after three days' hard fighting?"

That was during the great race between Lee and Meade to see which could reach the Potomac first. Lee won, and his army escaped.

And now this boy soldier of '63 has passed at Frankford, a veteran of 85. The ranks of Lee's and Meade's armies in that campaign are now very ragged, indeed.

GIRARD.

A Pennsylvanian

Edwin Forrest, eminent tragedian; born in Philadelphia, March 9, 1806; died here, December 12, 1872.

Born in the old Southwark district, near Second and South, his father, a runner for the Bank of the United States, died while he was yet a lad, the support of the family falling upon his mother. For a time young Forrest was employed as a printer's devil in the office of the noted "Aurora," later in a cooper shop and then as a clerk. His early love of the theatre was a source of grief to his pious mother, but it became an overmastering passion and before he was in his teens he had appeared in amateur theatricals staged at such places as the Apollo Theatre and the Tivoli Gardens. His first regular appearance on the stage was at the Walnut, November 27, 1820, as Young Norval. His success was immediate. Adopting the stage as a profession, he set out for the South and West, which offered greater opportunities for the novice. Within six years he returned a full-fledged star, appearing at the old Chestnut, July 3, 1826, as Othello. Triumphant tours through the principal American cities followed and he became recognized as the foremost American tragedian of his time. Similar success accompanied visits to England in 1836 and 1845, during the first of which he married Miss Catherine Norton Sinclair, daughter of John Sinclair, the popular singer, a union destined to end in divorce, after a sensational trial. A feud with Macready, the noted British tragedian, was the result of his second tour of England, and was afterwards responsible for the Astor Place riot in New York, in which twenty-two men lost their lives after the interruption of Macready's performance of *Macbeth*. In 1853, having amassed a considerable fortune, he left the stage, but returned to it in 1860, continuing until 1871, the last few years blighted by paralysis of the sciatic nerve. He died in his town house at the southwest corner of Broad and Master streets, now occupied by the School of Design for Women, and left the bulk of his estate to found the Forrest Home for aged players at his country place, Spring Brook, near Holmsburg. Throughout his career he was noted for his encouragement of native talent, offering considerable prizes for plays of American authorship.

Current Topics of the Town

A Postscript to the History of Edwin Forrest and His Benefaction

EDWARD T. STUART, of the Girard Trust Company, contributes an interesting additional chapter to the story of the Forrest Home.

The estate, Springbrook, was at one time in the possession of his grandfather, George H. Stuart, the Civil War philanthropist, who was called "the power behind the throne" when Grant was President.

George H. Stuart bought the place in the panic year of 1857 from Caleb Cope, afterward president of the Philadelphia Savings Fund.

There were 110 acres, of which 40 were occupied by the mansion, lawns, gardens, greenhouses and a pond.

Mr. Cope, a shipping merchant, devoted to botany, had made an impressive collection of plants and shrubs, having a penchant for orchids and exotic flora.

There was an example of that heroic water lily, the Victoria Regia, then a rarity, and Mr. Stuart used to let his youngest daughter stand on one of the lily pads to show his guests that it would support her without sinking.

And there was a century plant, which blossomed in 1858, on the very day when Queen Victoria sent her congratulations to President Buchanan over the first Atlantic cable.

Mr. Stuart had the blossoming plant taken to Parkin's Gardens, at 1019 Chestnut street, and shown there for the benefit of the Y. M. C. A.

MR. STUART kept Springbrook for nine years, entertaining many guests, including Grant in 1865. But he found it costly to maintain, and the atmosphere, heavy with the moist fragrance of many greenhouses, was not good for his asthma. "I frequently had to drive into the city late at night to get out of it," he says in his memoirs.

An observer of the grounds in 1859 noted a bunch of grapes measuring twenty-seven inches in length on a vine two years old, together with orchids, ferns, mosses, begonias, pitcher plants, nectarines and apricots grown on espaliers, and other fruits and plants in profusion, including even the Egyptian lotus.

But "the glory of the garden" has departed of late years, and hardly a trace remains of the thirteen greenhouses. (Stuart was the youngest of thirteen children—his office on Bank street was 13; he lived at 1313 Spruce, having previously resided for a while at 1339 Pine street.)

Mr. Stuart paid Cope \$75,000 in gold—a very large sum of money to pass in cold cash in a real-estate transaction of those times.

When Forrest got the estate at auction, with John McCullough bidding for him, the price was \$94,000.

Forrest had the title transferred to his unmarried sisters, Caroline and Eleanor, and it is said that he never spent a night in the mansion.

FORREST signed his will April 5, 1866, and the witnesses were Eli K. Price, H. C. Townsend and J. Sergeant Price. His benefaction has been compared with that of two other actors—Edward Albyn, who established Dulwich College, and Nell Gwynne, who gave land at Chelsea and procured the construction of a hospital there.

Forrest died at his town house, Broad and Master streets, December 12, 1872. The home was at first embarrassed for want of funds, since the trustees of the estate were compelled by the courts to pay Forrest's divorced wife nearly \$100,000.

At the town house Theodore Thomas held the organization meetings of his Centennial orchestra and chorus; later it passed to the School of Design. The house was virtually a library and a museum of objects connected with every phase of Forrest's various career. A great student of the Bible, he not merely possessed but perused many editions of the sacred volume. "No book ever penned has such inspiration," he said.

As for his own inspiration, he maintained to the last the attitude of a demigod. They asked him if he played Lear. His answer was characteristic of the man.

"Sir! I play Hamlet, and Richard, and Shylock, and Virginius, if you please, but by Heaven, sir, I am Lear!"

When his fatal illness first seized him, in the midst of his enactment of the role of Richelieu, they feared he was dying and offered him stimulants. These he majestically refused, saying as he waved the attendants aside: "If I die, I will still be my royal self!"

ANNIE FIRMAN JACK AGAIN "PRINCE HAL"

Aged Actress, Entertaining Bala Clubwomen, Re-enacts Her Famous Role

AT EDWIN FORREST HOME

Two years ago the Woman's Club of Bala gave a "surprise party" for Annie Firman Jack.

Yesterday the Shakespearean actress of two decades ago returned the compliment and for several hours was hostess at the Edwin Forrest Home while a dozen clubwomen of today heard stories of "the days when Shakespeare really was played."

With all the regal grace that made her stage impersonations famous years ago, Mrs. Jack returned to the field of her first laurels. She talked and received and was hostess of the Home.

Packed into two automobiles, the clubwomen drove to Holmsburg.

Mrs. Jack received the guests in her own high-ceilinged room on the second floor, led them to her autograph book and asked them to sign.

While some were busy with pen and ink, Mrs. Jack told the story of the antique four-posted bed standing in a corner of the room, a beautiful carved piece of dark mahogany, with a canopy overhead.

Relic of Edwin Forrest

"It was in this bed that Edwin Forrest breathed his last," Mrs. Jack explained. "He was practicing with dumbbells one day and fell over dead. I am very, very proud to have it in my room."

The autographing finished, Mrs. Jack went to an old cabinet and took out some songs she had written and sang a little piece. Then it was her turn at the pen and ink, as she gave out autographed copies of her song to the clubwomen.

Every member holding a copy of the songs, Mrs. Jack led the way downstairs to the wide drawing rooms, where Mrs. G. W. Moore, of the club, sang a new Negro spiritual in a contralto: "Deep River," and "I Want to be Ready," and several German folk songs.

Mrs. David N. Patterson suggested that Mrs. Jack should take her turn at entertaining, and Mrs. Jack smilingly arose. At once the little audience knew they were listening to a once-famous actress.

Two simple pieces Mrs. Jack spoke—T. A. Daly's "De Lettele George Washington" and "Das Kleine Kind" of George Hobart.

The change from the wily, charming Italian to the soft German slumber poem was done, and guests set around, unwilling to go without more samples of Mrs. Jack's art. Mrs. Harold de Lancey Downs asked her to give a selection from Shakespeare.

Up Mrs. Jack sprang, at once fierce, impetuous Prince Hal, hurli challenge at Hotspur. This was Jack's most famous impersonation.

Envy by Julia Marlowe

"Julia Marlowe herself envied me that character," she said. "Miss Marlowe was out here so—some time ago and said that she never attempted to play Prince Hal, but a dozen persons told her how I had done such-and-such a bit. She said she got tired of having me held up to her as an example, so gave up trying to be the rollicking Prince Hal."

Smiling, Mrs. Jack added: "I used to be called before the curtain three and four times for that scene."

It was almost time to go, and Mrs. David N. Patterson placed in the aged actress' hands two white wrapped boxes of candy and a book, and said "Sweets to the sweet, and farewell."

And it was farewell. As Mrs. Jack stood at the wide door and waved good-bye to the two automobiles passing her, and with handkerchiefs fluttering the sped from the grounds.

Miss Sydney Cowell, actress of other days, helped Mrs. Jack receive her guests, but the rest of the little colony of stage folks did not appear. In their rooms through the quiet hours they fondled their own way, regardless of the visitors.

Besides the clubwomen mentioned, Mrs. W. A. Melcher, Mrs. Edgar Gardner, Mrs. R. M. Shoemaker, Mrs. William C. Shultz, Mrs. E. T. Spencer, Mrs. John A. Higgins and Mrs. G. Campbell were included in the party.

Amy Lee Has a Birthday Party

A few days ago a birthday celebration by Miss Amy Lee, who had reached party was given at the Forrest Home the age of—but why be accurate in



Amy Lee

such matters, inasmuch as the affair was a delightful one and was participated in by not only some of the guests of the home, but by a number of well-known players in our midst at the time? The accompanying cut of Miss Lee showed her as she was when about two years of age—although it is claimed that even at that tender age she had already begun acting on the stage; for her father, Harry Watkins, and her mother, Rose Watkins, known on the stage as Rosina Shaw, were then in the heyday of their popularity, especially in the South. A clipping from a North Carolina newspaper of many years ago tells of a benefit being given for the young comedienne at which she was to appear as Juliet. She was probably the youngest actress to essay the role.

rical Stars Entertain at Edwin Forrest Home

Eighteen theatrical stars and managers journeyed to the Edwin Forrest home for Actors in Torresdale last Friday and met there the 12 guests, who, in their day, were headliners and stars.

The men and women who are playing on Philadelphia stages joined in an all-day conference with the guests, discussing the coming benefit for the home to be held in the Forrest Theatre on March 9. Not only was this date fixed last Friday, but the committee in charge guaranteed that actors and actresses from every company then playing in Philadelphia would contribute their talent for the comfort of the veterans.

This committee is headed by Thomas M. Love, and includes Abe Einstein, C. C. Wanamaker, George Fish, Mark W. Wilson and others.

Those who went to the Home last Friday were George Arliss, Otis Skinner, Joseph Brennan, Leo Flynn, Mr. and Mrs. Ernest Truex, Ivan Servais, Paul Ker, Jack Donohue, Mina Penn, Rose Kessner, Clarence Hyde, Percy Moore, Beth Franklin, Clara Vedorer, Justina Hart, Arthur Albertson, Ryder Keane and Albert Straussman.

Coffee was served in the late afternoon, at which time the aged guests told of their careers. Amie Lee, who played in the Girard Avenue Theatre comedy roles which delighted Philadelphia, was there. So was Annia Firmin, who made her debut as an understudy to Fannie Davenport in Mrs. John Drew's Company at the old Arch Street Theatre. The other guests who will attend the benefit and who are keenly interested in its success are Emily R. Lewis, Margaret Fitzpatrick, Sydney Cowell, Carrie Lee Stoyie, Johnny Stone, Kate Jepson, Charles Chappell, Percy Plunkett and William Beach.

A notable feature of the benefit performance on the afternoon of March 9 for the Edwin Forrest Home will be the appearance at Forrest Theatre of the Philadelphia Orchestra, with its conductor, Leopold Stokowski.

E. H. Sothern and Julia Marlowe will make their first public reappearance after their recent trip abroad, at the matinee performance.

Before an audience that filled the Forrest Theatre from pit to dome, theatrical stars of today appeared at a benefit last Friday afternoon for the guests of the Edwin Forrest Home, a retreat for aged actors. About \$5000 was realized. Mayor Moore, introduced by Harry T. Jordan, paid tribute to the work done by the former performers, who sat in a box at the right of the stage. There was Amy Lee, once leading woman for Creston Clark; Mrs. Jack, Mrs. Mack, and many other men and women whose names were known in the world of make believe artists who appeared behind the lights in a remarkable program.

Mrs. Jenny Stone, famous years ago as an equestrienne, died last Friday at the Edwin Forrest Home, Holmesburg where she had lived twelve years. She had been ill for two weeks with gastritis, and her age, eighty-three, militated against her recovery. Funeral services were held at the home at 10.30 Monday morning. Interment was in Mount Moriah Cemetery.

Percy S. Plunkett, retired actor and long a resident of the Edwin Forrest Home, died on Tuesday in the Hillcrest Sanitarium, Berwyn, where for 18 months he had been under treatment for paralysis. He was 73 years old, a native of England, and played with many prominent companies at various times. The funeral was held Friday morning with services in the Church of St. Dominic.

Mrs. Stella Congdon Chapman, old-time stage actress and wife of Frank Chapman, retired actor, died Wednesday night in the Edwin Forrest Home following an illness of more than three weeks. She was 76 years old. Before she retired four years ago Mrs. Chapman played the part of Rose Melville in "Cy Hopkins," which was produced in the West. Funeral services will be held tomorrow afternoon from 4747 Street. She will be buried in Mount Moriah Cemetery.

THEY ALL DO HONOR TO SHAKESPEARE



Jane Cowl, Juliet of the flapper generation, with Annie Firmin Jack, Shakespearean of the ancient regime, are shown at the celebration of the 360th anniversary of the birth of Shakespeare at the Edwin Forrest Home, Holmesburg. On the right is Emily R. Lewis, one of the guests at the home



ACTORS CELEBRATE SHAKESPEARE DAY

Jane Cowl and Rollo Peters Are
Guests of Honor at Edwin
Forrest Home

COMMEMORATE BIRTHDAY

Gray-haired and bent interpreters of Shakespeare of bygone years were hosts yesterday to the Romeo and Juliet of the flapper generation, when the 360th anniversary of the great dramatist's birth was celebrated at the Edwin Forrest Home, Holmesburg, with Jane Cowl and Rollo Peters as the guests of honor.

If you were there you looked back twenty, thirty or forty years and saw them, tripping across the stage in Shakespearean costume—these white-haired old men and demure old ladies of the ancient regime, who live on the Forrest estate.

You couldn't have helped it had you tried. The quaint afternoon frocks of lavender they wore compelled it. Once on a time they were grand frocks, as grand as money could buy. Yesterday they were more than grand. There was the defilection of a beautiful tradition in their folds—the defilection that would cling to the folds and wrinkles of Juliet's bridal dress had she lived to grow old and gray-headed and donned it then.

They sat in silence while Dr. Horace Howard Furness, Jr., delivered the introductory address. Dr. Charles Wharton Stork read his dedicatory ode to Shakespeare, and Miss Lillian Bidmead read the trial scene from Henry VIII. They were paying tribute to the great master of English drama whose characters they had lived.

And after Miss Amy Lee, soubrette and unconscious vamp of the home, read a poem on Philadelphia, they played hosts, greeting with affectionate regard the newest star who has risen in the Shakespearean heaven.

Jane Cowl, loveliest of all the Julietts that the flapper age has seen, smiled at them, patted their pretty shawls, put her arms around them and posed with them. And with the redoubtable Miss Lee, Rollo Peters played Romeo to the photographers.

They were intensely proud of it all, the guests at the Forrest home—from Amy Lee, the irrepressible, to the oldest guest, who sweetly bemoaned the fact that the black braid which a careless hairdresser had made for her did not match her pretty gray hair.

It is the greatest day of the year at the Forrest home—the observance of Shakespeare's birthday. Edwin Forrest, in his will bequeathing the home to aged Shakespearean actors, directed that each year the birth of the great English dramatist be observed with fitting ceremony and Edwin Forrest guests never fail to carry out their part of the compact.

The 118th anniversary of the birth of Edwin Forrest was observed at the Edwin Forrest Home, on Monday. Edwin Forrest, known as the great American tragedian, was born on March 1806, in Philadelphia. He died in town house at the southwest corner Broad and Master streets, now occupied by the School of Design for Women, and left the bulk of his estate to found the Forrest Home for aged actors at his country place, Spring Hill at Holmesburg. Throughout his life he was noted for his encouragement of native talent, offering prizes for plays of American ship.

Among the Girard Avenue players none enjoyed a more extended popularity than Amy Lee, a plump little blonde soubrette who joined the company soon after it was organized in 1891 and remained for some dozen years. She wasn't a great actress, but she had a certain vivacity and charm that audiences liked, and she, for her part, was willing to attempt anything—from giving a rattling good performance of Lotta's old part in "The Little Detective" to plunging into Ophelia, which was far beyond her depth.

Just as nothing daunted Amy Lee, nothing was too big for the stock company to attempt. Any current success of the regular stage was eagerly tried, in the original if it could be obtained, or in a "version" if the original were denied. Thus audiences at the Girard saw versions of "Cyrano de Bergerac" and "L'Aiglon" when those Rostand plays were the vogue; "Quo Vadis" was given, burning of Rome, arena and all; "The Three Guardsmen" came while James O'Neill and E. H. Sothern were Broadway rivals as d'Artagnan; and when Henry Irving brought Sardou's "Robespierre" to America, the stock company quickly had its version.

See Selection - Men & Things - Times 1937

AMY LEE IS LIFE OF FORREST HOME

Veteran Actress Brightens Already Cheerful House on
Holmesburg Road

RECALLS OLD DAYS

There is a big white house on the Holmesburg road and in it there are many rooms.

Cozy and bright are the rooms in the Edwin Forrest Home. But the brightest of all is the one on the third floor back that faces the morning sun.

And gayest of all the bright things in the gay little room is Amy Lee herself, whose vivacious presence and dramatic talent were formerly the chief attractions of the leading stock companies here.

It is now eight years since Miss Lee forsook the stage and established herself in the Edwin Forrest Home, and the last glimpse vouchsafed the Philadelphia public of a personality so essentially its own was at the Stage Women's War Relief Benefit held in 1918, when Miss Lee made a special appearance.

Actress Since Birth

"I've been on the stage virtually since I was born," said Miss Lee yesterday, in explanation of the gallery of prints and photographs that adorned the walls of the bright little room. Among the collection are signed pictures of Patti, John Drew, Mabel, Edwin For-

rest, Fannie Ward and a host of others who have helped to build dramatic history.

"My first public appearance," continued Miss Lee, "was at the age of six weeks, when I was grabbed from my cradle in the wings of the theatre at which my parents were playing and forced, much against my infant inclinations, to understudy for some other babe who failed to materialize at the psychological moment."

Miss Lee's repertory at one time extended down the entire list of dramatic heroines, and her tragic willow song as Desdemona in "Othello" never failed to capture the house.

Played Every Type of Role

"Since my first appearance I think I have played every type of role possible to the English-speaking stage," said Miss Lee, displaying a vast bundle of photographs of herself in different character parts. "Everything from Ophelia right down to Topsy. In the old days, you know, there wasn't such a thing as specializing in any one particular line. You didn't stand a chance unless you could play any kind of part—drama, pathos, tragedy, comedy or farce—with equal ability. That was before the days of musical comedy."

Miss Lee, with her unfailing good temper and her high spirits, is the life of the Edwin Forrest Home.

"I don't know what we should do without our Amy," declared Miss Sydney Cowell, formerly associated with Sir Charles Wyndham and today the oldest member in the home. She smiled indulgently as Miss Lee crawled with agility underneath the furniture in a determined effort to recapture her cat.

"Keeps us all alive with her fun, she does. There's no depressing her at all. She's just bubbling over with spirits all the time, and we love her for it. There's never a bit of fun goes on but you can bet any money in the world Amy Lee's at the back of it all."

NOVEMBER 26, 1916

A Day With Men in Prison

By A. D. James

"I'd rather serve time on the inside than the outside."—Warden "Bob" McKenty, of the Eastern Penitentiary.

FAIRMOUNT avenue, Philadelphia. It might be Madison avenue, New York. Consider it. There is a portion of it not as esthetically beautiful as some boulevards of the world. One block I have in mind. There is a boarding stable that shoulders a wholesale warehouse; two or three brick dwellings upon the dingy faces of which the shutters hang awry from the windows. In front of a firehouse a haggard laborer bends over a clay-incrusted shovel, beating out the point with a cobblestone. Dust and trash, leaves and paper are at the mercy of the autumn winds. Ragged children scream at their play.

Not beautiful; decidedly not. But across the way the gray old ivy-clad pile, the Eastern Penitentiary, is anchored against the sky, and when the unfortunates go in through the bolt-studded door to serve time on the "inside," suddenly how sweet, how wistfully grand is the dust-littered street that we have just contemplated. Some magic of the mind touches it, films it over with beauty. It is the last of God's world they see, some of them for all time.

We never miss the water till the well runs dry. And by the same token, a dying man sees beauty in a bleak December day.

I went out to the Eastern Penitentiary last week to spend a day. Many a time I had cooled my heels in McKenty's cold-storage plant just beyond the pavement.

But I had never gotten farther than the inner door of the outer chamber,

and I had a deep and abiding curiosity to know what went on in the big gray village.

I found out, and—but we'll look the place over before we do any moralizing.

The bolt fell behind me with a grating clang that is calculated to send a chill through the soul. I don't know why McKenty doesn't make his entrance more inviting. It must be terrifying to a man just out of the warm and throbbing world to face the gray gloom of that entrance court and hear the rattle and friction of the iron locks.

I stepped through the inner door of the warden's inhospitable lobby and came into the full mellow glow of the November sun, which was shining down a little street bordered with roses. Ahead of me was a low stone building spraddled out at all angles, a huge, low, lazy-looking structure, pierced down the center by a brilliantly lighted corridor, as sleek and span as the wardroom of a battleship, with a group of men standing gossiping all along the way.

No gray gloom there, if you please; only light and laughter. There was something almost stazy about it. No shadows on the faces, no downcast eyes there. Frank, pleasant countenances greeted me all along the way to the warden's office. I had a vague feeling that I had made a mistake—had gotten into the wrong pew. This was not a penitentiary, surely.

I found McKenty, the master of the thing, feet cocked aloft, on a chair in his office, a brown coat over his shoulders, right

There is something pure sterling about this fellow. He faces life fairly every minute, shoots from the shoulder straight and hard and is afraid of neither man nor devil.

"Where is the penitentiary?" I shot at him. "I came out to see some prisoners. What sort of a building is this?"

"Say," said he, with a falling inflection of a voice that seldom falls very far, "you're just like a lot of other so-called wise ones that I've seen. You're stone blind. Why don't you look around you? We don't dress 'em in black, and we don't crop their hair, and we don't paint their faces."

"Pete," he shouted, bending over to command a view of a small knot of men near the office door. "Pete, come here."

A young fellow, with a mild, frank countenance, dressed in bluish white trousers and a brown shirt and gray knit tie, with long hair neatly brushed, detached himself from the group and came into the office.

At the sight of him I was instantly reminded of a visit I once made to the Philadelphia Hospital for the insane. Doctor Hawke showed me through. We came to the mess hall, where hundreds of stolid looking men were browsing at their food.

"These men are surely not crazy," I said to Doctor Hawke. "It is impossible. They look as sane as you or me."

"Come here," said he. We approached a table, at the end of which sat an oldish man, who was very intent upon his food.

"John," said Doctor Hawke, bending over him with the kindest possible

manner, "how much are you worth today?"

The patient looked up at the physician out of small, watery, weak-looking but apparently perfectly sane eyes, and exclaimed: "I figure it is twenty million today, sir."

"You see," said Hawke, "he is not exactly right, is he?"

And "Pete," out at the penitentiary was a "lifer," but you wouldn't have suspected it in a thousand years. This youngster of twenty-five looked quite as bright, as confident and just as intelligent, if you please, as a large percentage of young men you would observe on Chestnut street. He had simply made one bad break—got mad out of season and acted on an impulse so many of us have, but for some reason or other are able to check.

We went into his cell. Maybe you have never been in a "lifer's" cell. Gray, narrow walls, a window barred with black and forbidding iron, a hard trundle bed, and with a shivering chill in it—in the room, not the bed—that is your picture, very likely.

We will disillusion you. Four days prior to this visit I am describing, a "landlady" of a Chestnut street hostelry had asked me exactly \$14 a week (with board) for the privilege of occupying a room overlooking a roofscape to the south, not a whit larger and by no means as cherry as this cell of Pete, the "lifer."

The walls were hung with "gay streamers and innumerable pictures; there was a carpet on the floor, a white spread on the bed, and even a lace-trimmed pillow over the pillow. And



"Beyond a shadow of doubt, the one most interesting thing to see behind the gray wall out there on Fairmount avenue is plain 'Bob' McKenty

in a corner reposed a Victrola that cost Pete \$150.

He turned on the music; both of us sat down, and the Warden bared his auburn head. The concert lasted fully ten minutes. Strange? Yes, very. If you had seen the Warden, his chair tilted back against the wall, listening dreamily to the richly flowing tunes, a guest of his own prisoner, you would rightly have concluded that times have indeed changed since mother was young. A new order has certainly come into being.

I spoke a while ago about the spirit of the prison. There is a sto

hell. Everything went on all right if you recall, until the visitor wanted drink. He couldn't get one, and Inferno got its name. This show gayety was all very fine. Events flew on the surface like a gay May day, the spirit! The insides!

There was a picture on the wall of Pete, the "lifer." It was an old woman; just a neat little picture in a silver frame. "What picture is that?" I inquired.

Pete reached and touched the picture. "That's my mother," he said, "I had suspected as much."

KING WASHINGTON SEEN IN FRANKFORD. ENLISTMENTS IN THE CONTINENTAL ARMY

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)
(Fourth installment)

Continued from last week.

The local spirit appears, on the whole, to have been highly patriotic. Witness, for instance, the following letter of apology, which appeared in the *Pennsylvania Journal and Weekly Advertiser* of May 17, 1775:

"Whereas I, the subscriber, have inadvertently and imprudently sold India Bohea Tea, to sundry persons and at sundry times since the resolves of Congress have taken place, all which I do most heartily condemn, and am sincerely sorry for, and which no other motive or consideration induced me thereto, but my own interest, in getting off my hands about 30 or 40 pounds of said tea, which I had by me long before the said resolve took place; therefore, I do now promise to adhere to, and strictly observe and keep inviolate for the future, the said resolves of the Congress relating to Trade and Commerce, and I do hereby request and desire my fellow countrymen will accept this my acknowledgment, as a satisfaction for my offence.

(Signed) ISALAH WORRELL.

That he was fully forgiven by his fellow citizens may be judged by the fact that his name appears on the militia lists, and that in July of the following year (1776), he was appointed, with James Dungan for the district above, and Lindsay Coates for the district below Frankford, local distributor of monies which had been collected for the destitute wives and children of men in the Continental service.

A little later, in August, 1775, one James Thomson, a farmer in the township, appeared before the Committee of Public Safety, in Philadelphia, and openly apologized for speaking in what had been taken as a Tory spirit. The committee, at his petition, gave him a clean bill of health and desired the inhabitants of the township to receive him amongst them again, "he being afraid," as the newspaper which contains the notice put it, "to return home without such intercession."

And it is noteworthy that when in 1778 the Congress entered upon a campaign of savage reprisals against those called Tories, and confiscations and proscriptions were the order of the day, the names of no Frankford, or Oxford, residents appeared on the published lists. Some property, however, was seized here: notably the estate of Oswell Eve, the powder manufacturer, the quality of whose powder had already been complained of—Powdermill Lane still preserves the memory of the location of the mill, on the creek, and there were two hundred and two acres in the estate running along the line of Leiper street; the land was bought in by a patriot brother, John Eve—and also Thomas Gordon, Jr.'s, share (one-sixth) of his father's one hundred and forty acres.

The public spirit having been what these facts show, we may easily believe that there was a certain enthusiasm manifest on the twenty-third of June, 1775, when, as "The Pennsylvania Journal" recorded it, five days later, "set out for the American Camp at Boston, George Washington, General and Commander-in-Chief of all the forces of the United American Colonies. He is accompanied by all the officers of the militia of this city and liberties as far as Frankford, and by the Light Horse to New York." This was apparently the first, but not the last time at which Frankford saw, "the father of his country."

The universal call to arms typified in this journey was heard in Frankford. Recruiting sergeants made their rounds and accepted volunteers. In the dearth of corroborative evidence (it is rare, indeed, to find specific designations of residence in most of the Revolutionary Lists in the State Archives), I am sure of only one village boy who enlisted with the regulars—James Caldwell, son, I presume, of Noble Caldwell, who entered the Sixth Pennsylvania as a private. In the Flying Camp, however, a mounted unit devoted to scout and similar duty, our townsman, Rudolph Jeff, became a captain, and Enoch Edwards, also of Frankford, one of the best pupils of the famous Dr. Benjamin Franklin, was ensign and surgeon. There were other men from nearby in these similar units, but these are the only ones so far been able to trace to Frankford village.

member that I speak only of Frankford then, not of the great district which has gradually been built over under that name since, and help me, if you can, to further identifications. A slight extension of the area being covered would include the names of Lieutenant John Dover, of the Second City Troop of Light Horse, who was then resident in Doverville, as it was long known, though in the long run the older Indian name has prevailed—Aranningo, the place where the wolf walks; also of the brothers, Abraham and Edward Duffield, of the same unit. Both these families became by actual residence and service to the community closely identified with Frankford itself and its growth after the Revolutionary War, particularly the latter, while descendants of John Dover still live among us.

The experience of our first local recruits of the Sixth Pennsylvania and of its Flying Camp to see actual service was unfortunate. James Caldwell and Enoch Edwards at the termination of the disastrous campaign about New York in the early fall of 1776, were together with many others from this part of the State, taken prisoners on November 16, 1776, at the fall of Fort Mifflin, which stood on the heights of Manhattan Island, near the present Grant's Tomb. Privates were set free after a few months, but officers were detained much longer, Caldwell's captain, John Richardson, not receiving his freedom until late in 1778, and the commanding officer, Colonel Robert Magaw, still later.

News of this disaster, we may assume, brought home poignantly to the villagers the sorrows of war. But shortly after, in the last days of December following the battle of Trenton, a number of the Hessian prisoners there taken were imprisoned for a short time in the basement of the old Presbyterian (then, as has been said above, the German Church), as they were being marched to a permanent place of confinement. Details are not available—the facts were discovered in Germany, in an old diary shown to Dr. Murphy, former pastor of the church, but not transcribed in full—but I am sure these prisoners were kindly treated by brethren of their own speech and faith, for though the "Hessian hirelings" were feared and hated, it was the policy of the time to endeavor to detach them from their masters by kindness, much as such attempts were made upon the German people during the late World War. Many Hessians, indeed, did settle down in this part of the country, and became good citizens. The Axe family, the taxidermists, who used to live in a shop still facing Womrath Park, were of such descent, and it is said that an old oven in the back part of this house baked bread for Revolutionary soldiers. At any rate, the sight of these bedraggled strangers would sharply impress upon sensitive minds the bitterness of war and the plight of many of their own fellow countrymen.

THE BRITISH ADVANCE ON PHILADELPHIA. CATTLE DRIVEN OFF. MILITIA LISTS.

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)
(Fifth installment)

Continued from last week.

With the development of the British campaign against Philadelphia in the summer of 1777, Frankford was drawn into the theatre of active war. In July the militia was called out, and orders were given for driving off all cattle in case of eventualities. One of the committees appointed for that purpose, having charge of the territory between the Frankford and Poquessing Creeks, which included Oxford, Lower Dublin, Moreland, and Byberry townships, was composed of Jacob Zebley, Rudolph Neff, Samuel Neaswinger, Samuel Swift, Casper Teffers, John Britain, Samuel Potts, James Dungan, John Keen, Sr., Samuel Irwin, William Tillyer, and Benjamin Watson. The first two were from Frankford village. What part in the drive was taken by Jonathan Pearson, who on March 10, 1779, submitted a bill of expenses dated at Darby, to the President (then so-called) and Council of the State of Pennsylvania, for expenditures incurred in this drive, I cannot say, but it contains, and a long list, the following entries: At the Jolly Post, 0.9.0; at Frankford, 0.1.3; at the Red Lion, 0.8.0; and again at the

Post, 0.11.6. His time, eighteen days, he said he gave free. Evidently the job was thoroughly done, and indeed the British, when they marched to enter the city, remarked upon the complete absence of cattle throughout the countryside. The disposition of these cattle is uncertain, but it is of interest to note that along the Newtown Branch of the Reading Railway, close to the Pennypack Creek and a little north of Walnut Hill Station there used to be a spacious natural grotto, not easy to find or even to see, with a jutting roof of rock, in which local tradition remembered that a number of cattle were concealed while the British were in Philadelphia, either by their owners or the Continental Committee. Four or five years ago most of the roof broke off, and the place no longer looks like the spacious hiding-hole which it undoubtedly had been.

The calling out of the militia of the entire State to meet the military emergency was a serious matter, and we may easily imagine the agitation, the hardships, the sorrow and the high resolves which accompanied it. The local militia district included the townships of Oxford, Lower Dublin, Abington, Cheltenham, Byberry, and Moreland, and from these was recruited the Third Battalion of the Philadelphia County Militia, of which Colonel Benjamin McVaugh, of Frankford, was the commander. The Battalion was comprised of eight companies, of which two were from Oxford Township, one from Frankford village and the immediately adjacent farms; the other from Tacony and all that part of the township north and west from the present neighborhood of Frankford avenue and Bustleton pike. When first called out, the Frankford company was under the command of Captain William Harper. Its personnel I cannot entirely reconstruct, but I present the following list, drawn up from several sources, but chiefly from the list of fines paid into the State Treasury for occasional missing or appointed days and exercise and drill, as including those from the village who performed militia duty. I should be glad to add to it, upon proper evidence:

John Addis, Thomas Bristol, Henry Broches, Abraham Isaac, Israel, Joseph and William Busby, Noble Caldwell, Michael Crohorn, John Deal, George Diffendorf, John Eave, William Eave, Alexander Edwards, Elijah Evans, Thomas Evinger, Henry Finchter, John Foster, Joseph Foster, Jacob Foulkrod (who was wounded in the Battle of Germantown), George Frens, Joshua Gibson, James Glenn, Moses Grubb, Thomas Hillbourn, Benjamin Love, Jacob Lesher, Joseph Lyndall, Abraham Leech, John Roberts, Henry and Jacob Smith, Joshua Sutton, Philip, Moses and Samuel Wells, William White, Nathan and Richard Whitman, James Wilson, Isalah and Robert Worrell and Jacob Zebley. To these should be added also the names of Isaac Worrell and, perhaps, of Joseph Barr and Samuel Butcher. After Captain William Harper, the company was commanded by Captain Henry Young (in 1778 and 1779), who dropped to the rank of Ensign in 1780 and was succeeded by Isaac Worrell. The lieutenant of the company in this year was Robert Hambleton (or Hamilton), who was also a resident of Frankford. Demas Worrell, the position of whose name in the tax lists of 1774 implies that he was a resident then in Frankford, and who is also said to have been wounded in the Battle of Germantown, held the rank of captain of militia in 1781, but the company he commanded was composed of men from Abington. Even for Frankford this list is incomplete, while time and space, as well as the scope intended for this paper, forbid further mention of the remaining companies in this battalion of our present-day "Northeast."

On September 11, 1777, the American forces defending Philadelphia were routed at Chadd's Ford on the Brandywine. The news reached Philadelphia in dispatches forwarded from Chester at midnight, and a great exodus of government officials and others began.

The British approached the city by a wide encircling movement, which may have been designed to entrap the American Army and Congress, but if so, failed in its effect, owing to the slowness of their advance, for it was not until fifteen days after the battle that they actually marched in. They crossed the Schuylkill by the ford at Fatlands on the 24th, and marched down through Norrington, passing along the Main street of Germantown on the 25th. Accounts of the passing of the columns in a grim silence, without music, and with no colors flying, have been preserved. From Germantown they swung over towards Frank-

of their officers records, "Towards the town (i. e., Philadelphia) by the Frankford road." I suppose they marched by the Rising Sun, and debouched by Nicetown lane or a parallel road into Frankford road, so that they would not actually have passed through Frankford, but from the village their long columns, headed by the famous British Grenadiers, would have been plainly visible as they wound through the lowlands of the plain between Frankford and the city. Halting above a mile from the city boundary at Vine street, they got under way early the next morning, and made a deeply impressive entry, solemnly taking possession at 10 of the clock on the morning of the 26th. It is on record that they were enthusiastically welcomed, and the stoutest patriot's heart must have sunk a little at the overwhelming spectacle of power they are said to have displayed.

THE BRITISH IN PHILADELPHIA. DISTURBED STATE OF COUNTRY. SKIRMISHING.

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)
(Sixth installment)

Continued from last week.

During the British advance, American scouts, skirmishers and bodies of light-horse had hung upon their flanks, and as the enemy retired into the shelter of the city, these drew in close. At Frankford, a regular post was established, chiefly to keep watch upon the enemy, but also, if might be, to keep him shut up in town and cut off from securing supplies through one of the principal gateways from the open country. Communication was regularly kept up between this post and the main body of the army out around Whitemarsh. The American forces proved insufficient to maintain a real blockade or to resist British attack, but until Washington finally drew off in December to the Gettysburg of Valley Forge, there was constant skirmishing, raids and forays, and, indeed, until the British evacuated Philadelphia on June 18, 1778, the whole country-side was in the grip of alarms, the hardships and the terrors of active warfare. The roar of cannon and rattle of musketry, incessant at first, were never long silent during all those nine months.

Here it would not be improper to digress for a moment to remark that the newspapers of the time report for the six months preceding the British entry more crimes of violence and absconding of bond servants from Frankford than in the fifty years preceding which their record covers. John Roberts had a horse stolen, the village shoemaker, Joseph Scull, was robbed of nearly fifty pairs of shoes on the night of May 1, and Joseph Fawcett, of whom I find no other note, of practically all the clothes in his house, including some cut out, but not made, from which I suppose him to have been a tailor. There are advertisements for some five runaway servants, one from Eve's powder-mill. These newspaper items suggest very vividly the unsettling effects of war.

More vivid still, however, are the glimpses of affairs afforded by the entries in the diary of Elizabeth Drinker, whose country place was that afterwards known as Womrath's, at which, especially during the earlier years of her marriage with Henry Drinker, she spent most of the summer season. After having described the spectacular entry of the British on the 26, she wrote on September 30:

"Abel James and family are come to town thinking it more safe to be here, as a number of ye Americans are skulking near and about Frankford. Old Joshua Gibson, whose son lives at Ashbridge's mill, was, last week, taken from thence by one horseman, but was quickly rescued by one of ye English Light-Horse."

The next day, October 1, she wrote: "Jossey James is again very ill in town. Ye Americans are about Frankford, several have come to town today out of the woods. 'Tis said that a number of Friends have been taken and have been

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)

The beginning of the Sesqui-Centennial year of the independence that resulted from the Revolutionary War seems an appropriate time at which to recall events in our town during the momentous years from 1775 to 1783. In the half-century following them, shifting population and other causes joined well nigh to obliterate all clear memory of the earlier day, so that, when this society was founded, and was endeavoring to reconstruct the past, its oldest living authority were unable to carry an unbroken tradition much back of 1840.

That remarkable man, Dr. William B. Dixon, could truthfully remark in 1911, "We have very little knowledge of the different occupations and commercial pursuits of the early inhabitants," L. e., prior to 1800; and again, in his "History of the First Fire Engine Company," "if they (certain members between 1793 and 1803) were fifty years of age, it carries us back to 1747, thereby filling up part of the gap between 1682 and 1803" in local history; while in 1905, Mr. Robert T. Corson, commenting on the difficulty of writing a history of the first regular school house in Frankford (1768), said, "The subject was not old enough to have been treated by historians. I am not old enough to have any knowledge upon the subject, and it is just beyond the recollection of the oldest inhabitant of our day."

Gradually, as in these two latter histories, a search of written documents began, as it always should do, to supplement tradition, and by such magnificent work as that, for example, of Eleanor E. Wright, Walter Brinton and Guernsey A. Hallowell, particular phases of our oldest community life were recovered. In 1912, Frankford held an Old Home Week, and as part of the preparation for this, Mr. Hallowell prepared a history of Frankford which was published, with cuts and much valuable contemporary advertising, in an interesting souvenir booklet. So thorough was the research that went to the compilation of these annals that it is improbable any major facts will ever be added to them; nevertheless, in the nature of the case, they had to be briefly stated, and curiosity would be gratified by more detail. The hope of adequately expanding such an outline was a strong additional incentive to me in my present undertaking. In pursuing it, I have borne in mind, like these, my predecessors, the importance of the words of William Hagerman, in one of the earliest addresses made before our society, "The history of a race, a nation, or a community, to be of value, must be a record of facts, which have been or can be proved true. The historian must not let his prejudices enter into his work, nor must he accept hearsay and legends as true historical facts. The gathering of facts relating to a community is a difficult, if not an almost hopeless task. In preparing this paper I have endeavored to present facts that can be corroborated through authentic history." Now, let us fall to upon our subject, "First, Frankford."

At the outbreak of the Revolution, Frankford was but a small place, containing, besides other buildings, about forty houses (an account written for "The American Gazetteer," published in 1797, said it had but fifty then). It had an identity, but no corporate, or political independence, being simply a village of Oxford Township, a part of Philadelphia county. Its population could not have been much in excess of two hundred.

Though so small, it enjoyed an importance considerably greater than its size, for its position was such that it was in the nature of a gateway to the northeast to the city of Philadelphia, the largest city in the Colonies and already virtually their capital. The highway upon which it was situated, represented locally by the present Frankford avenue, was reckoned by best road in the provinces, and it was by all odds the most important avenue of communication for all overland travel or traffic between the Colonies, which then lay north and south rather than east and west. Frankford Creek was almost the first stream in Pennsylvania to be furnished with a permanent bridge, which marked the head water of navigation, and which was the focal point for an important network of other roads, such as Adams Road, Oxford or Middle road, and Bushy Run road on the west, which linked the rich and thickly populated region watered by

the Tacony and the middle Pennypack with city markets; and on the east, Tacony street, which, alternatively with the broad reaches of the Delaware, performed the same service for the still older settlements along or near the river. All these roads converged in effect, upon the bridge at Frankford, which therefore became a very important strategic point in time of war.

It should likewise be remembered that what we call Nicetown lane, an old Indian trail, and the route by which, in very early times, southbound travelers originally crossed the Schuylkill, completely ignoring the later site of Philadelphia, converges on the same spot, and although rather a side-road than a principal highway at the time of the Revolution was yet much traveled for business and pleasure because of a number of great estates, such as Chalfont, Shiloh, and Clermont, adjacent to it, and as an alternative route to Germantown and the country over the Schuylkill, so that it, too, contributed to Frankford's being a place well known and prosperous.

DESCRIPTION OF TOWN. LIST OF OLD RESIDENTS.

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)

Continued from last week.

Besides the gathering in of highways to the bridge, another feature of Frankford's situation contributed to its importance at that time. This was its elevation, a fact which from many points, such as the upper end of Womrath Park, Unity and Wain streets, Penn and Rusn, Orthodox and Leiper, is very noticeable still, hemmed in as the observer is by buildings. But in those days when the country was un-built upon, from such points, in clear weather, there was a view right down into the heart of colonial Philadelphia.

When Richard Finney's seventy-six acres, situated on Oxford road, "the first house after turning out of Bristol road" (Frankford avenue), were advertised for sale in January, of 1776, it was stated that they lay so high "that the church steeple may be seen from one spot, if not more, of the land," meaning Christ Church Steeple at Second and Market streets, while in October of 1781, the advertisement of Clermont on Nicetown lane stated that the house commanded "a view of the Delaware from two to three miles above the city to Red Bank, about the same distance below it, with an extensive prospect of the Jerseys." Thus Frankford was eminently suited to become an observation post when the British were in Philadelphia, either by means of information brought by road, or by direct view.

What was the nature of the town at that time? It was, indeed, "a green country town," such as William Penn meant his city to be. From its elevated position it overlooked the magnificent estates that lay between it and the river to the east and the city to the south. Their very names, recalled, give dignity to localities, that are dreary enough today. Within the town, at its entrance, was Henry Drinker's fine place, later the Womrath estate, and adjoining it, "Pine Orchard." The houses of the village were mostly of stone. The oldest of them stood like the present Park Hotel, then Henry Paul's, with gable end to the road. Until well within the last century others similarly placed were visible along Frankford avenue, especially opposite the Jolly Post, one being almost on the site of the present Dispatch Building. Others faced the road full, like the old Neff mansion, still standing at 4229 Frankford avenue, or the house known as the Leake house, at 4333 Frankford avenue, the front of which was built about 1767, and which at the time of the Revolution belonged to Robert Worrell, brother of that Isaac who afterwards became so prominent.

There were a few brick houses; and one of frame somewhere down Frankford avenue, was pointed out as the first house to have been built here, at the settlement, for the villagers of that day also had their pride in local history, and an unbroken tradition with their past. Would that that were more nearly the case today. With their neatly-fenced gardens, trim outbuildings, little pasture lots for cow or horse, and magnificent shade trees, which were sometimes survivors of the aboriginal forest, they made a pleasant place. Indeed, city gentlemen

seeking a country retreat which was yet within easy distance of their business often rented houses here for the summer, and many took advantage of the good road to drive out to the Jolly Post to partake of home-grown strawberries and cream in the season.

Yet there was withal a considerable volume of business. There were three good inns: Paul's, McVaugh's, which was later the Cross Keys, and the Jolly Post. At the entrance into town, to the east of Frankford avenue, was the famous old grist mill, advertised on the very day far-away Lexington was fought as "that well known and complete Merchant Mill, with two water wheels, two pair of stones, one burr, the other cologne." This was the mill to which Lydia Parragh is supposed to have come. There were several shops. Other trades were shoe-making, tailoring, tanning, carpentry, wheelwrighting, blacksmithing, chaise-making, and furniture and spinning wheel making. There was also the Presbyterian (then a German Lutheran) Church at Frankford avenue and Church streets (the Revolutionary structure built in 1776, was demolished for the present edifice in 1859); a school house, on Cloud street; and nearby the ancient Friends' Meeting with its still older burying ground, in which the forefathers of the hamlet lay.

A complete census of the village it is impossible to make, but from a careful study of the tax lists of the time for Oxford township, particularly that of 1774, I give the following as a list of the heads of households then resident in the village of Frankford itself, or upon its immediate outskirts. If any other names can be proved to have the right to be included, I should be only too glad to admit them.

John Addis, William Ashbridge, who kept the grist mill, but died early in 1775, and the mill was apparently leased to Joshua Gibson; Henry Barr, Joshua Butcher, Noble Caldwell, Jesse Carey, Alexander Edwards, Lemuel Evans, John Finney, Jacob Foulkrod, John Granger, Sarah Harper, John Hatfield, Freeborn Hill, George Heisler, Thomas Houghton, Israel Jenkins, Simeon Judah, Abraham Leech, Sr., Abraham Leech, Jr., Isaac Leech, Jacob Leshner, "chaise-maker;" Benjamin Love, spinning wheel maker; Rebecca McVaugh, innkeeper; Joseph Meier, tenant for Henry Drinker; Rudolph Neff, wheelwright; Henry Paul, Sr., innkeeper; Henry Paul, Jr.; John Roberts, shopkeeper; Joseph Scull, shememaker; Frederick Seaman, Thomas Skillman, shopkeeper; Joseph Thornhill, who owned the Jolly Post; John Turner, Thomas West, John Wells, Asaph Wilson, who was "mine host" at the Jolly Post; Demas Worrell, Isaiah Worrell, shopkeeper; Jacob Zebley and George Zandler.

DESTINY OF THE UNITED STATES DETERMINED IN FRANKFORD.

BY DR. JOHN C. MENDENHALL

(Address delivered before the Historical Society of Frankford, January 26, 1926.)

(Third instalment)

Continued from last week.

Such was the village of Frankford in 1775. And now, the Revolution.

At about half-past four of the clock on a Monday afternoon, the twentieth of April, a galloping horseman, who had been handed special dispatches at Trenton, paused just long enough at the Jolly Post, at McVaugh's, and at Paul's Tavern, to gasp out news of the fight at Lexington and Concord on the Wednesday previous, before he thundered on into the city. One may easily picture the excitement in some homes, the solemn shaking of heads in others, as the rumor spread that night, and the eagerness with which the newspapers of that week and the next were scanned as the formal dispatches and supplementary letters from the north were published.

But before this exciting moment, there had occurred in the August previous an event which, though it was accorded scant public notice at the time, had the profoundest effect upon the progress and outcome of the Revolution, an event so far-reaching in its consequences that every Frankfordian should have the record of it by heart. I refer to the conference held here on the afternoon of the twenty-ninth of August, 1774, between John Adams and the other three delegates from Massachusetts, who came to the First Continental Congress, and certain other delegates, principally from Pennsylvania, together with a number of active

members of the organization known as the Sons of Liberty. In his contemporary diary he simply records the meeting: "After dinner (which they had at the Red Lion), we stopped at Frankford about five miles out of town. A number of carriages and gentlemen came out of Philadelphia to meet us; Mr. Thomas Mifflin, Mr. McKean, of the lower counties, one of their delegates, Mr. Rutledge of Carolina, and a number of gentlemen from Philadelphia, Mr. Tolson and Mr. Sullivan, the New Hampshire delegates. We were introduced to all these gentlemen, and most cordially welcomed to Philadelphia. We then rode into town . . .

"Almost half a century later, Adams wrote to Timothy Pickering, on August 3, 1822, in answer to the latter's questions concerning the origin of the Declaration of Independence, a fuller account of this meeting." We were met at Frankford by Dr. Rush, Mr. Mifflin, Mr. Bayard, and several other of the most active Sons of Liberty in Philadelphia, who desired a conference with us. We invited them to take tea with us in a private apartment. They asked leave to give us some information and advice, which we thankfully granted. They represented to us that the friends of government in Boston, and in the Eastern States (his language is that of 1822), in their correspondence with their friends in Pennsylvania and all the Southern States, had represented us as four desperate adventurers . . . We were all suspected of having independence in view. Now, said they, you must not utter the word independence, nor give the least hint or insinuation of the idea, either in Congress or any private conversation; if you do, you are undone; for the idea of independence is as unpopular in all the Middle and Southern States, as the Stamp Act itself . . . you must be, therefore, very cautious; you must not come forward with any bold measures, you must not pretend to take the lead. You know Virginia is the most populous State in the Union. They are very proud of their ancient dominion, as they call it; they think they have a right to take the lead, and the Southern States, and Middle States, too, are too much disposed to yield it to them . . .

This conversation and the principles, facts, and motives, suggested in it, have given a color, complexion, and character, to the whole policy of the United States, from that day to this. Without it, Mr. Washington would never have commanded our armies; nor Mr. Jefferson have been the author of the Declaration of Independence; nor Mr. Richard Henry Lee, the mover of it; nor Mr. Chase, the mover of foreign connections. If I have ever had cause to repent of any part of this policy, that repentance ever has been, and ever will be unavailing. I had forgot to say, nor had Mr. Johnson ever been the nominator of Washington for General . . . You inquire why so young a man as Mr. Jefferson was placed at the head of the Committee for preparing a Declaration of Independence? I answer: "It was the Frankford advice, to place Virginia at the head of everything . . ."

The exact site of this meeting it would be a matter of the greatest pride for every Frankfordian to be able to point out. I regret my inability to do this. There are, however, but two possibilities: The old Jolly Post, and McVaugh's Tavern, later the Cross Keys. The statement "a private apartment" clearly implies an inn. Of the two possibilities, I am slightly in favor of the latter, for these reasons: McVaugh's, unlike other inns, seems to have had no special name in the eighteenth century, which is one reason why Adams mentions no name, as he usually did when an inn at which he stopped had one. And the old tradition in Frankford which signified the summer houses at "Elm Hill," the Womrath property, as the place in which a draft of the Declaration of Independence had been made, may have had its start in the fact of this meeting, since the McVaugh property adjoined the later Womrath (in 1774, Henry Drinker's). There were, to be sure, other inns, notably Paul's, but in favor of the two mentioned is the fact of their commodiousness, and the fact that both were associated with later military events—the Jolly Post as a military headquarters, and McVaugh's as the home of Benjamin McVaugh, colonel of the local militia. Somewhere, its existence long forgotten, may still exist the document or letter which could tell us just where this meeting occurred. How welcome the discovery would be! Yet, how interesting even to be able to say, as we are, that it was at Frankford!

What Do You Think of It?

Five Persons Are Asked a Question of Timely Interest.

Today's Question

Does Praise Spoil or Improve an Employee? (Suggested by Fred and Ann Goehring, Holmesburg.)

Where Asked

Frankford av. and Rhawn st., Holmesburg.

The Answers

1. J. J. Mangan, 3530 Wellington st.:

"When a man does a certain kind of work the praise is in his pay envelope. He shouldn't expect praise. A man always looking for a pat on the back is a pretty tiresome individual. He is the kind who wears a high hat when his real calibre is a brown derby. Praise a boy who is doing well in his school work. It spurs him on to do even better. It might help the youngster who is tackling his first job, too, because work is new to him. But when a man is looking for praise he should be given more work to do."



2. Wilson B. Smith, 802S Frankford av., electrician:

"When a man who works for me has done a good job I always commend him for it. A man who does an unusual piece of work should get credit for it. Otherwise, he is likely to become a matter-of-fact worker and be satisfied merely to hang on. The man who does more than he needs to is helping the boss, so if the employer feels like throwing in a few words of praise it makes the worker feel his efforts were worth while. Some famous poet said once: 'A good word spoken now and then makes the worst the best of men.'"



3. H. H. Lewis, 7941 Frankford av., Pharmacist:

"Much depends on the temperament of the employe. If a man is modest about what he does and seldom talks about his work, a little praise won't hurt him at all. In fact, in about twenty-five per cent. of cases it might be a good idea. But when a chap goes around as though he knows it all, and feels sorry for those who are inferior to himself, the less praise for him the better. As he already has an overrated opinion of himself, anything additional in the way of commendation would spoil him completely."



4. John Wachstein, 4831 N. 7th st.:

"Some very good men have been spoiled by too much praise. Candidly speaking, it makes quite a good many persons conceited. Eventually they think they possess more ability than they really have. Some employers and executives soon regret having praised an employe. The one commended asks for more money and gets the idea he should be higher up in the organization. In fact, the praise goes so much to his head it takes a lot of energy out of his body and he doesn't seem to be able to work as hard as he did before the affliction."



5. James Brophy, 2712 Arthur st.:

"The man who has to work hard seldom gets as much pleasure as those who can take it easy. Things are rather monotonous to him at best. Soon he feels as though he has been lost in the shuffle. To receive a word of praise for his work gives him a thrill. It gives him a better opinion of the world and he takes a little more pride in his work. The result is that he improves. He urges himself along a little faster—and that in the long run benefits the employer. A few kind words cost little."



CHANGES IN SIGHT FOR 35TH WARD

Bill to Be Introduced Giving "Poor Board" Right to Sell or Acquire Property

OWNS TRACT OF 115 ACRES

A bill will be introduced at the present session of the Legislature to amend an Act of 1807 providing for the erection of a poorhouse for the better relief and employment of the poor in the Township of Oxford and Lower Dublin. The amendment to the Act of 1807 is in the nature of an enabling act, under which the name of the Oxford and Lower Dublin Poorhouse will be changed to the "Community Hospital and House of Employment for the Townships of Oxford and Lower Dublin," and that corporation given power "to acquire additional land, erect suitable buildings and a hospital, to sell and convey any of its property or to dedicate any of its lands to the City of Philadelphia, etc."

The fact that an amendment is being sought to the act under which the almshouse was established, giving it enlarged powers to buy or sell, is significant of the great changes now taking place in that section of what is now the Thirty-fifth Ward, but which was known years ago as the Townships of Oxford and Lower Dublin. The directors of the Poorhouse of Oxford and Lower Dublin still retain the right to collect a special tax for its support from property owners in the Forty-first and Thirty-fifth Wards. The Germantown Poorhouse also has the right to collect a special poor tax from residents of the Forty-second and Twenty-second Wards, a territory which was formerly included in the Twenty-second Ward alone.

The Oxford and Lower Dublin poorhouse owns a tract of about 115 acres lying along Pennypack Park and extending to the point below Bleigh street, intersected by Bleigh, Shelburne, Naple and other streets, none of which is as yet opened at this point, but all of which will have to be opened soon.

When the Directors of the Poor, to give them their old title, purchased a tract of 121 acres in 1809 from Thomas Chappel as a site for the Poorhouse for Oxford and Lower Dublin, paying \$10,000 for the ground, that section of the Thirty-fifth Ward was real country, miles away from the center of Philadelphia. Now the building line of the growing city is pressing close on the tract on every side, and the largest land development in the Thirty-fifth Ward, over a tract of about 250 acres, is being carried out within a stone's throw of the almshouse by a syndicate headed by W. H. W. Quick and others. The city, several years ago, took six acres of the original tract for Pennypack Park, leaving the almshouse with about 115 acres, which has become very valuable in the last few years. It is not understood that the almshouse contemplates the sale of any of its ground, but if it should, the price realized at such a sale, would undoubtedly have the effect of considerably reducing the poor tax now paid by property owners in that section.

Probably all that is meant by the legislation asked for is that the directors of the almshouse should have the power, which they evidently have not at present, of aiding the great development now under way in that territory by dedicating to the city the streets which intersect the almshouse tract.

Commodore A. B. Cartledge has been re-elected to head the Delaware River Yacht Club, youngest of the clubs on the river here, and will pilot that organization through its second year, which has just opened. The club was formed a year ago, and has made gigantic strides, having 23 larger yachts on its roll. The club only recently dedicated its headquarters on the upper Delaware at Torresdale, and has just completed remodeling and refitting them.



Old Homestead and Beech Tree to Make Way for Tacony St. Improvement.—The house, at 6600 Frankford av., built about a hundred years ago, is long antedated by the beech tree in the front of which are cut many initials and dates, the earliest 1781. The tree is four feet in diameter, thirteen in circumference and about sixty feet high. House and tree must come down to allow of the extension of Magee st.



Map of Proposed "Metropolitan Area" Improvement—The shaded section is Pennypack Park, extending from Holmesburg to above Bustleton. The dotted lines on both sides of Pennypack Creek from the north end of the present park to Easton road above Hatboro show the extension advocated, which will be discussed by speakers representing the Old York Chamber of Commerce, the Regional Planning Federation of Philadelphia and other organizations at Beaver College, Jankintown, this evening.

BEAUTIES OF THE PENNYPACK

The valley of the Pennypack within and without the city limits is a beauty that it has been a very fair rival to the Wissinoming. Nearly twenty years ago the city secured the preservation of this water course within its limits was started, resulting in the creation of the northeastern Philadelphia, of the so-called Pennypack park in the city.

Development of that part has yet to come. The city line are now being around the possibility of securing the preservation of the Pennypack's upper reaches through the laying out of a park with a driveway from the Easton to the City Line, in the Hattlington Valley-Walnut Hills creek.

Preservation of the creek and around Philadelphia is desirable, and cannot be decried out danger of losing the Extension of the Pennypack to a road second only to the drive in beauty and mud. Evening Bulletin Editorial

Holmesburg Residue \$5000 to

The will of John Holmesburg, who died recently, has left a residue of \$5000 to the Frankford Hospital. The long resident of "the well-known florist, was brother Charles, succeeded in business established by their years ago. The old home, a toll pike above Welsh road, a landmark. Mr. Zitter was at the hospital in January and was discharged in such condition that his death was to those who had attended knowledge of the hospital, friends, coupled with his, at the efficient treatment received led to the bequest.

The car tracks on Rhawn street of Frankford avenue, he

DIRECTOR GRAKELOW HONORS VETERAN GUARD



Lieutenant George Faunce, retiring Lieutenant of Guards at the House of Correction, in Holmesburg, is shown holding a gold watch, a personal gift from Director Grakelow, of Public Welfare, at right. Mr. Faunce, whose retirement comes after thirty-four years of service, also was presented with a bag of gold by the Director on behalf of the lieutenant's associates. He lives at 4829 Mulberry st., Frankford. John Medary, chief of the House of Correction, is standing beside Mr. Faunce.

organizations are fighting for Miss Wilson, not because she is an American, but because she is a woman, and the various women's organizations wished to fight for the equality of women with men in international life.

Mme. d'Arcis added that the London standing committee regularly sent to the League the names of women believed to be qualified as specialists or to sit on League commissions.

Miss Wilson, who helped the American delegation at the Paris Peace Conference, organized the League library along American lines, and her talent is said to be unquestioned. Although women are attacking the question from the standpoint of the equality of women, the indication is that Miss Wilson, as a citizen of a nonmember country, was dropped to make an opening for a male citizen of Germany, which recently joined the League. It is further alleged that Germany has overlooked the job, that it does not want it and prefers appointments having more political significance.

Miss Alice Bartlett, of New York, assistant librarian, will also be dropped. Miss Wilson has obtained a half-time position as a lecturer on library economy in Paris.

TACONY - PALMYRA BRIDGE

Details of Plans Discussed at Public Hearing. Some Objections Voiced.

Engineering details in connection with the proposed Tacony-Palmyra bridge were discussed at the public hearing of the \$4,000,000 project, in the Bourne Building before Colonel F. C. Boggs, district engineer of the War Department. The bridge plans, as submitted by the Tacony-Palmyra Bridge Company were endorsed by the Northeast Philadelphia Chamber of Commerce and spokesmen for community groups representing thousands of taxpayers on both sides of the river, who cited the need for such a structure across the river at that point.

Former Mayor Moore, president of the Atlantic Deeper Waterways Association, opposed the plans for a low-level structure.

Fletcher W. Stites, counsel for the bridge corporation, replied that the highway needs of State and Government, as well as the industrial and individual demand for speedy transportation, were equally as imperative as the accommodation of river traffic.

W. E. Bernard, representing the Vessel Owners' and Captains' Association, told Colonel Boggs it would be impossible to enter the draw as now designed with a tow of barges and stay in the centre of the bridge opening. He insisted the plans be revised to provide for clearance between spans.

The Northeast Chamber of Commerce, in approving plans for the new bridge, said the design was adequate, and that the structure would be a direct benefit to the growing northeast section.

After the meeting it was suggested that the differences between those seeking the new span and operators of river traffic who regard it as inadequate for full navigation facility might ultimately be settled by compromise.

If the proposed Tacony-Palmyra Bridge over the Delaware River be constructed, more than a million vehicles will pass over that structure during the first year of operation, according to an estimate made by engineers. Assuming that the bridge will be opened to traffic in the summer of 1929, these experts figure that from July 1, 1929, to June 30, 1930, about 1,038,000 vehicles will cross the river by what has been designated as the Tacony-Palmyra route. This estimate is based on the known figures for cross-river traffic on that route, in previous years, and on the normal annual growth of traffic that may be expected. All the years employed in the calculations run from July 1 of a given year to June 30 of the year following.

In the year 1923-1924 the number of vehicles crossing the river by way of the Tacony-Palmyra route was 286,804. In 1924-1925 it was 367,173, and in 1925-1926 it was 429,978.

A sudden great increase in 1929-1930 traffic over 1928-1929 traffic will be due to the opening of the bridge, which will attract many more vehicles to the Tacony-Palmyra route than the ferry facilities ever attracted. The estimated total traffic over all other Delaware River routes between Pennsylvania and New Jersey in the year 1929-1930 will be about 13,300,000. That on the Tacony-Palmyra route would be approximately 7 per cent. of that figure.



FLORENCE WILSON

WOMEN HAS BATTLE FOR WOMEN'S RIGHTS

Organization Files Protests Against Dismissal of S. Librarian

VIOLATES COVENANT

Jan. 22. — (AP)—The equality of women in international life, is being now being waged by the League of Nations. International women's organizations representing millions of

women have the international women's movement become over the League's termination of the services of Miss Wilson, of New York, of the League. That a woman was sent to Sir Eric Drexler, League secretary, and became so strong that the matter may be aired at an assembly.

It was stated, is not a fact that Miss Wilson is being dismissed solely because she is a woman, but because she is a woman and because this represents a violation of the League's covenant. It is declared that in connection with the dismissal of Miss Wilson, the women's organizations are fighting for the equality of women with men in international life.

From London, the Joint Standing Committee of the International women's organizations, the International Women's Association, the Young Women's Association, the Federated Women, the League for Freedom, the International Association and the League for International Concord, Madame d'Arcis, of Geneva.

The explanation does not accept the explanation that Miss Wilson's contract had expired, insisting that the contract of a man expired and yet was renewed. In an interview with the League, it should be noted that the women's organizations are fighting for the equality of women with men in international life.



Skating as One on Gustine Lake in Fairmount Park—Miss Elizabeth Stork (left), of Germantown, and Mrs. Barton Lewis, Holmesburg, find that ice-hockey sticks are a help in a skating partnership.

P. R. T. to Operate Larger Cars on Holmesburg Line

The Philadelphia Rapid Transit Company announced yesterday that it will improve its service next Sunday by beginning the operation of larger trolley cars on the Holmesburg line between Bridge street and Frankford Avenue and the City line. The P. R. T. made the following announcement: "In order to increase the comfort and convenience of riders on Route 66, larger and newer cars will be put in operation. The cars have a seating capacity of 48, as compared to 38 in the former type. In addition, the new cars are equipped with cross seats. "The larger doors on the new cars will expedite loading and unloading. Northbound, fares will be collected on entering a car in the first zone, and on leaving a car in the second zone. On the southbound line, fares will be collected on entering a car in the first zone, and on leaving a car in the second zone."

TORS WILL GIVE BENEFIT MATINEE

Meet and Plan to Add to Edwin Forrest Home Fund

Stars of former years greeted some of the footlight celebrities of today at the Edwin Forrest Home, Torresdale, yesterday, where they went to discuss plans for a matinee benefit performance in celebration of the 111th birthday of Edwin Forrest, founder of the home.

It was a happy occasion for the players of the older generation as they recalled memories of days gone by in conversation with the stars from the local theaters.

Eager to bring pleasure to the guests who are spending their declining years in the home which was created by the great tragedian, actors and actresses who are appearing in the current attractions at the local theaters will give a matinee performance March 9 at the Forrest Theater, at which boxes will be provided for those at the home. The proceeds will be added to the fund created by the founder. All of the theaters will contribute to the program of the matinee.

Among the players who visited the home yesterday were Otis Skinner, George Arliss, Bertram Poole, Zoe Barnett, Jack Donahue, Jay Gould, Sylvia Field, Blanche Frederici and Arthur Albertson. Following the conference between the visitors and guests, tea was served and motion pictures were made of those present.

Notable in the receiving line at the home were Amy Lee, comedienne, who appeared in most every character from "Topsy" to the leading role in "Madame President." Then there was Miss Anna Firmin, widow of John Jack, who is frequently called the "Falstaff of America." Carrie Lee Stoye, former star of "Bunt Pulls the Strings" and numerous productions was among the first to greet George Arliss upon his arrival at the home. She was on the stage sixty-five years, having started when she was 4 years old, she said.

William Beach, former leading man for Julia Marlowe and star of the "Deep Purple," which will be recalled as the last production in which he appeared, was another on the reception committee. He also played with Booth and Barrett. Emily Lewis is another interesting figure at the home. She is the only one there who has the distinction of hav-



GEORGE ARLISS AT THE EDWIN FORREST HOME IN TORRESDALE

The star of "The Green Goddess" was one of a number of actors and actresses now playing in this city who yesterday visited the home for actors and actresses of former years to confer on a benefit to be held for the home March 9. Left to right in the front row are Margaret E. Fitzpatrick, Jennie Stone, Carrie Lee Stoye, Mrs. John Jack, who was Anna Firmin on the stage, and George Arliss.

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STARS OF YESTERDAY AT FORREST HOME ENTERTAIN MANY STAGE CELEBRITIES HERE



Among leading footlight folk of the present day who visited the Forrest Home yesterday were Otis Skinner, star of "Kismet" and "Mr. Antonio," and George Arliss, appearing here in "The Green Goddess." Mr. Skinner is shown in the upper picture chatting with Annie Firmin, whose first stage appearance was as understudy to Fanny Davenport. Mr. Arliss is exchanging stage reminiscences with Carrie Lee Stoye, a veteran of sixty years' experience, whose last appearance was in "Bunt Pulls the Strings."

Former Players Are Hosts to Actors and Actresses in Holmesburg

Several Will Take Part in Benefit Performance to Be Given March 9

George Arliss, Otis Skinner, Ivan Serrvald and Ernest Treux, with many members of their supporting companies, yesterday journeyed to the Edwin Forrest Home at Holmesburg and met the stars of yesterday, men and women whose names are scarcely known to the present generation of theatre-goers.

The guests at the home entertained their younger colleagues and the members of the committee of theatrical managers in charge of the coming benefit for the home to be given at the Forrest Theatre on the afternoon of March 9, the birthday anniversary of the great tragedian, and to which every production in the city that week has promised to contribute. The plans for the benefit were ardently discussed yesterday and those in charge promise that it will surpass in quality and variety anything of the kind ever before attempted.

There are residents of the home now, many of whom at the height of their fame were as well known as Arliss and Skinner today; Amy Lee, who played everything from Topsy to Ophelia at Holland's old Girard Avenue Theatre;

Annie Firmin, the original Mercy Merrick in "The New Magdalene" and widow of John Jack; Emily R. Lewis, a Kellogg and Daly star; Margaret Fitzpatrick, the comedienne; Mrs. Sidney Cowell, who starred with Fanny Davenport; Carrie Lee Stoye, with a history of sixty

Jennie Stone, the old singer; Fanny Plunkett, now a part of the company; Kate Jepson, who will be seen last appearing in "Daddy Longlegs"; Charles Chappelle, a star of "The Green Goddess"; and William



STATUE OF FAMOUS TRAGEDIAN and founder of the Home in the role of Coriolanus in Shakespeare's play of the same name. THE HOME AT HOLMESBURG as "Springbrook," and Forrest's country seat in his lifetime. The tragedian willed the estate as a retreat for members of his profession, together with an endowment to maintain it. The Home is now in financial straits and a benefit to obtain needed funds will be given at the Forrest Theatre next week, March 9, the 117th anniversary of Forrest's birth. ROSTER OF THE HOME—Sitting: Mrs. Margaret Fitzpatrick, Mrs. Mary M. Mack, superintendent; Mrs. Cowell, Mr. Charles Chappelle and Mrs. Kate Jepson. Standing: Mr. William Beach, Miss Carrie Lee Stoyke, Mrs. Jennie Stone, Miss Emilie Lewis, Miss Amy Annie Firmin Jack.



STAGE STARS OF THE PRESENT DAY AND STAGE STARS OF DAYS GONE BY met yesterday at the Edwin Forrest Home at Torresdale, to arrange details of matinee benefit performance. Otis Skinner is pictured talking with William Beach and Emily R. Lewis with Ivan Servels

Ada Gilman, one of the best-known actresses on the American stage for nearly half a century, died on Sunday at the Edwin Forrest Home, Holmesburg. She was sixty-eight. Miss Gilman was born in Boston. When quite young she was married to Leander Richardson, a newspaperman, and later author and playwright. She later obtained a divorce. Records at the Edwin Forrest Home show Miss Gilman never used a stage name. Miss Gilman, during her career, supported Edwin Forrest, Charlotte Cushman and Lawrence Barrett. In later years she appeared with the Augustin Daly Company and in the Boston Museum stock company. Her last appearance was in "A House of Glass." She retired several years ago.

Shakespeare's birthday, on Wednesday, was celebrated at the Edwin Forrest Home for Actors on Tuesday afternoon to permit of the presence of many players who were engaged for Wednesday matinee. A Shakespearean sketch was presented as has been the custom for many years.

Clayton Hamilton, a prominent dramatic editor, made the principal address. Dr. Horace Howard Furness, Jr., president of the board of managers, gave the introductory address. Mrs. Otis Skinner read Ben Jonson's commendatory verses on Shakespeare. Mr. David Bispham rendered several songs. He was accompanied by Miss Emily Harford. The exercises were concluded by a play called "Place Aux Dames or the Ladies Speak at Last," in which Juliet, Portia, Lady Macbeth, Ophelia and Shakespeare appeared. It was directed by Miss Grace Griswold, New York city. The home has now in its possession three paintings of Richard Mansfield, portraying him as Shylock, Richelieu and as Mr. Hyde. These paintings were donated by Mrs. Richard Mansfield.



MRS. ANNA WARE BARNES
An actress for forty years, who died Saturday night in the Edwin Forrest Home.

ANNA WARE BARNES

Once Widely Known Actress at Edwin Forrest Home, Aged 80

Mrs. Anna Ware Barnes, a former well known actress, died Saturday night at the Edwin Forrest Home, Holmesburg. She was eighty years old.

Mrs. Barnes played characters of aged women from her debut in the theatrical world until she retired. She began her long career with a stock company in Washington in her youth when she gave up a Government position.

She made her debut as an Irish servant in Rose and Harry Watkins' stock production of "His Worst Enemy," or "The Angel Child." She was a success, and the following season became a regular member of the company.

For a number of years she played the role of Betsy Bobbetts in "Vim," a dramatization of Josiah Allen's Wife. She supported Neil Burgess, the star. She also played for years the part of "Mother Frochard" in "Two Orphans," and "Miss Corney" in "East Lynne."

During the forty years she was on the stage Mrs. Barnes played with the leading stars. Since she has been in the Forrest Home she has been active in staging amateur plays in this city and in Holmesburg. She was also noted as an electionist and gave recitations in church entertainments.

Mrs. Barnes, the daughter of Colonel Addison Ware, was born in Springfield, Mass., in 1841. In later years she played with George Clark and for a season was with Harrigan at his theatre in New York.

She entered the Forrest Home in

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Several Will Take Part in Benefit Performance to Be Given March 9

George Arliss, Otis Skinner, Ivan Serrins and Ernest Treux, with many members of their supporting companies, yesterday journeyed to the Edwin Forrest Home at Holmesburg and met the stars of yesterday, men and women whose names are scarcely known to the present generation of theatre-goers.

The guests at the home entertained their younger colleagues and the members of the committee of theatrical managers in charge of the coming benefit for the home to be given at the Forrest Theater on the afternoon of March 9, the birthday anniversary of the great tragedian, and to which every production in the city that week has promised to contribute. The plans for the benefit were actively discussed yesterday and those in charge promise that it will surpass in quality and variety anything of the kind ever before attempted.

There are residents of the home now many of whom at the height of their fame were as well known as Arliss and Skinner today; Amy Lee, who played everything from Topsy to Ophelia at Holland's old Grand Avenue Theatre;

Annie Firmin, the original Mercy Merrick in "The New Magdalene" and widow of John Jack; Emily R. Lewis, a Kelllogg and Daly star; Margaret Fitzpatrick, the comedienne; Mrs. Sidney Cowell, who starred with Fanny Davenport; Carrie Lee Stoylo, with a history of sixty

Jennie Stone, the old queen of the stage, who will be seen in "Daddy Longlegs" and "The Green Goddess" and William Beach, who will be seen in "The Green Goddess."

"Curtain Rises on an Intimate, Friendly Group



RETIRED STAGE FOLK MOVE TO NEW HOME

Stars of Yesteryear Prepare
for Dedication of New
Edwin Forrest Domicile

HAMPDEN TO OPEN BUILDING

Moving the Edwin Forrest Home from Springbrook, Holmesburg with its library of 6000 volumes, its gallery of busts of Americans famous in the arts; its pictures and its mementoes of the life of the widely known and loved donor, to the fine new building at Wynnefield—that's a job.

But moving a lifetime of memories is another. That's why Miss Emilie Lewis, 80-year-old "dean" of the Edwin Forrest Home, oldest actor in the home and longest resident there, hunted for hours for a yellow saucer that goes with a yellow cup the young daughter of an old friend had given her when she was second sourette in the old Augustin Daly Stock Company's first season.

Miss Lewis has spent twenty years in the Forrest Home, which last Tuesday was moved to its new quarters on Parkside avenue. They call her their "ingenue." Trunks and boxes and bags of personal mementoes that date back over half a century of theatrical life went with the eight men and women of the stage who are now living in the home.

Talk Over Footlight Memories

Gathered on the pleasant portico of the spacious Elizabethan building—these men and women of a profession in which they are "Emilie," "Jack," and "Lolly" to each other, talk over footlight memories.

Mrs. Lewis is in the Fanny Davenport Room. She was born in Philadelphia. Her first memory of the stage—some seventy-six years ago—is of the day when she was picked up by some friend of her mother's in a theatre dressing room, dressed hastily in a bright-colored peasant's costume, and sent on with a crowd of supernumeraries who were peasants playing in some Shakespearean play. She never found out the name of the play, but she never forgot her first appearance. She was 4.

A character actor known from coast to coast in the Edwin Booth Room—George Barnum, retired only two and a half years ago, when he was suddenly taken ill while playing in "The Noose." Mr. Barnum has been associated with the best known producers in the theatrical field, both as actor and as manager.

He has been associated with David



They are men and women retired from the stage to the new Edwin Forrest Home, gathered for the first time on one of its pleasant porches. Left to right, they are Margaret E. FitzPatrick, Laura Palmer, Helen Van Hoose, Jack Amory, John J. Hall, George Barnum and Emilie Lewis. Miss Lewis, who is 80 years of age, is "dean" of the theatrical retreat.

Belasco, Daniel Frohman, the late Henry B. Harris and, as a young boy, with Augustin Daly.

His first theatrical job was as call-boy in the old California Theatre, San Francisco, importantly identified with the west coast theatrical development. His family sent him at 16 to the United States Naval Academy at Annapolis. At 17, in his second year, Barnum ran away to England. He walked from London to Liverpool. In Liverpool he landed entirely broke.

Shanghaied Back to U. S.

Down on the wharf he was eating raw meat from the ships' cargoes when a "boarding-house" keeper found him and took him home for a square meal. The "boarding-house" keeper proved to be one of a gang who shanghaied young men to sea. Barnum ate his square meal and

fell queerly asleep. When he woke up he was aboard a boat bound back to America, to San Francisco.

The adventure made him an American instead of an English actor, and widely known throughout theatrical United States. Mr. Barnum is a member of the Lambs Club.

He calls himself the juvenile of the Edwin Forrest ensemble. The only infamous thing in his history, he says, is five years of baseball umpiring for the National League, around 1839.

Another Philadelphian in the home is "Jack" (John J.) Hall, who occupies the Otis Skinner room. Jack

Hall is a vaudeville actor and minstrel man who was in the game when Sam Sanford, famous minstrel man of a generation ago, had the old Eleventh Street Opera House.

Mr. Hall was born at 705 South 13th street. He is 74. He was the "baby" of the home in point of residence there until Laura Palmer came in a few months ago.

She Looks Like Ethel Barrymore

One of the pictures on the walls of the Mary Anderson Room, which Mrs. Palmer occupies, is a photograph of Ethel Barrymore. Miss Barrymore gave it to her because "it looks more like you than like me, Lolly, and people think it is you." The resemblance to Ethel Barrymore is marked. George C. Boniface, William Collier—whom all of the stage folk call "Willy" Collier—Robert Hilliard and Kate Claxton are some of the well-known players with whom Mrs. Palmer has played.

Others living in the home are Margaret E. FitzPatrick, who has the Charlotte Cushman Room; John Amory, who has the E. H. Sothern Room; Helen Van Hoose, who has the Ethel Barrymore Room.

The formal dedication and opening of the new building will be held September 27, when Walter Hampden will greet his fellow troupers. For the next three weeks Mrs. Louise

Gehri, superintendent; her staff and the residents of the home will be occupied setting the stage for that premiere.

STARS AID OPENING OF FORREST HOME

"See the players well bestowed!" Those words, so often spoken by Edwin Forrest when the greatest American actor of his time played "Hamlet," met the eyes of Walter Hampden and Daniel Frohman, Otis Skinner, and Milton Lackaye, and the rest of a distinguished gathering when they arrived at yesterday's dedication exercises for the beautiful new habitation of the Edwin Forrest Home.

That phrase from Shakespeare is carved in stone over the Elizabethan portal of the new edifice.

The nine guests of Mr. Forrest—actors who have played their parts and now are dwelling in serene retirement—and Walter E. Hering, president of the Board of Managers, and his colleagues of that body, welcomed some 200 friends to surroundings so rich in amenity and charm that Otis Skinner whispered to Walter Hampden:

"See here, you must try to do something to get me in here!"

Visitors Inspect Mansion

The visitor wandered about the stone-flagged courtyard, admiring the Tudor charm of the genial mansion and its view out over the woods and hills of Fairmount Park, northward just across Parkside avenue; passed along corridors hung with portraits of stage folk famous of old, and ascended to the upper floors to visit the delightful rooms where the guests of Mr. Forrest will be quartered, in the midst of fine old mahogany and etchings of scenes from plays and swords and trappings associated with the history of the stage.

Then all the company assembled in the Great Hall, with its mid-Victorian livableness and its grand piano at the left of a raised portion of the room which suggests inviting opportunity for use as a stage, and its glimpses through casement windows of green turf and tree boughs and the background of the broad-stretching links of the Bala Golf Club.

Dr. Furness Reads Will

No chairman could have been more appropriate than Dr. Horace Howard Furness, Jr., greatest living Shakespeare scholar, who presided as vice president of the Board of Managers.

"This building was dedicated long since—by its noble founder," began Dr. Furness. Then he read from Edwin Forrest's will the great actor's comment that "my professional brothers and sisters often are unfortunate," and the expression of his desire "to smooth their pillows in sickness." And then Dr. Furness quoted Mark Antony's words:

"He has left you his orchards, his walks, his gardens, to recreate you with."

For his fellow players, Walter Hampden, president of the Players Club, expressed to the managers his "delight at the way you've put love and affection into this beautiful result." He went on with wise and witty comment on actors and the art of the stage.

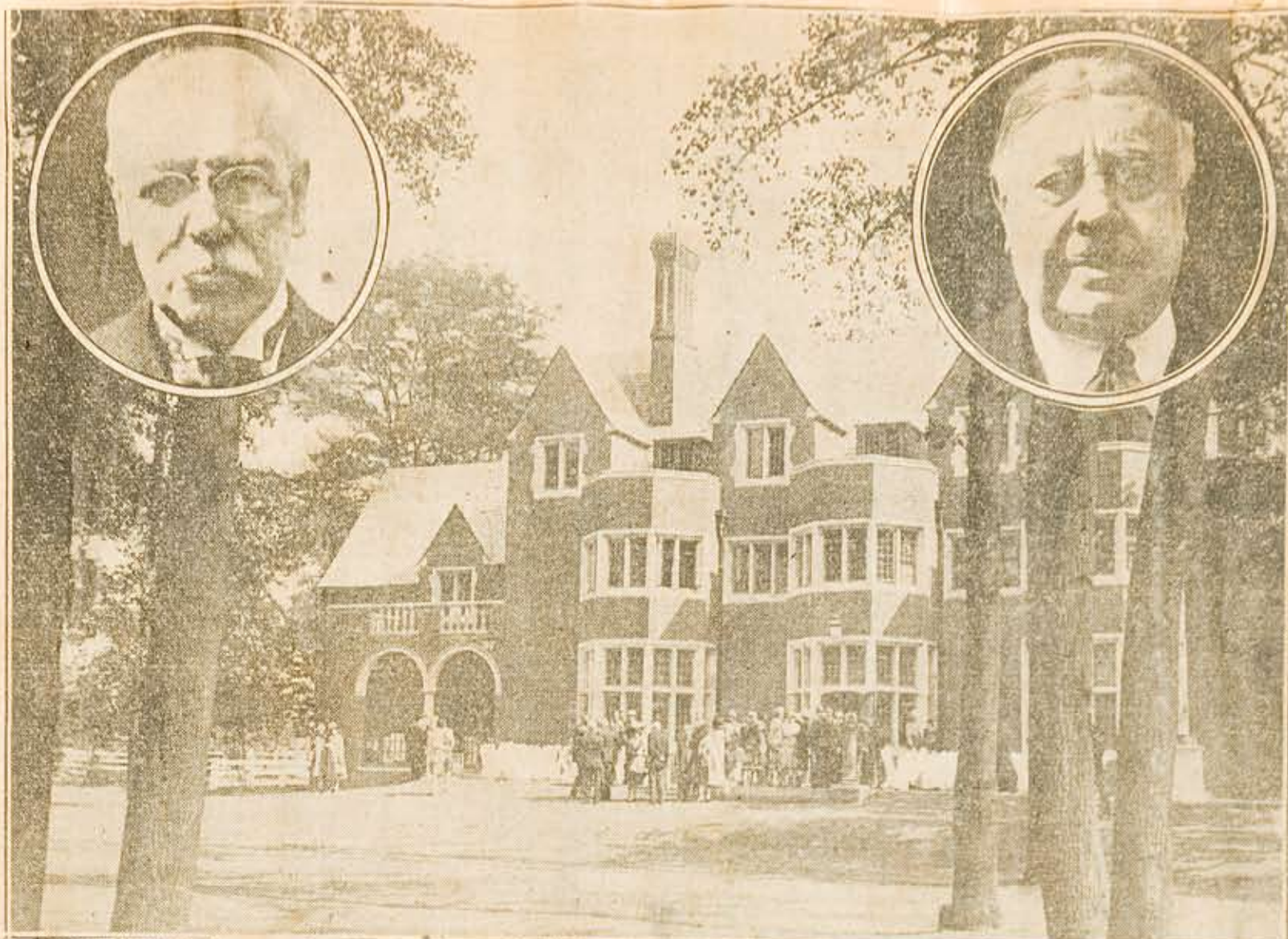
"The actor's a very human critter—we wouldn't have him changed," said Mr. Hampden. "The actor's medium is their own personality. They feel shy; their consciousness of self is a means of self-protection. Quick to resent, they are quick to forgive—and even more, to give!"

Frohman Praises Beneficence

Daniel Frohman, of long distinction as manager, told how the Actors Fund, of which he is president, through benefit performances raises money for aid to the unfortunate among actors, dispensing yearly some \$200,000 in such activities. He praised the results of Edwin Forrest's beneficence.

Edwin Forrest's guests, until the sale of Springbrook housed there in the famous actor's country estate in Holmesburg and now happily established in the beautiful new abode at 4849 Parkside avenue, Wynnefield, for which Charles Z. Klauder was architect, are the following actors of long experience and reputation: Helen Van Hoose, Emilie Lewis, Margaret Fitzpatrick, Laura Palmer, Ella Dean Palmer, John Amory, John Washburn, John J. Hall and George Barnum.

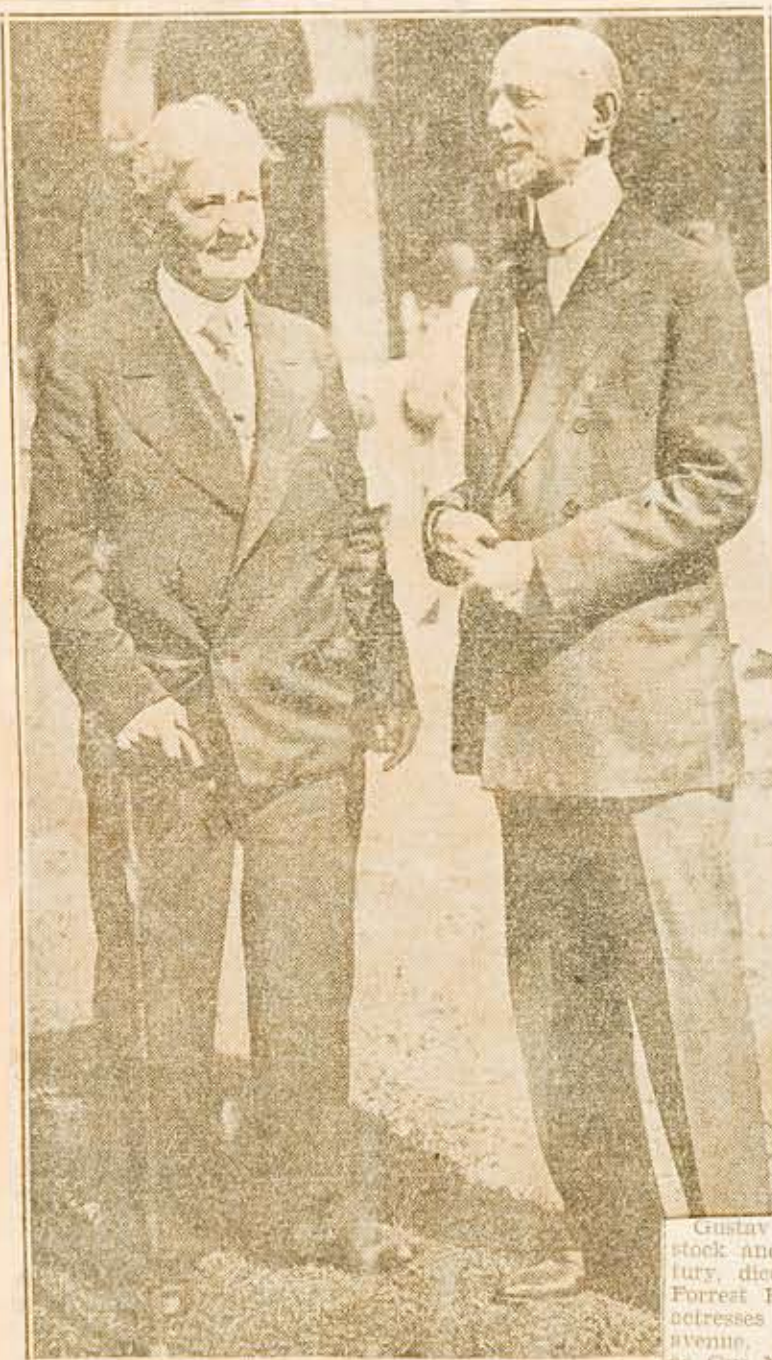
The managers are Mr. Hering, president; Dr. Furness, Jr., vice president; the Mayor of Philadelphia, ex officio; Judge William B. Linn, Thomas M. Love, former Governor Edwin S. Stuart and A. Edward Newton, who contributed to yesterday's events by writing a vivid little essay on Edwin Forrest's career. A copy was presented to all yesterday.



Dr. Horace Howard Furness, Jr., Shakespearean scholar;

Wilton Lackaye,

STARS OF THE FOOTLIGHTS ATTEND DEDICATION OF NEW ACTORS' HOME.



Daniel Frohman, well-known producer and manager, greeting John J. Hall, one of the guests.



Walter Hampden and Otis Skinner,

Gustav Sullivan, 59, a performer in stock and vaudeville for half a century, died on Sunday at the Edwin Forrest Home for retired actresses at 49th street and 6th avenue. He was known as Gus Mortimer, John J. was a son of Jome, died Dun Sullivan, old timer ill two months. In the home since 1932, me, 6948 Place on Tuesday from the Warren E. Thus Funeral Home, 6948 Torresdale

Ann Warren Home died on Saturday. The funeral Geo was held on Tuesday from 6948 Torresdale avenue. died at the Edwin Forrest Home, 48, retired day actor, plac- orrest eral rvices t the me.

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1927

CARRIE LEE STOYLE

She Was Noted as Exponent of Shakespearean Roles

Funeral services will be held this morning at 10:30 at the Edwin Forrest Home for Carrie Lee Stoyie, who won many stage triumphs in the course of seventy years. She was a daughter of a noted English actor, Henry Lee, and was born in Southampton, England. She made her stage debut at the age of 5, in her father's company. In time she became a brilliant exponent of Shakespeare, and most of her roles were those of Shakespearean heroines. She was twice married. She is survived by a daughter, Mrs. Robert Scudder, of Vancouver.

New Building for Use of Edwin Forrest Home

Permit has been issued for the construction of a new Edwin Forrest Home for aged actors, at the northeast corner of 49th street and Parkside avenue, to cost \$131,560. Ground will be broken immediately. It is understood the new home will be ready for occupancy early next year. The home sold its property to Frankford avenue and Cottman street two years ago for \$600,000. The property consisted of a 106-acre tract, used for many years as a country residence of Edwin Forrest, who, in his will, bequeathed the estate to be used as a home for aged actors. The new home will be of brick construction and three stories high. It will occupy a site, 294x320.

New Retreat for Actors at 49th and Parkside to Be Ready Next July

WILL HAVE ROOMS FOR 20

Work will be started in a short time on the new Edwin Forrest Home for actors and actresses at the northeast corner of 49th street and Parkside avenue. The new building will replace the present home in Holmesburg.

In erecting this new home the Board of Managers feels that it has supplied a much-needed detail, inasmuch as the men and women, who were great stars in their day, prefer the familiar surroundings of the city to the quiet and strange atmosphere of a rural community.

The new building will accommodate twenty persons. An improvement over the former building will be the addition of two infirmaries and a nurse's room on the first floor.

A Great Room will also be a feature. In this room recreation will be provided on such occasions as Shakespeare's birthday, and other events of interest to those of the stage.

Ground for the building was broken some time ago. The contract calls for the building to be finished next July.

The Forrest Home was opened in 1870. Forrest, the famous actor, died suddenly four years before that time. His will devised his entire estate to his executors to establish a retreat. The place was to be known as Springbrook. The building contains some rare mementoes of the stage, such as weapons and arms used by Forrest, playbills of the actor's engagements, portraits and a copy of the first folio editions of Shakespeare's works.



George Barnum, whose voice was heard on old-time stages, pokes a log in the fireplace of the old Castor mansion in Holmesburg while other guests of the house, temporarily used as the Edwin Forrest Home for Actors, look on. From left to right, the women are Mrs. Margaret Fitzpatrick, Miss Emilie R. Lewis and Mrs. Laura Palmer. Standing (right to left) John Hall and Jack Amory. The original Forrest Home was vacated some time ago and a new one is being erected at 49th street and Parkside avenue.



REMINISCENCES. Emilie R. Lewis and John J. Hall are oldest guests at the Edwin Forrest Home for Actors at Holmesburg. They are discussing plans for the new home, which will be located at 49th street and Parkside avenue

on Bristol Pike, where the tragedian himself once lived, was vacated some months ago, and now the eight are merely waiting for their new home to be completed at 49th street and Parkside avenue.

The Castor house itself was famous years ago. Grover Cleveland was a guest there, and Mme. Modjeska and Mme. Bernhardt and others knew the luxury of its immense oak-paneled hall with the big sandstone fireplace brought from France.

Only the porch that runs around two sides of the house reveals decay. Within there is an air of quiet security. The eight are charming. Only in years are they old, for the theatre often lets its children retain youth long after others have lost it.

Miss Emilie Lewis smiles as winningly as when she played soubrette parts in the seventies. John Amory's Falstaffian form shakes with laughter as vigorous as the day he came to New York fifty years ago to play with Daniel Bandman, the great German. These is always a sly jest on the lips of Mrs. Margaret E. Fitzpatrick, who graced the stages of the world for forty-five years.

And there are others—George Barnum, Mrs. Laura Palmer, John Hall, Mrs. Ellie Deane Palmer and Flossie Le Van—with equally imposing records.

They gather in the hall on these winter evenings for dinner with Mrs. Helene Craven, superintendent of the home and herself a woman with a fine record on the stage.

In such a company one instinctively tries to picture them in that other day. It is difficult here. Yet these eight lived when bonnets, bustles, crinolines and buggies were the go, when baseball was elbowing its way into the affairs of men, before Brooklyn Bridge, chewing gum, soft collars and motion pictures, when Julia Marlowe played in "When Knighthood Was in Flower," and Pinero's "Gay Lord Quex" was having its American premiere.

But these eight live in the present. You detect no scent of lavender among them, no old lace. Against them the fading signatures in the visitors' book are appallingly ancient.

Mr. Amory—they call him "Jack"—will give you his opinion of "Chicago," the Maurice Watkins play that amused audiences at the Walnut Street Theatre recently.

Mrs. Fitzpatrick might tell you about other plays. They go to the theatre fairly regularly.

Indeed, the casual visitor would be more inclined to view them not as retired theatrical folk but as clever, amusing men and women who are having a splendid week-end in a big country house.

Each has his or her room, with photographs, old programs, various mementoes. Maybe there they go back to the past, but not otherwise.



MEMBER WHEN? George Barnum and Lola Palmer, old-time folk, guests at the Edwin Forrest Home for Actors, Holmesburg, are discussing plans for the new home, which will be located at 49th street and Parkside avenue.

MEMORIES STIRRED IN CASTOR MANSION

8 Once-Famed Thespians Wait Completion of Forrest Home in Once-Famed House

THERE'S NO "SOB STUFF"

There are eight of them, and they live in a great house on a hill that is just a mite higher than the rest of Holmesburg. The city lies far away, almost as remote as the past.

In the neighborhood they call the house the old Castor mansion. Temporarily it is the Edwin Forrest Home for Actors. The original home

Jeannie Gourley's mother died on Sunday at the Edwin Forrest Home, Holmesburg. Funeral services were held on Tuesday at the home, with interment at Milford, Pa.

SALE OF FORREST HOME TRACT SEEN AS BUILDING BOOST

\$600,000 Paid by John N. McGarvey for Slightly More Than 110 Acres

COST ACTORS' BENEFACTOR ONLY \$94,000 60 YEARS AGO

The sale of the Forrest Home for Aged Actors at Frankford road and Cottman street to John N. McGarvey for \$600,000, or almost \$6000 an acre, is the latest indication of the rapid development which is under way both on Torresdale avenue and Frankford avenue in the Forty-first and Thirty-fifth Wards. The purchaser has been a builder in West Philadelphia for years, and has, within the last few years, like many other West Philadelphia builders, transferred all or nearly all of his business activities to that section of the Thirty-fifth and Forty-first Wards, which immediately adjoins Frankford.

The sale of the Edwin Forrest tract may be said to be directly due to the opening of the Frankford avenue L road, which has provided means of transportation to that section of the city that is sure to attract thousands of new home buyers within the next few years.

Extended Negotiations

For a year past negotiations have been on among various builders to secure the Forrest Home tract, once it was known that the directors were willing to consider a sale. A price of \$5000 an acre was offered for the ground over a year ago, which was considered at that time a good offer. Conditions were developing so rapidly in the past year all along Frankford avenue and Torresdale avenue that it was felt by the directors of the home that they had only to wait a little longer to get a much higher figure. The fact that they have obtained almost \$6000 an acre for the 110 acres in the tract justifies their reluctance to sell at the lower figure.

Though transportation out Frankford avenue to the Forrest Home is not yet as good as it might be this probably will be remedied soon. The Holmesburg trolley line, a private corporation, still runs its cars past the home, but as an ordinance to purchase this line for \$750,000 was voted on favorably by the people in the last loan bill it probably will not be long till a modern car system is installed on this line.

Transportation on Torresdale avenue which is close to the rear boundary line of the Forrest Home property, is improving every month to meet the demands of thousands of new car riders.

More Than 110 Acres

The Forrest Home tract is on the east side of Frankford avenue extending from Cottman street north to Naples street, and extending east to within one square of Torresdale avenue, containing 110 acres and 94 perches, the dimensions given in the deed, which conveyed the property October 19, 1865 from George H. Stuart, a Philadelphia merchant, to Edwin Forrest for \$94,000. Stuart had purchased the property January 1, 1857, from Caleb Cope for \$70,250. Caleb Cope built the old-fashioned dwelling on the ground and named the place Springbrook. He used it for his country residence, as did George H. Stuart and Edwin Forrest, who succeeded him in the ownership of the place.

Forrest in his will, bequeathed it to a board of managers to be used as a home for aged and indigent members of the profession in which he himself had acquired fame and fortune. Since his death his wishes in this respect have been observed. His benefaction will be continued in another location not yet chosen, under the same name, the "Edwin Forrest Home."

The ground is now or will be in a year or so ripe for development. It is intersected by Cottman, Erdrick, Walker, Jackson, Dittson, Bleigh and Shelmore streets, all main thoroughfares, though not yet physically open. It has an extensive frontage on Frankford avenue. The opening of this through the tract will diminish ground available for house sites by about twelve acres. Even streets out there will be room for from 2000 to 2500 houses.

Much Activity There

The purchaser, John McGarvey, who is now building on the east side of Torresdale avenue, above Cottman street, will have little difficulty in disposing of a large part of the acreage if he chooses to do so, to other builders. On every side of the Forrest Home there is manifest today every sign of great activity. On the west side of Frankford avenue directly opposite the Forrest Home, a syndicate of investors from West Philadelphia, of which W. H. W. Quick and Benjamin Hoffman are members, are rapidly getting into shape for building three large tracts which they purchased during the last two years, comprising almost 200 acres and extending on the west side of Frankford avenue from Cottman street north to Rhawn street, a distance of about eleven squares, and from Frankford avenue west to Rowland avenue.

These operators have expended already about \$200,000 grading this tract and putting in all necessary improvements, not waiting for the city to do the work. Streets have been opened and dedicated to the city without any of the usual delay in getting such improvements, and sewer, gas, and water pipe has been installed. The work has progressed so far that a large part of this tract probably will be ready for the builder this spring.

Included in this tract, which is much larger than the Forrest Home tract, are the Omar Shallcross farm of 600 acres, the Fuller tract of 600 acres, which was sold in 1910 by the estate of William H. Fuller to Edwin Wolf for \$71,000 and resold to the syndicate some three years ago at a large advance. They subsequently acquired other smaller tracts, bringing their holdings to about 2000 acres.

Ancient Mansion, Near Holmesburg, Contains Many Rare Relics of Edwin Forrest

RESIDENTS MUST MOVE

The sun, shining through one of the French windows of the conservatory, peered into the parlor at the Edwin Forrest Home for Actors on the Bristol Pike, near Holmesburg. It revealed the fact that the large, picture-filled room was deserted.

In their rooms, in the hall, on the stairway, the guests talked in low voices. There was something of the dramatic about the talk.

The old home had been sold. The ancient mansion, which for fifty years has been a home to one after another of those heroes and heroines who have thrilled and amused thousands, has been disposed of for \$600,000. A builder, John N. McGarvey, the new owner, will probably cut the estate up into smaller lots and dismantle the home.

"Doesn't seem possible, does it, Amy?" Mrs. Annie Firman Jack, oldest in point of residence, spoke. "I don't see how I'll ever get used to another home, if they build one."

"And the same with me," vigorously nodded Amy Lee, the peppery little cousin. As she did so, a feebly white cap bobbed up and down over her hair.

"My lands, I'll take me the whole year they give us to leave just to pack up. I swear I've seven hundred and eleven hat boxes!"

"Another home? No other place can ever be like this one," said Mrs. Carrie Lee Stoyke. Almost blind now, Mrs. Stoyke knows the Forrest home so well that she readily finds her way about the winding stairways and through the massive doors without aid.

"Just don't know what I'd do somewhere else. It seems too sad to think Mr. Forrest's old name will be gone."

The guests living at the home, besides Mrs. Jack, Amy Lee, and Mrs. Stoyke, are: Miss Sydney Cowell, Miss Emille Davis, Mrs. Margaret Fitzpatrick, Jack Amory, William Beach, and Charles Cluppello. Recently, making the guest-roll too, Mrs. Jeanie Gourley Scruthers took up her home there. Mrs. Mary Mack is the superintendent.

Amy Lee and Mrs. Jack proved able "guides." In the hall way stood a huge marble statue of a leader in the stage world.

"We're always afraid somebody will run off with that—it weighs six tons and has a big iron bar at the bottom," confided Mrs. Jack. Opposite, as though to guard against such vandalism, stood an "iron man"—one of those jolly, iron-stove boys who fought with broad axes to man, years ago.

Great oaken, carved benches and settees flank the way to the parlor, which is an art gallery.

"There's Mr. Forrest's favorite painting," and Amy Lee pointed to a canvas showing two tots about to wade into a stream. "My, my—how'll they more?"

"How'll they more?"

"How'll they more?"

"How'll they more?"

"How'll they more?"

"How'll they more?"

"How'll they more?"

"How'll they more?"

"How'll they more?"

"How'll they more?"

Mrs. John Jack Passes Away at Edwin Forrest Home

Mrs. Annie Firman Jack, widely known on the American stage some years ago, died suddenly on Tuesday in the Edwin Forrest Home, Holmesburg. She was 80 years old. Her husband died in 1913 at the Home which both entered in 1907. Mrs. Jack, who was born in England, began her stage career in this city. She made her first appearance with Mrs. John Drew at the old Arch Street Theatre, and several years later married John Jack, whom many critics considered the greatest Falstaff of his time. Mr. and Mrs. Jack toured the world with their company and appeared in virtually all the principal cities of Europe. Mrs. Jack filled frequent engagements in Philadelphia following her continental tour. Her favorite role was that of Prince Hal in Shakespeare's "Henry IV" in which impersonation she won the unqualified praise of critics and theatre-goers alike.

Mrs. Jack is survived by a brother, Albert Firman, postmaster of Brooklyn, who came to Holmesburg on receiving the news of his sister's death. Services were held from the home on Thursday morning at 11 o'clock. Interment was in Mount Moriah Cemetery by the side of her husband and a son, Arthur, who died at the age of 14 years.

Lee has never seen a 24-hour, high-speed, long-distance moving van and its crew in action.

Mrs. Stoyke found the group. "I do my writing in there," she said, pointing to the library. On its shelves 8,000 volumes of choice literature rest.

"This big book—I don't know what you'd call it—has all about the books in it. A man who lived here long ago took eight years to write it. See—he did it all in ink." And one of the notes turned over the leaves displaying a marvelous work of detail and beautiful script.

On the shelves are rare relics of the great tragedian who founded the home. His office is unique. Facing the door, the massive desk affords a view straight through the library, to the parlor and beyond into the hall. A glass case contains the burned remnant of the original Shakespeare manuscript—Forrest's dearest possession. When fire destroyed his home at Broad and Master sts., a case given him by Washington and the remains of the scoured Shakespeare were the only things he rescued.

"I'll show you the upstairs now," said Mrs. Jack, leading the way.

The oldest resident, Mrs. Jack, has Forrest's room.

"I married my husband here for seven years," she said. "That big four-poster was his bed, and Mr. Forrest's before him. Most of the other furniture is my own. These are all pictures of me."

"You like the hair?" she smiled as her guest remarked on the bright yellow curls her photographs and portraits revealed. "Once I posed for the artist who painted the hair on that picture of Mary Stuart."

Mrs. Jack's room has countless mementos of her husband, celebrated as the man who played "Falstaff" so successfully, and numerous portraits of him adorn the walls.

In the hallway is the huge mirror before which Forrest shaved. Two great wooden statues, "Thalia" and "Melpomene," goddesses of comedy and tragedy, stand at one end. Every inch of wall space is hung with portraits of famous characters of the stage.

"That's my mamma," said Amy Lee, pointing to one. Miss Lee's mother was Mrs. Charles Howard, who attained notable success in "The Love Chase" decades ago. As for Amy Lee: "I played everything from 'Topsy' to 'Desdemona' and acted for years at the Girard avenue theatre."

Miss Lee makes several trips to town each week to see plays. Occasionally she goes to New York. In regard to the controversy over the type of drama provided today, she declared:

"The public gets just what it wants and what it pays a high price for."

The grounds about the home are cared for by a keeper, and heretofore all food supplies were raised on the adjoining acres. The conservatory looks out upon it all. So does Amy Lee's little room on the third floor, and from here the grave of Giovanni Pergolini, who occupied the gable room before Mrs. Lee, can be seen at the stridge of the street.

"I don't want to think of it all," said the little woman.

Amy Lee, retired actress, known principally to Philadelphia theatre-goers of a generation ago for her work at the Girard Avenue Theatre during the nineties, died on Friday last, in the Frankford Hospital at the age of 83.

Since her retirement nine years ago Miss Lee has lived in the Edwin Forrest Home, Holmesburg, where funeral services were held on Monday at 10.30 A. M. In August, 1904, Miss Lee's mother, Mrs. Rose Watkins, who under the name of Rosina Shaw was a favorite actress of years gone by, died in the Forrest Home in her 78th year. Miss Lee's last appearance was made at the Women's War Relief benefit in this city in 1918.

Mrs. Sydney Cowell Holmes, an aged actress for the last seventeen years a guest at the Edwin Forrest Home, died on Thursday. She was nearly 80 years old. Mrs. Holmes came to this country from London in 1874. Her husband died a few years ago.

William Beach died on Wednesday at the Edwin Forrest Home, where services were held this Friday morning.

MOVING THE FORREST HOME

Sale of the Forrest Home, the beautiful refuge for aged players, at Holmesburg, has been regarded as inevitable for some years. The endowment bequeathed by the great American tragedian has proved inadequate for maintenance of the mansion and estate and support of the favored guests. These well graced actors of other days now number but nine, while there is accommodation for twelve. To meet the mounting expenses of this restricted establishment as living costs increased, the trustees have been obliged to resort to theatrical benefits.

As a real estate transaction, purchase of the 110 acres for development is striking evidence of city expansion in the Northeast, beyond Frankford. The price of \$600,000 should enable the trustees to provide spacious quarters for a larger number of aged actors within convenient distance of Philadelphia, and probably to add a substantial sum to the permanent endowment, which is now but \$243,000.

Such a transfer will more effectually carry out the founder's benevolent purpose, than if "the dead hand" were to compel retention of the Forrest Home in the mansion which the tragedian occupied as a country residence sixty years ago, when Holmesburg was a remote rural It is cause for gratulation that the Orphans' Court has not found anything in Edwin Forrest's will to preclude a transfer that is obviously to the advantage of the intended beneficiaries.

Settlement Made for New Forrest Home at Wynnsfield

Settlement was made last Thursday for the land on Parkside avenue, Wynnsfield, adjoining the Bala Golf Club, to be used as the site for the erection of the new Edwin Forrest Home for Aged Actors and Actresses. According to an announcement of the board of directors of the home, work will be started at an early date and plans are now being prepared.

According to Frank H. Warner, secretary of the board of directors, the plan had been to buy a property on South Washington Square, but building restrictions prevented them from following out the provisions of the will of the founder of the home and the project was abandoned. The new site is 300 by 400 feet. The home now occupies a building in Holmesburg. Its first house was originally the summer home of Edwin Forrest. Mr. Warner declared that the money left in trust had gradually grown so that at the present time there is approximately \$1,000,000 in the fund, and that there is ample to build a house which will be modern in every detail and to put a complete theatre and equipment in the building.

The board of directors are Edwin Stuart, former Governor of Pennsylvania; E. Hering, William Horace Howard, and Newton, Judge.

Men and Things

BYBERRY is chiefly known to many—perhaps most—Philadelphians as something planned for and not accomplished and as the location of the litigation over Phil Johnson's "perpetual" contract and its architect's fees. It may be surprising, therefore, to read that with the award of contracts for two new dormitories and four cottages and the enlargement of some of the present service structures, the final step will have been taken, and Byberry—meaning the Hospital for the Insane and the Institution for the Feeble-Minded—will have been completed. That is to say, the original plan will have been achieved, and thereafter will need only such enlargement as shall be required by the increases in these two classes of dependents on the city's care.

The necessity for the relief of Blockley, which was at once a municipal hospital, a home and hospital for the insane, a haven for the feeble-minded and the indigent, approached the point of action during the term of Mayor Ashbridge but nothing was done until the administration of Mayor Weaver, when the site at Byberry was chosen and about eight hundred and seventy-five acres of farm land purchased. Philip H. Johnson, and his famous contract as architect, date back to 1903, but it was 1912 before the beginning actually was made on the construction of the plant, which in its completeness gives promise of being the equal of any in the country. Meantime, while Johnson was working on his plans—and it is not conceivable that they were projected and prepared and reduced to the detail of specification without actual years of work—small wooden structures were used as time servers, and probably were responsible for much of the prejudiced opinion that still exists concerning Byberry.

Johnson's contract as architect for the Byberry construction was actually two contracts, one covering the erection of the buildings for the care of the insane, on which he received a fee of five per cent, on the cost, and the other covering the institution for the feeble-minded on which he got a fee of six per cent. Taking the official recapitulation of the total cost of the Byberry plant as \$7,000,000, fully five millions of which may be charged up to construction work, it is estimated, the aggregate fee is one that easily might be envied in the architectural profession, although it is not beyond the accepted standard of architects' fees. Spread over a period of twenty years, it does not appear quite as magnificent; nor does it appear so entirely unreasonable a waste of money, when compared with the experience of the city in connection with other public buildings where very handsome architect's fees have been paid for plans which have become dust-covered and useless. There is some advantage to be taken into consideration, in the fact that the two branches of the Byberry plant are the work of one genius, so that the various units, although built at various periods, unite in a completed and perfectly fitting whole.

Since the first purchase, 125 acres of land have been added to the original site, and the new Home for the Indigent at Holmesburg and the Brown's Farm enterprise are really to be considered as parts of the Byberry program. In the fact that they, too, are phases of the great municipal undertaking which formerly was so inadequately represented in the old Blockley.

Byberry was opened to use as a city sanitarium seventeen years ago. Then only a few old structures and some temporary buildings were employed for housing the mentally diseased patients sent there from Blockley to work on the farm. Now it comprises the largest group of institutional structures under the management of the Department of Health.

Located where the Southampton road meets the northwestern extension of the Roosevelt Boulevard, it is a fine farm of about a thousand acres, nearly half of which is under cultivation. Over the rest of the land extend the many separate buildings of the institution, the male patients being quartered on one side of the Boulevard and the female

patients on the other. Both groups of buildings are complete and capable of independent management. On the male side are four large dormitories, a refectory with several dining rooms and an exceptionally large kitchen, and a power plant. On the female side are six dormitories, another refectory and another power plant. There are also on the grounds six completely equipped cottages for the care of feeble-minded children, each cottage being larger than the term denotes and capable of housing from forty to fifty patients. To these buildings are also added utility structures, such as the laundry, the administration building, also used as a nurses' home, the barns and shops attached to the farm and the new infirmary for the treatment of the tubercular mental patients.

All the new structures have been built on a generally uniform design so that the appearance of the group is architecturally harmonious. The dormitories are long rectangular structures, such as large as some of the hospital buildings in the city, and containing large, airy and well-lighted wards on the upper floor and rooms for the offices and shops and medical treatments on the lower floor. Of brick and stone, they are two stories in height with a dormer floor and are equipped with the latest and most approved type of hospital and institutional appliances.

Outside of the value of Byberry as an institutional farm, where the patients may be employed in a variety of outdoor work that is conducive to their recovery, it also offers, in its special equipment, opportunity for developing occupational therapy as a means of treatment. In its shops and workrooms the male patients are taught useful trades and encouraged to take up tasks that may hasten the rehabilitation of their minds, while the female patients are employed in sewing, weaving, basketry and such other occupations.

From the produce of the farm the best of food is obtainable for the institution and with nearly two hundred cows and several thousand chickens there is also an abundance of milk and fresh eggs, used there as well as supplied to other city institutions.

There are now about nineteen hundred insane patients at Byberry, and when the contracts recently let are fulfilled, Director Krusen will be able to transfer fourteen hundred more from Blockley. Finally clearing the way for the reconstruction of the Philadelphia General Hospital on plans which will make it actually worthy its name. At present, there has been considerable improvement at Blockley in recent years, in the construction of the laboratory, the nurses' home and the ward for tubercular cases, and in the relief which has been gained by such walkways to Byberry as have been possible. But if these shall be included in a general loan an allotment of four million dollars, which Dr. Krusen desires, it is believed that it will be possible to erect there a two thousand bed hospital, to replace the old buildings now used, and which will be the equal in design and equipment of any hospital in the country. Then the West Philadelphia plant will be devoted wholly to hospital services, of which it may justly be proud.

Unfortunately there has been an idea of wasteful expenditure attaching to these particular public works. Yet in these days when there is talk of eight million dollars for a municipal auditorium and its appendages, and seven million more for a building designed for the glory and accommodation of the Municipal Court alone, these thoughts of extravagance are subject to change, in considering the fact that for the estimated cost of these two new palaces on the Parkway, the city will have acquired the Byberry plant and completed it, constructed the Home for the Indigent at Holmesburg and acquired the Brown's Farm enterprise, and will have left a sufficient margin to cover the cost of the new hospital structure at Blockley. That a vestment of \$15,000,000 will earn dividends in restored minds and bodies, and render service which is absolutely beyond valuation, in its tender care of those who are afflicted, either in mind or body, beyond cure.

Mr. Edwin Y. Montanye, supervising principal of the Ferguson Public School, has been appointed principal of a Junior High School. Mr. Montanye, besides being a graduate of Central High School and the Philadelphia School of Pedagogy, has received his

The Rev. Charles E. Bowles, chaplain of the county prison in Holmesburg, has been named rector of the Church of the Holy Infancy, Bethlehem, to succeed the late Monsignor William L. McGarvey. The Charles F. Gorman, assistant rector of the Church of Our

this city, has been of the prison at and Father Bowles

A Pennsylvanian

William Bender Wilson, Civil War telegrapher, historian of the P. R. R.; born in Harrisburg April 5, 1830; died at Holmesburg, Philadelphia, February 27, 1919.

Beginning to earn his own living as a clerk in a country store at Harrisburg at the age of eleven, two years later he became a messenger boy and soon mastered the telegraphic code. In 1855 he entered the service of the Pennsylvania R. R. as operator at Harrisburg, and his skill as a sound reader made him the natural choice of Colonel Thomas A. Scott when the first military telegraph office in America was opened at April 17, 1861. Later he was made manager of the War Department military telegraph, serving for fourteen months before his health broke down and winning an autographed citation from Lincoln. His health restored, he was made General Post Car Agent of the P. R. R. but was recalled to the field as telegraphic agent in the summer of 1862, co-operating with Captain William J. Palmer in keeping McClellan informed of Lee's movements before the Battle of Antietam. He later rendered similar service during the Gettysburg campaign. After the war he entered the freight service of the P. R. R. and became successively agent at Lancaster, at Kensington and superintendent of Mantua Transfer, West Philadelphia. He was a member of the City Council of Harrisburg, 1868-71, a candidate for the Legislature from the Dauphin-Perry district in 1873, and for Congress from the 14th district in 1876. After his removal to Philadelphia he became a member of the 35th Ward School Board and an officer of the Holmesburg Improvement Association. He is the author of the history of the Pennsylvania R. R., published in 1895, and also wrote histories of Emmanuel P. E. Church, Holmesburg, and of the P. R. R. Y. M. C. A., of which he was long the first vice chairman. In 1901 the Legislature voted him a gold medal and a colonel's commission in recognition of his Civil War services, rendered as an unsalaried volunteer. At his death he was president of the Military Telegraphers' Corps and of the Old Time Telegraphers' Association.

run, and the auto tourists proceeded to their homes.

Frank T. Wilson was chairman of the committee in charge, and was assisted by Joseph B. Seaman, Andrew A. Newton, Robert L. Sheppard and Carl Fissell.

The Holmesburg Water System

In a statement by President George S. Clendaniel, chief engineer of the Philadelphia and Bristol Water Company, in reference to the proposed purchase by the city of the Holmesburg Water Company's system, it is claimed the company has in operation at this time more than 250,000 feet of pipe line, and if the customary charge would be made by the city, which is \$4 per foot, \$2 for each side, there would be represented in this system alone \$1,000,000.

The water company has been offered \$854,000 for the entire plant by the city, and at the present time a complete inventory is in the hands of the committee in charge of the water project.

In 1888 a filtration and pumping plant was first built on the Pennypack Creek by the then called Holmesburg Company. Water from this system supplied the communities around about which have since grown into a part of greater Philadelphia. A consolidation was formed in 1892, after which it was known as the Holmesburg and Disston Water Company, and it was not until 1905 that the plant became known by the name it now bears.

The water is drawn from two sources—the Pennypack Creek and a smaller stream known as Sandy Run. Both streams furnish a fine grade of water. The supply now taxes the plant to its capacity.

Some 35,000 persons are supplied daily with a quantity exceeding 2,500,000 gallons. The communities that are now dependent upon this plant for their water supply are Wissinoming, except the part south of Benner street, Tacony, Holmesburg and Torresdale. Four separate city institutions are included in this area—the House of Cor-

Growth of Northeast and the Tacony-Palmyra Ferries

(Specially written for the Northeast Philadelphia Chamber of Commerce by James A. Dunn, assistant Director of Department of Wharves, Docks and Ferries.)

In contemplating the recent wonderful growth of the Northeast section of Philadelphia, one must feel that a contributing factor has been the inauguration of a ferry across the Delaware River between the States of Pennsylvania and New Jersey, with a terminal on the first-named side at Leavick street. The New Jersey terminal is at Palmyra. The ferry in itself is not so important a project as other great improvements planned and carried out, but it has served well as one unit in the splendid era of development the Northeast is enjoying. In the brief period since its inauguration on May 6, 1922, it has undoubtedly fixed itself permanently as a necessity in this part of the city. Its promotion was timely. The opening of the Frankford Elevated was acclaimed as marking the start of the new era in the development of the Northeast section, and there was a general feeling that with rail transportation at last provided the farm lands and truck gardens would give place to homes, stores and factories. To a great extent this has been realized, but the whole movement is still in its infancy. The new elevated has brought thousands of home seekers into the Northeast and modern houses are being constructed for them. Bus line feeders to the elevated at Frankford are a great accommodation. Much of this area is high ground and the Roosevelt Boulevard, running through the heart thereof, invites high-class residential development. This region can support several hundred thousand people, and population is being drawn as fast as facilities can be provided. The rapid opening of streets, and their paving and lighting is indicative of the increasing expansion.

The Tacony-Palmyra Ferry has become a part in this development. Its responsibilities in a great measure have become fixed. The claims of its promoters have, to a large extent, been fulfilled. Particularly, are two classes being satisfied—one, the motorist, who obtains direct connection between the Roosevelt Boulevard and the White Horse pike, in traveling between north and northeast Philadelphia and seashore points. The second, the farmer of Burlington and Camden counties. The motorists, many of whom come from interior Pennsylvania and points above Philadelphia, have found this ferry a convenience in avoiding the congestion at the ferries in the central section of the city. An estimate by officials places the number of motor vehicles brought across the Delaware River from Camden, by way of the centre city ferries, on the first Sunday night in April of 1924 at 17,000. The user of the northeast ferry was relieved of the land waits and the dangerous traffic congestion. On Sunday, April 13, 1924, the Tacony-Palmyra Ferry carried 2000 machines and 3000 passengers. Last year this ferry carried approximately 100,000 motors and trucks in addition to many thousands of passengers. Its business during the present year, it is expected, will increase greatly, and during the summer it is planned to run the boats on a twenty-minute schedule.

Necessarily, the opening of the Delaware River Bridge will relieve the present central city congestion, but the ferry between the northeast and Palmyra will continue to accommodate those passengers and motorists who live in this section or who travel over the well-paved and well-maintained roads and streets of the northeast.

Hundreds of farmers now know no ferry route other than the Tacony-Palmyra. They avoid the heavy traffic of the lower ferries and save the time caused by the long haul to and from them.

It may be well to say that in response to a request made by business men of Frankford, the management of the Tacony-Palmyra Ferry Company is expected to change the name of the one boat from "South Jacksonville" to "Frankford." It will run as such this summer, it is planned. It is a large boat specially equipped for automobiles, carrying thirty-six motor cars on its lower deck, and room for 600 passengers on the upper. The other boat the "Palmyra," was formerly Reading Railway service known as the "Atlantic C."

It might be interesting the first ferry between Philadelphia was said the Court of...

1924

DECATUR BUILDING ASSOCIATION

Pioneer Building and Loan Celebrates Seventy-fifth Anniversary

In celebration of the seventy-fifth anniversary of the Decatur Building Association of Frankford, the directors, with several invited guests, partook of an informal dinner last evening at the Engineers' Club, 1317 Spruce street.

Those present were Thomas H. McCaffrey and James H. Wolfe, counsel for the Building Association League of Pennsylvania; George W. Cliffe, treasurer of the league; J. Rhea Craig, Jr., vice president of the league; James France, Edwin Stourne, O. Roger Melting, R. E. Erwin, Allen J. Cassidy and the directors of the association, Messrs. John Haslam, A. H. Gilmour, David T. Hart, George Lockhart, Harry L. Bucklus, Charles A. Disney, Rudolf Neff Corson, Howard Adshhead and William J. Hill.

The present officers of the Decatur Association are: John Haslam, president; David T. Hart, vice president; Arthur G. Singer, secretary; A. H. Gilmour, treasurer; Rudolf Neff Corson, solicitor; Howard Adshhead, assistant secretary.

In connection with Decatur's anniversary, a condensed history has been prepared, which is especially interesting, in view of the fact that it was a pioneer in the building and loan association movement in the United States. Extracts from the sketch follow:

This association, which is celebrating its seventy-fifth anniversary, is the oldest organization of this kind in the United States.

It is a direct lineal descendant of the Provident Building Association, a first in this country, which was organized in Frankford, then a borough, and now an integral part of the city of Philadelphia, on January 3, 1831.

At that time a number of manufacturers and their factory workers, who were for the most part of English birth and had experienced the beneficial workings of similar institutions in the old country, resolved to start such an association for their own advantage and that of the community.

After an existence of ten years, the shares reached their maturity value of \$500, and the affairs of the association were successfully wound up.

The Decatur Building Association of Frankford had its inception at a meeting held in Decatur Hall on December 12, 1848, Col. Mitchell Bomeisler acting as chairman and Charles Murphy as secretary. On December 22, 1848, a constitution was adopted and officers elected for the first year.

On January 10, 1849, the books were audited for the payment of dues, and the first loan sold to Jos. H. Comly at a premium of \$10.75 per loan.

The organization started as a terminating association with but one series of shares, but it was soon recognized that if this plan were continued its life would be limited, and in 1851 the officers recommended to the stockholders that the serial plan be adopted. The stockholders concurred, the By-laws were amended, and in 1852 the present system of issuing four series annually was inaugurated.

At the annual meeting, January 3, 1853, the question of fining members for non-attendance at annual meetings was debated, and it was agreed to, but fines levied against females, minors and colored persons were ordered remitted. Prior to 1855 the association was not incorporated, and the securities were held in the name of the treasurer as trustee.

In that year application was made for a charter, which was granted June 1855.

In 1859 the series of stock issued in 1849 matured, in one hundred and seventy-seven payments, and the method of paying off the matured stock seems to have caused considerable worry to the directors, as one hundred and twenty-five and one-half shares matured, and the affairs of the association seemed in what of a slump, the reports showing mortgage loans of \$51,000 and real estate acquired \$20,000.

In 1875 there were nine thousand, one hundred and eighty-three shares outstanding, with loans and investments of over \$700,000, with real estate of a value of only \$2000.

It has aptly been said that the calm peaceful spirit prevailing so largely in Frankford in times of industrial and turmoil has been in no small measure due to the fact that so many of its citizens have embraced the building and loan idea and become owners of their own homes. The home owner is a citizen and little influenced by the doctrines that will destroy the interests of the community.

The Association owns no real estate, and its assets of \$550,000, owns no real estate, and its assets of \$550,000, stands nearly

Sergeant Agnew Again Honored for Heroic Rescue of Boy

Sergeant of Park Guards John Agnew, of Frankford, was one of three to receive gold medals in the awards for acts of conspicuous bravery during the year 1924, by members of the Philadelphia fire and police departments, made by the Civic Safety Fund Association, of which former Mayor J. Hampton Moore is president. The medal to Sergeant Agnew was forwarded to the Park Commission for presentation for his bravery in rescuing Walter Clare, of 8438 Frankford avenue, Holmesburg, on February 18, 1924. The boy's sled had carried him out on the frozen surface of Pennypack creek, the ice breaking and engulfing the boy. Agnew, then Park Guard stationed at Pennypack Park, made a heroic rescue, after breaking through the ice from the shore. For his act, which won him widespread commendation and promotion to sergeant, the officer also received the Bok award of \$1000 for conspicuous bravery, with an engrossed citation of the incident.

The awards by the Civic Safety Fund Association included also two gold medals and fifty-three certificates for meritorious service to members of the Philadelphia fire and police departments for acts of bravery during the year 1924.

NAME STATE'S ATTORNEY

Wilhelm Knauer, Phila. Lawyer, to Get Law Enforcement Post

Harrisburg, Feb. 18.—Wilhelm F. Knauer was named as a State's Attorney today.

He will be assigned to the office of Major William A. Wright, who is in charge of Governor Pinchot's law enforcement work, succeeding A. E. Hurshman, Philadelphia, who recently resigned. Major Wright's work is financed by the W. C. T. U.

Mr. Knauer resides at 8028 Frankford av. He is a graduate of the University of Pennsylvania. He served overseas as a lieutenant in the Intelligence Service, and formerly was a quarterback on the Holmesburg foot ball team. He is a son of Mr. and Mrs. Adolph J. Knauer.

If the Legislature grants the Governor's request for a \$500,000 law enforcement fund, Major Wright's associates will be given the titles of Deputy Attorneys General.



Wilhelm F. Knauer

Million Dollar Structure for New House of Correction

Mayor Kendrick announced on Wednesday the Department of Welfare will construct a single building, costing approximately \$1,000,000, to replace the present House of Correction at Holmesburg, instead of constructing cottages for prisoners. The Mayor said: "Some objections have been raised to the type of building proposed to be erected to replace the present antiquated structure. I have had several conferences in my office with the objectors, and they have, in no instance, given me any assurance that the type of institution they propose would be suitable for the class of prisoners confined at the House of Correction."

"I thoroughly agree with the argument that has been advanced by several very estimable women that the sexes should be segregated and that female guards should be provided for women prisoners. The building is being so designed.

"The plans also provide that the recreation rooms for first offenders shall be entirely separate from those used by men and women having a previous prison record. The cells in the new structure will be six by eight feet in size and only one prisoner will be confined in each cell. The cells will be equipped with modern plumbing, sanitary facilities, a cot, and each cell will have a large window. After the completion of this new institution, experiments might be made with the cottage type to accommodate first offenders, but the crying and immediate need now is improved sanitation, ventilation and modern prison features, all of which are included in the plans submitted to me."

Improvements at Camp Happy and Pleasant Hill Beach

There has recently been erected at Camp Happy a new log cabin which is used as a community hall, that has created some comment. The Evening Bulletin says in part:

"It is a monument to the hearts of men, where the flicker of human sympathy, which is the next thing to the love of God, never completely dies out, but always flames up if the appeal of need can get to it.

"City Council appropriated \$50,000 for the outfitting of Camp Happy and the refurbishing of Pleasant Hill Bathing Beach on the Delaware, but the funds were altogether insufficient. Both enterprises were under the direction of the Department of Public Welfare. So also is the House of Correction at Holmesburg. In the House of Correction there were 150 men more or less able-bodied, and also more or less skilled workmen.

The situation was put up to these men.

"When they went to work it was with a will and energy that would swell the profits of the average contractor-employer of labor if he could inspire it in his crews. Incidentally, it did them all good. Records of the weight and general health of the prisoners thus employed were kept, and most of them showed a gain in poundage, while not one of them failed to be more fit for his outside employment.

"Over at the bathing beach, a steam shovel siled off a portion of the embankment, so the beach could be widened. Then the Correction inmates mixed concrete for days until a giant retaining wall, which is surrounded by an iron picket fence, was erected.

"Other inmates, toiling in broiling sun, swept the beach clear of stones, some of them weighing hundreds of pounds. They helped to build roads. They cleaned out thickets, replanted scores of trees, and whitewashed their trunks, sodded lawns, laid out a recreation field with two baseball diamonds, and filled in a lowland to make a parking space for motor cars of it.

"Robinson and his men in order to shape the logs for the cabin, erected a saw mill. The House of Correction happened to have a prisoner who had run saws, and the old saw played tunes on hickory and walnut trees for days as the proper sizes were cut.

"New bathhouses, with showers and bathtubs for the youngest, have been erected. New company streets were laid out. Between each row of tents were put up galvanized posts with rails on which the children air their bed clothes and surplus clothing each day.

It is the aim of Dr. Oscar Gurney, physical director of Northeast High School, who is director of the camp, that each child must be kept in the sun as much as possible and do a bit of work a day. But there will not be too much work, not enough to dry up any of the tiny charges, but duties sufficient to help build up the tissues and muscles of the kids.

An emergency hospital stands under the towering trees at the end of the grounds. Robinson built this out of telephone poles, donated by Mr. Kinard, president of the Bell Telephone Company.

The bathing beach at Pleasant Hill Park, Torresdale, was officially opened on the Fourth of July.

Charles H. Grakelov, director of the Department of Welfare, was in charge of the opening ceremonies. Director Grakelov planned the improvements to the beach, costing \$45,000.

The beach has been in use a short time, the authorities permitted bathing when the improvements neared completion. On the first day the crowd was so large four guards were kept on duty the entire day and the day following the guards were doubled.

Four policemen have been assigned daily to the beach as lifeguards. They are on duty from 9 A. M. to 11 P. M.

Miss Margaret E. Long, of Ashburner street, was one of the graduates from the School of Education at the University of Pennsylvania on Wednesday afternoon last. She was awarded a scholarship from the Zoology Department for a six weeks' course at Marine Biological Summer School at "Woods Hole," Mass.

Louis Flöge, of Walker street, was awarded one of the Mayor's four-year scholarships to the University of Pennsylvania. He has previously been awarded a scholarship to State College, and has not decided which to accept.

Mayor Takes Part in Camp Happy Dedication

Appropriate exercises marked the dedication last Friday, of several buildings at Camp Happy, the city's playground and health resort for undernourished children. Mayor Kendrick, Director of Welfare Grakelov and other city officials were present and took an active part in the proceedings.

The buildings dedicated were Kendrick Hall, a recreation pavilion and a hospital pavilion and a hospital. The exercises were scheduled for last Wednesday but were postponed on account of rain. A feature of the program was the announcement that Harry A. Mackey, West Philadelphia political leader turned over to the Welfare Department a check for \$500.

Mr. Mackey was also present and explained that the money had been presented to him at a testimonial dinner July 2 and was to be used for the personal comfort of the kiddies.

The exercises opened with an exhibition staged by the girls in the swimming pool, where they demonstrated, much to the delight of the Mayor and Director Grakelov, that they could take care of themselves in the water.

The children then dressed in their camp uniforms of khaki and rompers and marched to Kendrick Hall, where they were entertained by the Elk's String Band. This was followed by a health play in which the children showed just what kind of a life should be led to make sound minds and bodies.

The play was written by Miss Helen Murdock, dramatic counselor of Camp Happy. Then came a demonstration of dance steps by a group of colored children, and solos by Emilio Timulo, 9 years, of 1213 Emily street, hailed as the "Camp Carnase."

After the children's demonstration, addresses were made by the Mayor, Director Grakelov, and Oscar E. Gerney, director of the camp. The Mayor highly complimented Director Grakelov and said that the work he did would be one of the outstanding achievements of the present administration. He also said that Camp Happy was the greatest constructive achievement undertaken by the city.

The recreation hall is a log cabin built of logs. All the work was done by inmates of the House of Correction. The hospital was constructed from telegraph poles. Over 50 girls and boys are at the camp at the present time. They are taken from the congested sections of the city and stay out there for two weeks and are under the supervision of trained attendants.

Want Linden Avenue Grade Crossing Abolished

One of the most dangerous grade crossings in Pennsylvania is located at Linden avenue and the Pennsylvania Railroad at Pleasant Hill, in the 41st ward. An effort has been made several times to have this crossing removed, but a shortage of money in the Department of Public Works' budget for new bridges has prevented the construction of a bridge at this death trap.

Linden avenue is the main thoroughfare to the famous bathing beach at Pleasant Hill Park, now managed by the Department of Welfare, and in the past summer has had as many as five thousand automobiles go over this crossing in one day. The railroad company has placed extra railroad police at this crossing on days when from twelve to thirteen thousand visitors attend this park. It is also the principal road for auto trucks and other vehicles to and from the New York and New England States. A recent survey showed that more trains pass over this intersection than at any other grade crossing in the State.

A portion of Linden avenue has been graded this year to the width of seventy feet, but at the crossing the roadway is about fourteen feet wide and no sidewalks for the thousands that are compelled to walk and have no machines. Councilman Crossan has introduced a bill this week to eliminate this crossing and he should have the co-operation of every citizen and official in the city.

Mayor Kendrick in Lead of Two Hundred Automobiles. Fraternal Spirit Keynote of Speech at Stadium

Bright skies and pleasant weather made conditions ideal for Northeast Day, the occasion of Philadelphia's first inter-community visitations, led by Mayor W. Freehand Kendrick and sponsored by the Northeast Philadelphia Chamber of Commerce. The entire Northeast made its best possible appearance for the benefit of the auto tourists from other parts of the city and everywhere along the fifty-mile route of the great caravan, flags and bunting bespoke a welcome for the visitors who were largely from South Philadelphia with delegations from Central North Philadelphia, Overbrook and Ridge Avenue sections. Business men's associations of the communities co-operated in making the visit of widespread interest and a great civic success.

The South Philadelphia delegation was escorted from Broad and Snyder avenue, by the Police Band, to City Hall plaza, where they were met by part of the committee of one hundred northeast representatives, who acted as hosts to the visitors throughout the day. The Mayor and his official family, with nearly all of City Council, also led the cavalcade at the City Hall. Proceeding north on Broad street, the motorists were joined at different points by the other visiting delegations.

Exercises were held at the Frankford Memorial Stadium when the visitors arrived at 2 P. M., when Councilman Clarence Crossan introduced Mayor Freehand Kendrick, who spoke of the "Know Your City" plan of which the tour of the Northeast was the first stage. The Mayor hopes to bring about a spirit of co-operation by having the citizens of one section visit each of the others. He spoke of the wonderful growth of the Northeast and looked for a still greater expansion of our city in this community. His final remarks were in the form of an appeal to the people to give their hearty support to the Sesqui-Centennial.

Mayor Kendrick said in part: "It is my wish that the attention of all the citizens may be focused on the Northeast. Here is a section ripe for development. Philadelphia realizes that it must build up here. The Broad street subway is a decided step in that direction, and the outlay for street grading, sewer opening and extension of the gas mains now a vital part of the municipal program, will amply repay the city in the future development of the Northeast."

"Let us get away from sectionalism; let us consider the improvement of any community an accomplishment for the entire city. I venture to say that not five per cent of the people have been in this stadium. At the same time, the \$40,000 voted toward the building of this stadium came out of a general loan bill which, I am proud to say, was approved by all the people."

William D. Disston, President of the Northeast Chamber of Commerce, welcomed the city officials and the visitors from other sections of the city and thanked the Mayor for his co-operation in bringing improvements to the Northeast.

Frank W. Melvin, Esq., President of the South Philadelphia Business Men's Association responded to the welcome with an interesting talk on co-operation and extended a hearty invitation to the people of the Northeast to visit South Philadelphia.

All of the city officials present were introduced, after which the tour of the Northeast started, with over 200 automobiles in line.

Displays of flags and city colors were in evidence and large numbers of people gathered at numerous points all along the route to view the procession. Frankford, Olney, Fox Chase, Bustleton, Somerton, Holmesburg, Tacony, Wissinoming and Bridesburg, were all well decorated and alive to the occasion. At Pleasant Hill placards were displayed upon which were requests for more improvements for that thriving settlement. At many spots along the route the procession was met by throngs of school children waving American flags. In Wissinoming the Boy Scouts handed the visitors a printed welcome to the town and an invitation to call again and bring their families.

It was 5.45 P. M. when the last car reached the Oxford Circle, the end of the tour.

75 Years a Parish

ST. DOMINIC'S CHURCH, in Holmesburg, yesterday linked the consecration of the church with the diamond jubilee of the parish. The venerable Father, Lawrence J. Wall, assigned to the church fifty-three years ago, a year after his ordination, has been for forty-nine years the rector. Father Wall is now in his eighty-second year. Yesterday not only sons and grandsons but great-grandsons of some of the members of the congregation he directed when he first came to St. Dominic's were in attendance.

Few sections of Philadelphia have changed as little as Holmesburg in that time, and the present church, which was built in 1897, the third that has served the congregation, is a familiar landmark on the Bristol Pike, just beyond the crossing of the Pennypack.

Four pastors preceded Father Wall at St. Dominic's. Rev. C. Domigle Berrill, M. A. McGrane, P. A. Lynch and Dr. James L. O'Connor, the last the rector of St. Charles Seminary who became the first Bishop of Nebraska and the founder of Creighton College. In those days the territorial limits of St. Dominic's embraced a much larger area, including the parishes now worshipping at St. Leo's in Tacony, St. Charles at Cornwells and St. Katharine's in Torresdale. As St. Dominic's stands now, however, with its present church, its school, convent, parish house and cemetery, it is largely the work of its present pastor.

The 113th anniversary of the Methodist Church will be celebrated during the week of November 15 to 22. On Sunday morning there will be a roll call service and every member of the church is urged to attend to answer when their name is called. Brother George Wright will preach a special anniversary sermon in the evening. There will be both business and social meetings during the week. On Tuesday evening a church social and Old Home Night will be held. Many of the former pastors and their families will be present. Wednesday night will be anniversary prayer meeting night and Thursday evening, choir and community night. Friday is Sunday School night. There will be games and entertainment. Sunday, November 22, an anniversary sermon will be preached by the pastor in the morning and Rev. T. H. Evans, D.D., district superintendent of the North District of Philadelphia Conference.

The Current Events Club celebrated their thirtieth anniversary at a luncheon held at the Thomas Holme Library on Tuesday last. Miss Catherine-Patty was elected president for the coming year.

The community Christmas tree will be officially lighted at midnight Christmas Eve. This tree is erected in front of the Washington House. At this time there will be community singing. Representatives from our various churches are arranging caroling parties but will all join in this midnight singing.

The Rev. Frederic W. Goodman, brother of the rector of Emmanuel Church, starts for his new work as Archdeacon of Arctic Alaska, with headquarters at Point Hope, on Monday, June 15. He has been one of the clergy at Trinity Church, New York. His journey will be one of 7500 miles. A hospital will be built under his supervision on his arrival at Point Hope.

See "The Missionary" by Edson Marshall - page 18

Holmesburg Residents Urge Retention of Old Schoolhouse

A vigorous protest was made Thursday of last week to the Board of Education's Committee on Elementary Schools, against the proposed closing of the Holme School, and the transfer of its twenty-two pupils to other schools. School authorities had made arrangements to transport pupils who heretofore attended the Holme School on Willit's road, north of Acaden road, to others at some distance, such as the J. H. Brown, in Holmesburg and the Disston, at Longshore and Diman streets.

H. J. Horan was the chief spokesman of the delegation. He said that the people of upper Holmesburg are well satisfied with the little Holme School, granting that it is more than a century behind the times, in all respects. He called attention to the high standing of its graduates.

"We admit that the physical conditions of the school are not the best," he continued. "I represent one estate that pays more taxes than would cover all the expense of taking care of the Holme School. There will be a real need for a real substantial school, but once you close it, it will be very hard to get it back. Our district has always been the most neglected in the city. Transportation, paving, everything that we ever got in that section came a long time after it was badly needed."

Others heard in defense of the little schoolhouse were Mr. and Mrs. Al W. McKinney, Mr. and Mrs. George Sidel, Mr. and Mrs. Charles Cook and Joseph Mack.

"Men and Things" in the Event Bulletin, says of the old school:

Built in 1799, and long known as the Lower Dublin Academy, the original little schoolhouse is a historic landmark of that section. Adjoining it is the larger three-story red brick school house of later date. The name, of course, is the local tribute to the Surveyor-General of Penn's day who left a small bequest for the education of the children of that section. In fulfillment of his idea of providing a free school the residents of Bustleton provided the Academy, although the money that Holme left went eventually toward providing a library and the sale of the property of the Academy added still further to the fund used now to buy books for the Free Library in Holmesburg. A similar proposal to abandon the Holme School seven years ago met with a strong protest. Prothonotary Walton, Judge Patterson and Walter George Smith appearing among those favoring the preservation of this historic structure.

PROTEST against the proposed removal of the twenty-two pupils of the Holme School to the Brown School in Holmesburg is not due to sentiment alone. There is complaint on the part of some of the parents that some of the twenty-two children concerned in the proposed transfer have to journey five miles going to and from class if the proposal is approved. Against that argument it is contended by the school authorities that facilities of travel exist and that the Brown School offers added facilities of education denied in the small class of many grades at the Holme.

Sentiment does play a large part, however, in this case, as in other pleas that have been made for the preservation of the Thomas Holme School, at Academy Road and Willit's avenue. Built in 1799, and long known as the Lower Dublin Academy, the original little school house is a historic landmark of that section. Adjoining it is the larger three-story red brick school house of later date. The name, of course, is the local tribute to the Surveyor-General of Penn's day who left a small bequest for the education of the children of that section. In fulfillment of his idea of providing a free school the residents of Bustleton provided the Academy, although the money that Holme left went eventually toward providing a library and the sale of the property of the Academy added still further to the fund used now to buy books for the Free Library in Holmesburg.

A similar proposal to abandon the Holme School seven years ago met with a strong protest. Prothonotary Walton, Judge Patterson and Walter George Smith appearing among those favoring the preservation of the historic structure. Even if the pupils are transferred to the larger Brown School, complete abandonment of the property of the old Lower Dublin Academy is not likely, as its site offers possibility of future use. A school of twenty-two pupils under a single teacher is in marked con-

The Thomas Holme School, which has been housing the primary and graded school children in the Academy road and Frankford avenue section for many years, was closed on Friday of last week. All the children have been sent to the Brown-Crispin School. Tickets are given to the children every week for transportation over the trolley cars. The people in the Holme School have been and are making protests in an endeavor to have the school again opened. The Board of Education claims a betterment in having the children in one school.

The oldest "library fund" consisted originally of four pounds which Captain Thomas Holme, Penn's Surveyor, left when he died in 1693, as he put it, "for some charitable purpose in Dublin Township, either a school or putting out a child of some honest man that was poor to trade, or some honest way of livelihood." Holme's charitable intent was not immediately carried out. Nothing was done until his grandson, Thomas Crispin, in 1723, set aside, in lieu of the money, two acres for a school. The old Lower Dublin Academy located there and grew and expanded and eventually became supplanted by the Thomas Holme School under city support. The residents of Holmesburg under the leadership of D. W. Scott Hendrie then started the Holmesburg Reading Room and Library Association in 1867 and that library eventually became the Athenaeum. In the thirties, Dr. James Burd Peale led the move for turning over the library to the new city library that Henry R. Edmunds, Simon Gratz, Dr. Pepper and Librarian John Thomson were then starting. When that was done, the old Lower Dublin Academy, out of its profits from the original Holme bequest, put up \$5,000 for the purchase of the site on which the branch city library was erected.

There has been quite some change in the old Green Tree property, Frankford avenue and Rhawn street. Disston & Heston have had the whole property renovated and made into stores and apartments. This has greatly improved the appearance of our main streets. It is such improvements as that will make our town better.

Holmesburg is beginning to attract operator builders in its midst. Dwellings have been started on the lot of ground on the south side of Dec street, between Torresdale avenue and Diman street. Plans are out for construction of eighty-four row houses on the Clark property on Edrick, Rhawn and Walke streets. This property has been owned by the Holmesburg Trust. These are the first row houses to be started in Holmesburg.

Receiver's

Receivers sold franchise and real estate, Holmesburg Railway Company, \$350,000. Hamilton J. Redman, receiver of John Gilpin, holders' Protest minimum offered by the Company. It was said, in form to clear in advance of payment as to the line as per the line as per in which the city no representation the P. R. T. in the North. statement was company owed the Tacony \$6000 to the



Bishop Frank W. Creighton, shown in inset, missionary bishop of the Episcopal Church in Mexico, in whose diocese is the Church of San Jose de Gracia, Mexico City, which has been closed by the Government. Bishop Creighton was born and received his education in Philadelphia.

Bishop Creighton's 4th of July Address in Mexican Cathedral

The newspaper "Excelsior," of Mexico City, of July 5th, publishes in full the impressive patriotic address given on the Fourth of July, at the Episcopal Cathedral in Mexico City, by Bishop Creighton, missionary Bishop of Mexico, and in introduction says:

"Services were held yesterday at various American churches at which appropriate sermons commemorative of the sesqui-centennial anniversary of the independence of the United States were preached.

"At the American Episcopal Cathedral or Christ Church, as the Temple on Calle Nuevo Mexico is known, a large congregation gathered to hear the address delivered by The Right Rev. Frank Whittington Creighton, D. D., Episcopal Bishop of Mexico. Mr. Peter Leach officiated as lay reader. American and English flags were placed on each side of the chancel and were also used to decorate the walls and end of the church. Patriotic hymns were sung.

"Bishop Creighton delivered what was considered by many one of the most impressive addresses of its sort heard in Mexico in recent years."

Referring to the great contribution made by religion to the progress of the United States, Bishop Creighton is quoted as follows:

"No one who is familiar with the lives of the 'fathers' is going to indulge in any vain effort to make them saints or to attribute to them virtues or qualities or a foresight they did not possess. They were products of their time. They exemplified the customs and habits of their day. But they were wise to know that no nation is going to survive and achieve greatness unless patriotism, virtue and integrity are inculcated and practiced by the people. They are the elements of safety in times of danger from any cause. They are the assured recuperative elements.

"And for their inculcation there was an agency at hand whose value, whose usefulness, whose necessity our forefathers were quick to see and accord fullest liberty. That was the Church. Without any governmental recognition, definition or inhibition, she was a free agent left to pursue her course; and that course has ever been of such an enlightened, patriotic and progressive nature as to make her one of the most important factors in the marvelous development of this century and a half.

"I am not using the term 'church' in any restrictive way. I mean all those religious bodies which have issued from the various groups who settled America; the Puritans and Pilgrims of New England, the Dutch of New York, the Quakers of Pennsylvania, the Roman Catholics of Maryland and the Churchmen of Virginia and the Carolinas.

"With different aims and ideas—lovers of freedom—they have contributed to the United States diverse excellencies whose value is attested today by the loyal adherence of

Miss Mary L. Blaker, daughter of Dr. Chas. L. Blaker, of Holmesburg, was the only girl to receive the degree of Doctor of Dental Surgery at the commencement exercises, held Wednesday by the University of Pennsylvania. Miss Blaker has been a distinguished student, maintaining an average of over 90 during her four years of study.

A LONBARDY POPLAR



This Tall Graceful Example of "Populus Nigra Fastigiata" stands along Knight road above Red Lion, Torresdale. With its mate nearby they are almost identical as to size, 90 feet high and 9 feet 13 inches in diameter.

Final Settlement Made by P. R. T. for Holmesburg Line

Settlement was made last Friday by the P. R. T. with the Northeastern Philadelphia Transit Company for the acquisition of the old Frankford, Holmesburg and Tacony Railroad. The announcement was made by Albert M. Greenfield, representing the stockholders. A price of \$300,000 was agreed upon last spring and the Public Review Commission has approved.

Mr. Greenfield announced that the road would be rebuilt and become a part of the P. R. T. System. It will operate from Balauston street to the Frankford "L" Terminal, at Balauston street. One fare will be charged, and free transfers will be given to and from the line at the "L" terminal. It will run along Frankford avenue to Pottersing Creek to Balauston street. From that point the rest of the line will be in the second-fare zone.

With the actual taking of title to the line by the P. R. T., immediate steps will be taken to rebuild the entire length of the line. Among the improvements planned is the removal of the present tracks to the center of Frankford avenue and the widening and repaving of that thoroughfare.

An ordinance was passed by City Council on Tuesday authorizing the P. R. T. to move the tracks of its recently-acquired Frankford, Tacony and Holmesburg line, to the center of Frankford avenue, without any "liability to pave, repave or repair" the highway. The city is to bear the expense in maintaining this car-track street.

Council's Public Works Committee on Monday approved a measure appropriating \$600,000 in loan funds toward construction of two bridges to carry Rhawn street over Pennypack Creek. The measure was introduced by Clarence K. Crossan. Mr. Crossan declared the completion of the bridges will open up a new traffic artery in the Northeast which will greatly relieve traffic congestion in that section.

ACTIVE AT GENEVA



MISS FLORENCE WILSON of Philadelphia, who has been prominent at the League of Nations meetings this month. Miss Wilson created the League's library, which now contains eighty thousand volumes. She was a member of the American Peace Commission.

Want to Extend Pennypack Park

A movement to extend Pennypack Park will be started by the Old York Road Chamber of Commerce, of which Edward Lupton, Philadelphia manufacturer, living in Jenkintown, is president. It is planned to carry the park to a point in Montgomery county, near the Easton highway and one mile from Hatboro. Its present terminus is at the northern city line. Howard Strong, of the Regional Planning Commission, is expected to speak on the project at the Chamber's annual reunion and dinner at the Old York Road Country Club on December 13.

CAMP HAPPY SAVES

Nearly 5000 Children Receive Benefits of Municipal Health Camp This Season

Camp Happy lives up to its name even on a dismal day. People who have lost faith in humanity and got a queer feeling at times that all creation was a botch had better come up to Camp Happy and be saved, says the Philadelphia Record.

They will have to wait until next year, however, because the season of 1926 is closing. In the meantime, they may learn a great deal.

Except in the case of a confirmed grouch who has lost interest in his own country and its future, Camp Happy at Holmesburg is an inspiration in patriotism, cleanliness and consideration for others. It is one of the triumphs of a quite modern adventure in statesmanship—public welfare.

But what does it do? Saves human material. Salvages human dross. Extracts clean manhood and womanhood out of filth and slime. Teaches thousands of undernourished and underprivileged children, between the ages of 7 and 14, the rudiments of good manners, besides building their health and spirit. It is intended to cheat the gallows and the jail.

Camp Happy is remarkable for proving how much is possible. To Miss Martha Swain, the dietitian, does the "inner man" at Camp Happy look for calories. While 2000 calories a day would be enough, the Swain system feeding the undernourished supplies 3400.

That is why growing children, who have been at Camp Happy, will look upon this experience as a turning point in their lives. At last they have learned what it is to be well fed and they know what kind of food to eat. Miss Swain has taught them. Eating is like dressing—not so much a matter of expense as of good judgment.

To show how well Camp Happy is doing all possible, let these figures speak. In 1925 there were 2187 ferent children at the camp. The length of stay was two weeks. This year the number of children was more than doubled and the length of stay was three weeks.

The average gain in weight in 1925 was 2.83 pounds. This year the average gain will be four pounds. Is diet a mere trifle not at Camp Happy.

The highest individual weight last year was 15 pounds. This record will probably be broken this year. Of course, the average gain for these children that signifies the quality of milk and food, mostly milk, rich in minerals, are teased with dainties then, but it is hardly fair to say that cream is the chief diet.

A little over 53 per cent of the children at the camp are either one or two years old. The rest are foreign-born. The percentage of the birthplace of the children in this class is: second, Russia, 35; fourth, Austria-Hungary, 25; sixth, Poland, 9; eighth, Germany, 5.

Camp Roosevelt for Touring Motorists

Camp Roosevelt, on the Roosevelt Boulevard at Byberry road, has been designated as one of the official tourist camps for the convenience of touring automobilists in and near Philadelphia, by the automobile committee of the Sesqui-Centennial Exposition.

According to officials of the Keystone Automobile Club, the official touring camps in and around Philadelphia have been enjoying an increase in patronage of approximately 25 per cent over that of a few weeks ago. This may be partly due to the heavier tourist trade in August, and also to the fact that word has gone out that Philadelphia actually has a wonderful camp. On the other hand, some of the increase may be traced to the fact that these official camps are gradually becoming known as safe stopping places for the night.

Automobilists reporting at one of the touring camps in this section are advised by the official in charge, so it is no easy matter for an outsider to get away with a car that does not belong to him.

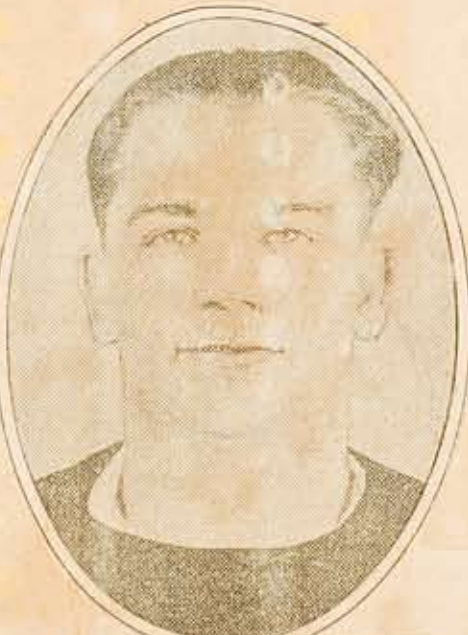
As for sanitary conditions the official camps under weekly inspections, one by the Board of Health, and

HISTORIC LIONS IN OBSCURITY HERE



The stone lions of the Moltz Monument Works, at Frankford avenue and Bridge street, have a history. They were presented by the people of Philadelphia to Thomas Millin, Governor of Pennsylvania from 1790 to 1799, for the gubernatorial mansion. Later they were bought at a Sheriff's sale by Francis Moltz, father of Francis Moltz, who appears in the inset.

Jacob Barron attended a dinner given by the Lawton Post, G. A. R., on Monday evening last. Rev. Dr. McCarty gave a lecture on the "Battlefields of the West." Jacob Barron has been elected Commander of the Post No. 1 for the coming year. There are now thirty-four members out of a membership of 1155 some years ago. This Post was formed in 1866, being the first Post in the State, and annual reunions have been held ever since.



CARPENETTA Frankford

Captain and Mrs. P. H. Uberroth are visiting Miss Mary Glenn, of Holmesburg. Captain Uberroth on October 24 last reached the statutory retirement age and by direction of the President was transferred to the retired list of officers from that date in conformity with Section 4 of the Act of Congress approved April 12, 1902, with the rank of Commodore in the United States Coast Guard, having had forty-five years of active service. His long service includes active service in the Spanish-American War and the World War. He has served thirty years at sea, his last sea duty being in command of the U. S. S. Bear in the World War. Since that time he has been assigned to shore duty in command of the divisions of the Great Lakes and of New England. Commodore Uberroth is a native of Pennsylvania and was appointed a Cadet to the U. S. Naval Academy, Annapolis, Md., in 1881.

Ruth Anne Soderberg has added to Holmesburg's fame by being crowned the prettiest of sixty-eight babies at the annual baby show held last Saturday at the Baptist Temple. Ruth, who is the daughter of Mr. and Mrs. Carl E. Soderberg, received a handsome silver cup as first prize.

The thirty-first anniversary of the Current Events Club was celebrated with a luncheon at the Library on Tuesday afternoon last. Mrs. Anna Jerman, widow of the late Dr. N. A. Jerman, gave a talk relating to her experience on a recent trip through Italy.

All-Phila. District Scholastic Grid Team

Position	Player	School
	L. E.—Farley,	St. Joseph's Prep.
	L. T.—Marsh,	West Phila. High
	L. G.—Carpenetta,	Frankford High
	C.—McGe,	Catholic High
	R. G.—Hedding,	Norristown High
	R. T.—Colchower,	Norristown High
	R. E.—Brown,	Radnor High
	Q. B.—Connell,	Salesianum School
	L. H. B.—Burnshaw,	Penn Charter
	R. H. B.—Whitlock,	Cheltenham H.
	F. R.—Masters,	Haverford School

At guards, Carpenetta, of Frankford, and Carl Hedding, the Norristown boy, whose toe provided a record for school boys, are selected. Carpenetta's great defensive work helped Elwood Helges' eleven turn back many of its opponents' down drives and he followed in the lead of numerous star guards in the Pioneer school. Helges' four field goals against

What Do You Think of It?

Five Persons Are Asked a Question of Timely Interest.

Today's Question

At What Age Should a Man Retire? (Suggested by The Holmesburg Club.)

Where Asked

Frankford av. and Rhawn st., Holmesburg.

The Answers

1. E. I. Allison, 7934 Frankford av., retired, eighty-one, G. A. R. veteran: "Age should not figure in the matter at all. A man should be guided in taking a step like that by his physical and mental condition. His sight must be taken into consideration, too. If a man is in good physical and mental shape at seventy-five, there's no reason why he shouldn't go on working, providing his tasks are not of the kind that tax his strength. Some get into old man ways at fifty and there are others, like Chauncey Depew, who are so busy they haven't time to get old."



2. Charles Benner, Holmesburg: "When you realize there are lots of men in their seventies still doing a full day's work while others at fifty-five are retiring, it's difficult to say just when a man should retire. No man ought to set any age for taking a step like that. As a man grows older he can modify his work in keeping with advancing age. But he ought to keep busy as long as possible and keep his mind occupied. If a man has nothing to think about, it's possible eventually he'll lose his power to think."



3. Hugh Charney, 3904 Rhawn st.: "It would be a good idea for a man to retire when he's about sixty-five or so and give some of the younger fellows a chance. Of course, if it's absolutely necessary for him to work to support himself, that's a different matter. A man lives longer, I think, if he gets a chance to take plenty of rest during the last ten or fifteen years of his life. Many good athletes quit the field of sport while they are in good condition. They don't wait until they become back numbers. Why wouldn't that be a good plan for a man to follow before he gets to three score and ten?"



4. Alexander Neff, 2643 E. Norris st.: "A lot depends on his financial circumstances and his physical condition. A man well on in years shouldn't work unless he really has to. You often hear of aged men dying suddenly while at work. I suppose some men don't like to realize the fact they're getting on in years. They attempt tasks they're not physically fitted for. When a man finds he cannot do his work justice on account of advancing age, it is a good plan to go into some little business where he can be his own boss."



5. William H. Tibben, eighty-one, 2531 Rhawn st., G. A. R. veteran: "As long as a man feels well, he shouldn't spend much time thinking about his age. I worked until I was seventy-six in a sheet steel rolling mill. That's the kind of job that keeps you going some. Then, to ease down a little, I took a job as fireman in one of the plants of the Bureau of Water. I worked there until I found I couldn't get around as quickly as I'd like to. It's a mistake for a man to spend a lot of time sitting around in armchairs. Too much of that makes age pile upon you. A man ought to keep in action as much as possible and keep in touch with the topics of the day. He shouldn't retire at all unless he really has to."



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'LIONS' ONCE KNEW FAME

Statues in Frankford Were Gift of Phila. to First Governor of Pennsylvania

RACED MANSION PORTALS

Very few of the people who pass the handsome and monumental works of art and Maximilian Moltz, at Frankford avenue and Bridge street, could see the two stone lions that have guarded the plant for many years, know those same two lions once graced the gorgeous entrance of the first gubernatorial mansion of Pennsylvania.

The story goes that in the last decade of the eighteenth century the people of the City of Philadelphia presented to Thomas Millin, the first Governor, two stone lions.

Millin, born on January 10, 1744, served in the Colonial Army about the Revolutionary War. In 1776 he was elected the first Governor of Pennsylvania under the Constitution and served in that capacity for nine years.

During his term of office the people of Philadelphia presented the stone lions to him. They sent to Italy for them, at a time there were no artisans in the country who did sufficiently good work on those lines. The lions arrived in Philadelphia and were placed at the entrance of the gubernatorial mansion at the Falls of Schuylkill. They guarded the portals of his mansion until his death in 1800.

23 copies of the two lions is lost from the time of Millin's death. 6 of the last quarter of the nineteenth century. Whether they remained in the old mansion during that time is not known, but some time they were bought at a Sheriff's sale by Francis Moltz. He placed them on Frankford avenue with other statues and

on Busy Avenue

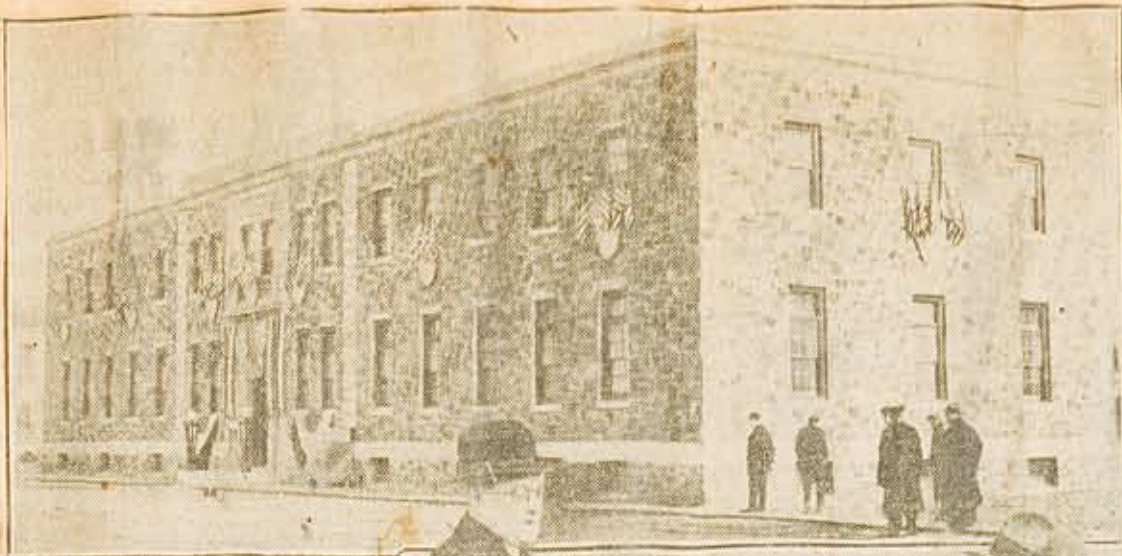
Witness of the times, there are statues on Frankford avenue, which is one of the busiest streets in the city. The statues are of the stones of each mile and Bristol turning into the highway and so, says an article in the Record.

Over the past which thousands of people pass on the east side of the city, the year 1925. From that time of travel changes—the horse-car, the automobile, the bus—has pres-

entirely changed the city in the last few years. In the old days, the town pump was a short distance away from the old town pump, where weary and thirsty travelers quenched their thirst with the cool water from the well by the means of iron dipper raised on a lowered wooden chain.

Years of time had but little effect on the old town pump, but it was the modern "motor wagon" that yaid it low, and it off close to the ground. It was that Thomas Creighton and A. Daney, prominent citizens of the Frankford Historical Society, had the stone set back to its original position. In its new position it has attracted much attention. In fact, that the Historical Society has placed over it an inscription bearing the following

WH 3-1225—
Town—Frankford, Pa.
If Company, Cl...
from Frankford
to Bristol.
placed at that
of this grow
mode of travel
rolley, and etc.
Historical Society of



'CORRECTION' LOSES MEDIEVAL ASPECT

Windowless Cells at Holmesburg Institution Give Way to Modern, Healthy Quarters

EVERY OCCUPANT WORKS

(Illustrated on Picture Page.) "They used to call it 'The Correction.' Now it ought to be called by its full title, 'House of Correction.' So spoke a resident of Holmesburg, where is located the House of Correction and the county prison.

For the House of Correction is undergoing a change—an airy, pleasant, healthy change. A new structure, almost completed now, is rising in place of the musty old buildings built sixty years ago. The old "Island Cells," built back to back and windowless, are no more. No longer will an inmate need a light to read by day.

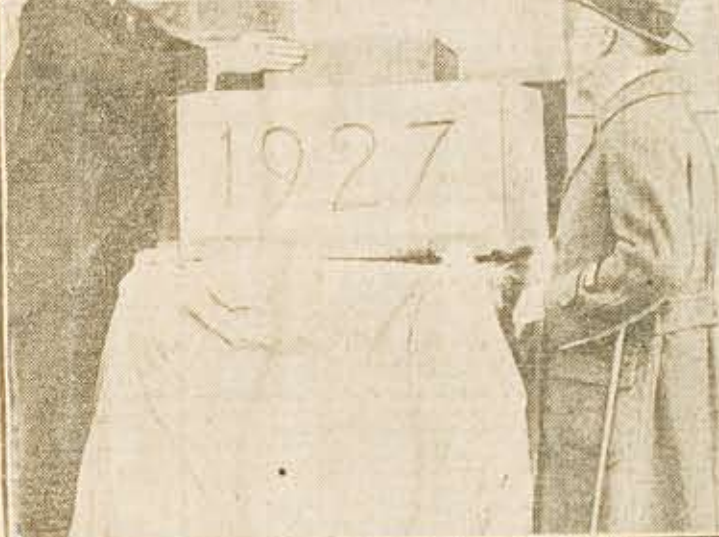
Embodying many distinctive innovations, including sunlighted cells with

running water, the new House of Correction, at Tacony and Rhawn sts., Holmesburg, on which work was begun in September, 1925, is rapidly nearing completion.

Already virtually all the cells (viewed from above the structure looks like a wagon wheel, with six wings stretching out from a rotunda which serves as a hub), are ready for occupancy. The women's wings are occupied now, and the men's will be ready soon. The new administration and adjoining buildings, officials estimate, will be completed by December.

Each wing of the "wagon wheel" housing the inmates, has two stories. Every cell, and there will be about 550 in all, has a window opening on the outside. The second story is lighted both with windows and skylights. Directly under each skylight the second floor is glassed to permit sunlight to filter through to the first. The rotunda, canopied by a huge, skylighted dome, contains the only doorways into the wings, through which run wide corridors on either side of which are the cells.

To get out into the grounds inmates must pass through the rotunda. Here guards, always on duty, can see each inmate as he goes out. The cells are equipped with two doors, one of iron bars and one of thick wood. The



During Dedication of New House of Correction Buildings at Holmesburg—The upper picture shows the Administration building, in which the ceremonies were held. Lower right: Director Charles H. Grakelow, of the Department of Welfare, placing a copper box containing enclosures within the cornerstone. Mayor Kendrick is at reader's right.

wooden door has a small hole so beveled that a guard in the corridor can look into a cell without being seen by the occupant.

Rising in place of the old structure, but containing much of the stone and brick which was in it, the new structure will have no common corridors for men and women inmates. Separate corridors lead to the separate mess halls.

The old buildings were torn down by inmates. Every one in the House of Correction works, under guard, of course.

"But we never have any trouble with them," said James Robinson, chief of the commissary. "Scarcely ever do we have to speak sternly to anybody.

"When a man arrives we discover what his occupation is and assign him to work he likes. Everybody does something. We have a man with no legs who sits on a box peeling potatoes. The women take care of the laundry."

The new mess hall, serving in cafeteria style and manned by inmates, will be a feature.

"We can feed 500 in five minutes," said Mr. Robinson. "That is, give them their food in that time. Eight serving tables, each attended by four, serve eight line filling into the mess hall under guard. They use trays identical with those used in modern cafeterias."

The new administration building, two stories high, will house the office of Chief John Macleary. It will also contain offices for the assistant chief in charge of males, William Patterson, and the assistant in charge of females, Miss E. Hare.

No visitors will be allowed, Mr. Robinson announced.

As one walks through the buildings and grounds during working hours and sees empty cells while outside men swing scythes, chip stone and brick, and patrol loads go out to Camp Happy and Pleasant Hill and other places of work, the impression is strengthened that the House of Correction is just what it was designed to be—a corrective institution.

Great Progress on Huge Northeast Intercepting Sewer

Construction of the huge intercepting sewer, four miles long, paralleling the Delaware River in the northeastern part of the city has progressed so rapidly that officials anticipate placing it in service by mid-summer next year. The tube, the dimension of a subway which could accommodate a Market street elevated train, will carry sewage of a great portion of the city, now emptied into the Delaware, to the 150 acre Wheatshaf Lane Sewage Disposal Plant.

To build the interceptor, the cost of which approximates \$5,000,000 and which is but part of a \$25,000,000 program of the city for the disposal of sewage, many engineering problems have been encountered by the contractors.

These included taking the sewer under two creeks, Tacony and Frankford, combating seepage from the Delaware River, so strong in one section that tunnel construction is necessary, with "sand hogs" working in compressed air compartments; and blasting rock.

The average depth of the sewer is twenty-nine feet. At one point it goes to forty feet beneath the street level. Following the order of the War Department, the top of the sewer will be fourteen feet under the bed of the Frankford creek.

Of concrete, the sewer begins at its northern end at Rhawn street, at the boundary line of the House of Correction site, as a box nine feet high and nine feet wide, and changes to a tunnel, twelve feet in diameter, just before it burrows under the Frankford creek and then runs under the viaduct of the P. R. T. to the disposal plant at Wheatshaf lane.

At Robbins and Minor streets, engineers are preparing to guide construction minutely. A deviation of inches, they say, might result in the collapse of the city's mains, which carry filtered water from the Torresdale Plant to three-fourths of the city. There are four sixty-inch mains, one forty-eight-inch and one thirty-six-inch main at this point, and the sewer goes under them.

Most of the route of the sewer is under the bed of the city streets, but in some instances it crosses or goes beneath private property. It burrows under one corner of the grounds of the Frankford Arsenal.

Holmesburg's football team has finished a most successful season with eight victories, and no losses. Their total points were 299, while their opponents failed to score. The team can boast of being the best drilled that ever represented the town. All of the games have been played on Sunday at Torresdale, as no grounds were available in Holmesburg, and Saturday games conflicted with the Yellow Jackets schedule. The success of the team can be attributed to team work and also to the coach, John Eavis. There were star ball toters in the backfield including Meeham, McCoy, Myers, King and Carty, who is one of the best quarterbacks hailing from the Northeast. On the line were Zitter, Clausen, Funk, Roger, Sheridan, Gaidl, Contentanni, Carpineta and Knauer. Jimmy Rodgers was an all-round man for most any position. The ends were "Doc" Shank, captain; Scott and Thompson. Probst, a star backfielder, who was injured in the first game, and lost to Holmesburg for the balance of the season, will be back in the line-up next year. The team was ably managed by Jos. H. Woehr, who has been active in sports for a number of years.

Secretary Davis Leads Moose Pilgrimage to North Cedar Hill

One of the features of the Moose Convention activities Sunday morning was a pilgrimage, led by supreme officers of the Order, to the grave of the late John W. Ford, in the North Cedar Hill Cemetery, Frankford. Mr. Ford was a past supreme dictator of the Order and one of its first members in this country. The group left the Bellevue-Stratford at 10:15 o'clock. Mr. Ford was at one time coroner of Philadelphia. He was dictator of Philadelphia Lodge from 1913 until his death and also a member of the Board of Governors of Mooseheart. His son, William L. Ford, executive secretary of the convention committee, was a member of the party. Director General Davis, Supreme Dictator Norman G. Heyd, Dictator Harry W. Mace, Vice Dictator Albert H. Ladner, Jr., and Secretary John J. Ryan, of Philadelphia Lodge, were also present at the grave. An impressive ceremony took place and floral tributes were placed upon the grave.

The Women of Mooseheart Legion devoted Wednesday to visits about the city, the Frankford Arsenal and various industrial plants being among the places inspected.

INDIGENT VOTING IN THE 41ST WARD



A group of inmates of the Home for the Indigent, are shown in upper picture just after they voted today at the polls of the 41st ward, at Linden st. and State road, Torresdale. Track loads of men from the home are shown in lower picture, en route to the polling place. Transportation was arranged.

OF WARFARE ON JAPANESE BEETLE PEST

The Evening Ledger's "Daily Talker" in "Thinking Philadelphians," on Wednesday contained the following with Robert L. Sheppard, chairman of the Retail Merchants' Committee of the Northeast Philadelphia Chamber of Commerce, Member of the Philadelphia Rotary Club.

On the Japanese Beetle.

"The Japanese beetle is a menace which so far shows no signs of abatement," says Mr. Sheppard. "The first beetles came here eight years ago on goods imported to this country from Japan. They are believed to have first landed in New Jersey, not far from this city."

From this small beginning the beetle have multiplied in number until now extend over an area bounded approximately by Maryland, Central Pennsylvania, Upper New Jersey and Atlantic Ocean. Philadelphia has 7.

Beetles grow in numbers by leaps and bounds. According to recent tests a beetle will produce sixty more beetles the following year, showing how rapidly they can reach the billion mark. Their egg-laying or reproduction takes place in the ground and the beetle comes out of the ground full grown. There is no chance for any of the infant insects to be killed off by storms or by similar disturbances of nature.

The Japanese beetle is similar in appearance to the Colorado potato bug, being just a little larger. The potato bug feeds on three plants, the potato, tomato and egg plant. It lays its eggs on the leaves of these plants. When the young potato bugs are hatched they have such ravenous appetites they will eat anything and are easily poisoned.

Worse Than Potato Bug.

But the Japanese beetle is a much more destructive insect. It will eat anything green, even going into trees and destroying the foliage. It knows it is the tender part of a plant and the new growth right at that the most vital part. The activity of this pest will spread over a large area each year.

There are several effective methods of combating the pest. The Federal Government has decided, after much experimentation, that the use of coated arsenate of lead as a spray is the most effective means of keeping the beetle off shrubs, trees, plants, flowers and forth. The coated arsenate of lead is the beetle. The spray should be used after every heavy rainstorm, since the rain is liable to wash the arsenate from the plants.

"The beetle trap is another successful method. The trap, however, should be placed in an open lot, not near trees or shrubs, as beetles attracted to the trap are liable to go to the trees and shrubs instead of the trap. If the trap is placed in an open space, however, the beetle in flying around the trap will find no other place to land and will enter the trap. These traps have been used effectively by a great many people, averaging about three quarts of beetles a day per trap or about 9000 per acre."

Oil and Gas Recommended.

The Government also recommends the use of geraniol oil and pyrethrum. The oil is sprayed on plants and to attract the beetle and then the pyrethrum is used to destroy them. This method has many drawbacks to the average citizen. In the first place, the pyrethrum used are very expensive. Secondly, they require a very powerful and expensive apparatus for spraying and must be used in the middle of the day when the beetle is flying. For the householder the coated arsenate of lead and the beetle trap are in my opinion, the best and most economical methods to pursue in fighting this pest.

"Naturally, in a situation of this kind, the people are looking to the Federal and State authorities for action. No movement without a leader to get far."

"For about six years the Federal Government has been experimenting with the Japanese beetle at Riverton, N. J., with a view of destroying the pest. Thus far no appreciable control of the beetle is evident."

Favors Joint U. S. and State Action.

"Personally I think that the Federal Government and State, hand in hand, should start a concerted campaign of destruction which will get results. I fully believe if they would start spraying with coated arsenate of lead in June it would cut the following year's crop of beetles to one-half. If the Government or State would have the authority to force railroad companies to have the banks of their rivers sprayed and to make the property owner follow the spraying program."

State Officials Demonstrate Method of Beetle Destruction

Modification of the total embargo of farm produce from this section, caused by the Japanese beetle menace, effective today, was announced on Monday by G. B. Spichter, supervising inspector of the Pennsylvania Department of Agriculture. Shipment of produce will be permitted provided certification is made. Wholesale destruction of the pests was staged on Thursday by the Department, at a location on Roosevelt Boulevard, between Oxford Circle and Robbins avenue, where agents sprayed a number of trees with geraniol, which is said to exert a powerful attraction on the beetles. When the beetles massed upon the geraniol-sprayed trees, contact sprays filled with pyrethrum soap were turned on. Pyrethrum soap, said to be deadly to the beetles, then had its first demonstration.

C. G. Gordon, Secretary of Agriculture of Pennsylvania, and L. B. Smith, of the United States Department of Agriculture, sponsored the extermination.

Methods of destroying the beetles also are being demonstrated on the Farm Products Marketing Exhibition train which the United States Department of Agriculture is sending through New Jersey.

New Chemical Gas

Japanese Beetle Exterminator

Demonstrated at Bustleton

On Monday afternoon John R. Moynihan, bacteriologist, of New York, gave a practical demonstration of a new chemical gas exterminator for Japanese beetles, which is also claimed to be equally efficacious in dealing with other parasitic insects. The demonstration took place on the farm of W. A. Yetter, Red Lion road, west of Yerres road, Bustleton, and was conducted by Mr. Moynihan, assisted by George E. Cherrle.

The preparation used was a heavier than air gas, called "Goodoxide" by its discoverers, Dr. L. Clement and John R. Moynihan.

An emulsification of water and gas in a regulated ratio of about 15, 18 or 21 parts of water to 1 of gas, is the proportion more frequently used. The chemical property of the preparation is to develop gas when moisture is present, and the spray striking the beetle dehydrates the insect and kills it without destroying vegetation. The moisture in the beetle effecting the chemical reaction and producing the destroying gas as the spray strikes the insect.

A peach tree with leaves and fruit infested with beetles was sprayed with destructive effect on the beetles, leaving them dead and dying where the spray caught them, or in some instances falling to the ground.

One of the most important properties attributed to the preparation is that when sprayed on the surface of the ground it sinks into and penetrates the soil, destroying the beetle grub or other insect burrowing or maturing underneath. The demonstration included the spraying the nests of the tent caterpillar with a special preparation of the solution, which worked very effectively.

Holmesburg Trust Co.

Acquires Site for New Building

With a definite record of twenty-one years of accomplishment behind it and a realization of the new opportunities for further growth and expansion and in order to more adequately serve the people of Holmesburg and the Great Northeast, the Directors of Holmesburg Company have recently purchased the Brown Homestead, situate at the corner of Frankford avenue and Rhawn street, Holmesburg, Philadelphia, as a site for the proposed new building.

The large dwelling now located on the site was built by the late Sarah A. Brown, grandmother of Joseph H. Brown, Jr., the present vice president of the Trust Company, who acquired the ground in 1841.

Organized in September, 1906, by men well known in business and public life of the community, the Holmesburg Trust Company opened its doors for business on May 15, 1907, at its present location, 8033-35 Frankford avenue. Under the leadership and guidance of its able officers and directors modern banking methods were brought to the community. Prior to this time those having the need of a bank were often required to go some distance away.

1927

Cornerstone Laid for New Junior High School in Northeast

Several hundred people witnessed the ceremony of laying the cornerstone for the new junior high school under construction at Loretta and Cottman streets, in the Burholme section just northwest of Frankford, William Rowen, president of the Board of Education, officiated.

The new school is being built to afford a needed relief for the Crosson School; to provide a junior high school in a community where such a school was needed, and by removing the seventh and eighth grades from four overcrowded schools, to relieve the present overcrowding and prevent a continuance of overcrowding for several years to come.

The exercises opened with the singing of "America." Then Assistant District Attorney John A. Boyle delivered an address in which he outlined the purpose of the new school and explained what it meant to the progress of education in this city.

Rev. Martin Kerns delivered the invocation. Mr. Rowen also addressed the gathering prior to laying the cornerstone.

An iron box containing a Bible, an annual handbook, a morning newspaper, an evening newspaper, parchments, with the signatures of the members of the School Board, and a paper and report of education taken from the cornerstones of the old Wheat Sheaf School building, was placed inside the cornerstone.

The exercises were concluded with the singing of "The Star-Spangled Banner." The Boy Scout Band furnished the music at the ceremony.

The new building cost \$1,307,557.80. It is a three-story structure, with a playground on the roof. A feature in the exterior design of the school is the large central entrance forming a portico. There are four other entrances and a few minor exits. The large auditorium of the building will seat 650 in the lower portion and 250 in the balcony, making a total of 900.

The school is supplied with separate gymnasiums and playgrounds, both for the boys and girls. It also contains a wood shop, industrial arts room and electrical shop. A large kitchen, which will provide food for the boys' and girls' lunchrooms, is located behind the auditorium platform of the stage. The school is able to accommodate more than 2000 pupils.

Due to the growth of the community the Board of Education has seen fit to make a division of the local schools. Miss Sarah D. Lowry, who has been principal of all the schools, will have charge of the Benjamin Crispin School and the Torresdale School and Mr. Veith of the Warren Harding Junior High School will have charge of the Joseph Brown School and the Browns Farms.

Police Captain Woehr

Knows Old City Highways

There is probably no man in Philadelphia better posted on the old lanes, roads and paths of the extreme-northeast section of the city than Acting Captain George H. Woehr, of the Frankford police station. For many years, as a mounted patrolman, Captain Woehr rode over every part of the wide spaces that extend from the Montgomery and Bucks county lines to the Delaware River, and, now that houses are springing up in these localities, streets being cut through and the pastoral aspect of the entire section is undergoing a change, the genial police official's fund of information is standing him in good stead, at least that he may put others on the right road. There is not a day or night that Woehr is not called upon the telephone at the Frankford station and asked the best way to reach some ancient highway, and just as often people call upon him personally for information as to Bensalem pike, Red Lion road, Haunted Lane or some other thoroughfare that has almost passed out of memory. In the good old days when Woehr rode over these roads and lanes, several wealthy Quakers owned large estates in the several localities, and their greeting to the popular policeman was always "How art thou, George?" He misses this homely salutation, for, like the old highways, it has passed away forever and is heard no more.—Record Noregay.

Board of Education Has Sites in Northeast for School Needs

Building sites valued at more than \$2,000,000 are owned by the Board of Education in Philadelphia. These properties, scattered throughout the city, and particularly in the suburban areas, will become locations for new schools as the city expands and its population increases.

Albert L. Haas, of the School Administration Building, indicated that the sites were purchased when prices were low and the neighborhood undeveloped. In many instances, they have since doubled and tripled in value. From time to time additional land is obtained, either for immediate use or to be held until the growth of the city justifies a new building there.

Chief among the thirty-four building sites owned by the School Board are two designated for senior high schools. The plans for one of these are being prepared. Building contracts for this new edifice, to be called the Olney Senior High School and located at Front street and Duncannon avenue, may be let before the close of the school year, according to John D. Cassell, superintendent of buildings.

Among the schools under construction are the elementary school, at Mulberry and Bridge streets, and the Woodrow Wilson Junior High School at Cottman street and Loretta avenue. The latter school will cost \$1,162,686 and will be completed in March. The Smedley school at Bridge and Mulberry streets will be finished in the early spring.

Authorization has been given for the erection of a special school for crippled and undernourished children at K and Bristol streets, and work will soon start on the projected permanent unit to Thomas Shalleross Special School in Hyberry, where boys handicapped by home surroundings may receive particular attention.

In the Thirty-fifth and Forty-first Wards the Board of Education has available for future building the following sites:

Thirty-fifth Ward—Cheltenham avenue and Oakland streets, elementary school; Stanwood and Frontenac streets, elementary school; Robbins avenue and Hawthorne street, elementary school; Summerdale avenue and Devereaux street, elementary school; St. Vincent and Battersby streets, elementary school; Fairfield and Rhawn streets, elementary school; Tabor avenue and Harrison street, elementary school.

Forty-first Ward—Hellerman and Hegerman streets, elementary school; Bleigh and Cottage streets, elementary school.

\$11,000 An Acre Paid for

Frankford Avenue Tract

The largest sale of ground made on Frankford avenue in the Forty-first Ward since the sale two years ago of the Forrest Home tract of 105 acres at Cottman street for \$600,000, says the Public Ledger, was closed last week with the transfer of title to about twenty-six and one-half acres on Frankford avenue above Robbins street from Benjamin R. Hoffman to John N. McGarvey and Charles G. Erny, builders, for a price understood to be close to \$300,000, or at the rate of about \$11,000 an acre.

Benjamin R. Hoffman is a member of the W. H. W. Quick syndicate, which is developing a tract of about 200 acres on Frankford avenue opposite the Forrest Home tract, but the ground just sold by him at Robbins street was an individual holding, which he acquired on March 31, 1916, from Lucius L. Landreth, who had taken title on the same day from the heirs of Lewis Thompson for \$29,569.76. Lewis Thompson had purchased the tract in November, 1866, from Robert Pattison, of Holmesburg, and others for \$7681.

The record of sales shows that the tract advanced in value in the fifty years, from 1866 to 1916, by almost 400 per cent, but that its increase in value in the eleven years from 1916 to 1927 was about 1000 per cent. Eleven years ago ground in this part of the Forty-first Ward was just beginning to emerge from the salutation of farm land. Benjamin R. Hoffman, indeed, paid a good price for the ground, over \$1200 an acre, when he acquired it eleven years ago.

The Frankford elevated railway was then beginning to be talked about, but it has been completed and running for the last three years, delivering daily thousands of passengers from the city centre to the Bridge street station, which is only a few minutes' walk from the tract just purchased by John N. McGarvey and Charles G. Erny.

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Honored by Northeast Citizens

NORTHEAST HONORS CROSSAN

Councilman's Labors for District Praised at Big Dinner Attended by Seven Hundred.

MAYOR KENDRICK ONE OF SPEAKERS

The Northeast turned out on Tuesday night to do honor to their Councilman, Clarence K. Crossan, and his family at a testimonial dinner at the Elks' Club. About seven hundred were present. For several hours men prominent in all walks of life voiced their appreciation and approval of Mr. Crossan and the magnificent work he has done for this section of the city, touching also upon his widespread endorsement for the office of Mayor of Philadelphia.

Toastmaster Joseph Z. Muir tactfully and yet forcibly confined most of the speakers to a short period of time, but even with this handicap, Mr. Crossan was the recipient of eloquent testimonials from his friends and neighbors of the Northeast.

Representatives of every civic and improvement association made comparisons, showing the conditions in his particular district previous to Mr. Crossan's election, and since, and everyone to a man reported considerable improvement in paving, sewers, light, transportation, etc.

Men who have lived in this section for years recalled incidents in the history of this section that brought laughter and applause from the several hundred ladies and gentlemen who attended the dinner. Mr. Crossan's boyhood and college days were spoken of by his lifelong friends, and facts concerning his early ambitions and industry were brought to light. The speakers were unanimous in praise of his sterling worth, character, ability and devotion to the Northeast and the city of Philadelphia.

Mayor Kendrick paid a glowing tribute to Mr. Crossan as a public official and self-sacrificing servant of the people. The Mayor voiced his confidence in Mr. Crossan's judgment in city affairs, not only connected with the Northeast, but the city of Philadelphia as well. Mr. Kendrick thanked him for his support and co-operation.

Charles Hall, President of Council, praised Mr. Crossan for his ability as a Councilman, and urged the people of the Northeast to return Mr. Crossan as Councilman unless they have something higher in view for him. Mr. Hall admitted that while he and Mr. Crossan did not always agree on some questions that are brought before the Council, still these disagreements were forgotten as soon as Council adjourned.

Joseph B. Seaman on behalf of the committee, presented Mr. Crossan's mother and wife with beautiful baskets of roses. They also presented to the Councilman a magnificent diamond ring as a token of esteem and a symbol of the affection which the Northeast holds for him. The ring contains a perfect blue-white Wesselton stone.

Numerous other speakers, prominent in Philadelphia business and political circles, added their praises of Mr. Crossan's ability as a Councilman, political leader and friend of the people of Philadelphia.

Among those who in short remarks added their tribute to the guest of honor were: Joseph Armstrong, Watson Bavington, John A. Boyle, Lewis M. Bradenstein, J. Fred Burkart, Thomas E. Coale, Daniel R. Comly, C. C. Davis, Paul A. Dorn, Thomas Gordon, Henry H. Humphreys, John J. L. Merget and Casper M. Titus.

Real Estate Assessor David T. Hart, Sheriff James A. Carey, Richard A. Weglein, Assistant Director James A. Dunn, Thomas Bluett, Speaker of the House of Representatives; Coroner Fred Schwartz, Jr., Joseph Trainer, Thomas F. Watson, chairman of the Republican Committee, and Director of Welfare Grakelow, Register of Wills Campbell and Congressman Connelly were among the other speakers.

Mr. Crossan, in his reply, expressed his gratitude and appreciation for the many courtesies that had been shown him, and expressed his desire to serve the people of this community in any way whatever.

The executive committee in charge of arrangements included Joseph Z. Muir, chairman; H. R. Diaston, secretary; Edward R. Simpson, treasurer; C. C. Davis, Frank T. Wilson, Robert E. Ockford and the entire committee was made up of nearly one hundred representative business men, manufacturers and professional men of the Northeast.

The committee deserves great praise for the arrangements of the banquet, the sumptuous feast prepared by the caterer being served by a staff of one hundred waiters and aids with clock-like precision.



Hon. CLARENCE K. CROSSAN

No man could desire anything greater in his life than the tribute paid Councilman Clarence K. Crossan in the testimonial dinner tendered him at the Elks' Home on Tuesday evening.

Approximately one thousand friends and residents of the northeast had gathered in his honor to reward him in this fitting manner for the very active, sincere and successful term as a councilman.

As praiseworthy as the plaudits of the forty speakers were, the combined efforts of the laudation sank into insignificance by the tribute paid him by the nearly 1000 friends gathered. It was shown in their silence; their quietness—no! no! neither of these words express it; seeking for a word, we think the one which expresses it best was the intentness of all gathered, listening between three and four hours to addresses without interspersions. Such expression from so many told volumes more than the electric-toned orator in his tribute to the work of a faithful public servant.

It is seldom that on an occasion of this kind of paging honor to a public servant, that the women of a community have been present. We wish to express our gratification at being present and beholding one of the finest public gatherings ever assembled in the City of Philadelphia because of the presence of the women. They are the better side of man and their co-operation in public affairs means better things for the city we love. This animated picture was further enhanced by a most beautiful stage setting of flowers and plants.

Mr. Joseph Z. Muir was toastmaster. The banquet was begun with prayer and the singing of America.

A Wiener menu was served to music by Fry's Million Dollar Pier Orchestra. The very good and palatable things served in courses in an excellent manner made everyone feel thankful for a good appetite. Well done, Wiener!

The first hour was known as community hour, and the following gentlemen represented the various sections of the Northeast in paying glowing tribute to the guest of the evening:

- Watson Bavington, Somerton.
- C. C. Davis, president Northeast Philadelphia Chamber of Commerce.
- Thomas Coale, of Torresdale, who sang, "A Warrior Bold."
- Joseph Armstrong, of Fox Chase.
- Daniel R. Comly, of Bustleton.
- Henry H. Humphries, of Byberry.
- James A. Dunn, of Frankford.
- Edward Dicker, of Lawndale.
- William A. Knauer, of Holmesburg.
- Casper R. Titus, of Tacony.
- John A. Boyle, of Crescentville.
- Lewis M. Bradenstein, Rising Sun Avenue Improvement Association.
- John J. L. Merget, of Wissinon.
- Thomas Gordon, of Frankford.

- Republican Committee.
- William F. Campbell, Register of Fred Burkhardt, of Olney.
- James McDevitt, of Bridesburg.
- William A. Froelich, Wayne Junction Improvement Association.

It was no doubt the most complete galaxy of politicians ever assembled to appear before a public audience. The following spoke in warm and earnest eulogy of their colleague in the work of city affairs and his earnestness and honesty of purpose in endeavoring to secure improvements for the Northeast. They spoke in the following order:

- Hon. W. Freeland Kendrick, Mayor of the city.
- Charles B. Hall, president of City Council.
- Thomas Watson, chairman of City Wills.
- Joseph Connelly, Congressman.
- David T. Hart, leader, 23d Ward.
- James Carey, Sheriff.
- Joseph Trainer, leader, 25th Ward.
- Richard Weglein, former president of City Council.
- Fred Schwartz, Coroner.
- Judge Edwin Lindell, leader, 41st Ward.
- Hon. Thomas Bluett, Speaker, House of Representatives.
- Robert Grier, leader, 18th Ward.
- George A. Welsh, Congressman.
- John Daly, Councilman.
- Charles K. Grakelow, Director of Welfare. Did not speak, having to leave.

Mr. Joseph B. Seaman had the distinguished honor of introducing the guest of honor. In his characteristic manner of giving utterance to the things within him, he said in appropriate words the deserved tribute to Clarence K. Crossan, his mother, Mrs. Martha Crossan, his wife and his two daughters.

Two beautiful baskets of flowers were presented to the mother and to the wife; and a pure white diamond ring, set with two sapphires on either side in arrow shape pointing to the light of the great stone was presented. With Mrs. Crossan by his side, the ring was placed upon Mr. Crossan's finger, with the remark that they were now wed forever. Mr. Crossan, in referring to the ring said: "If the ring is removed from my hand, you will know that I have forgotten."

Mr. Crossan said that he was in political life because he liked to work; he desired to be a benefactor to mankind and his community; he was very much touched by the splendid tribute paid him, but he, in his most gracious manner, wanted it understood that he had the assistance of his colleagues gathered at the table and it was by their co-operation that he was successful in securing the many improvements for the Northeast.

Speech Kernels

Mayor Kendrick described Councilman Crossan as an "asset to the

city" and declared he had been a big help to the administration in solving

difficult problems.

President of Council Hall said: "Unless you have some higher office in mind for him, I say to the people of the Northeast you had better send Mr. Crossan back to Council."

Register of Wills Campbell: "My hand is always out to assist Clarence Crossan and to elevate his ambition at all times."

Congressman Connelly: "If Clarence Crossan is a candidate for office, we in the 25th Ward will not say it with flowers, as is sometimes the custom—we will say it with votes."

Casper M. Titus: "Mr. Crossan, politically speaking, is only in his infancy. He has just begun to climb the rungs of the political ladder. He only needs his friends to stand behind him and boost him."

The active committee comprised: C. C. Davis, Joseph Z. Muir, Edward R. Simpson, Robert E. Ockford, Frank T. Wilson, Andrew Newton and Herman Blum.

Born in Fox Chase

Clarence K. Crossan was born in Fox Chase 51 years ago; he has always lived in the same locality. His father, Kennedy Crossan was a prominent contractor and a member of City Council in his time. Clarence was graduated from the University of Pennsylvania as an electrical engineer, and has since devoted his life to civic affairs. He takes great interest in his own community organization. He has well rounded views on matters pertaining to the welfare of the entire city. He is well versed in the needs of the city and is looked upon as the strong man of the Northeast, and is universally liked.

He is a member of the Crossan Construction Company and a member of the Rotary Club. A recent speech on the "Ability of the Man Today Over 45" caused very favorable comment.

Special Tables

Special tables were taken by the Second National Bank, Women's Republican Club of Frankford (3), Frankford Trust Company, West-

moreland Republican Association, Hunting Park Homes Protective Association, Fox Chase Improvement Association, Wayne Junction Improvement Association, Fox Chase American Legion, Pennsylvania Railroad Company, United Republican Club, and communities of Lawn Dale, Burholme and Byberry.

The head table was occupied by Richard Weglein, Thomas F. Watson, Mr. and Mrs. Thomas Bluett, James Carey, Mr. and Mrs. Fred Schwartz, Mr. and Mrs. N. E. Lindell, William F. Campbell, Charles Hall, Joseph Muir, Mrs. Muir, Clarence K. Crossan, Mrs. C. K. Crossan, Mrs. Martha Crossan, Miss Minerva Crossan, Miss Martha Crossan, John Daly, Mr. and Mrs. David Hart, Mr. Arthur Crossan, Mrs. Arthur Crossan, Mrs. James J. Connelly, Rev. and Mrs. Fordyse Argo, Congressman George A. Welsh, Joseph C. Trainer, Magistrate Louis Dorn, Charles R. Grakelow, Hon. W. Freeland Kendrick, Louis H. Farrell, and John J. Farrell.

POQUESSING ALLURING HIKERS

Nature at its Best Along the Virgin Valley at the Far Northeast Corner of City.

(From the Evening Bulletin.)

For an "Indian file" hike there is nothing quite the equal of the Poquessing Creek valley in the far northeast corner of the city for it is the least traversed of all our creek valleys.

There is only a narrow foot-path along its banks and here one tramps very close to the heart of nature. The creek is a sparkling stream of clear water and is reasonably full of fish as it is the first clear water stream above the Torresdale hatcheries. In this silent valley you can hear a hundred different bird calls: the whippoorwill, the bob-o-link, cat bird, bob-white and you can see the vivid colors of the thrushes and the orioles in flight. It is a favorite haunt of the Louisiana water thrush whose antics at the water's edge makes interesting watching.

There is a project on foot, backed by the Northeast Chamber of Commerce and recommended by the City Parks' Association, to claim this valley as a permanent park for it is yet untouched by real estate developers and its natural beauty is as virgin as when the Indian roamed there two centuries ago.

Interesting Indians these were; subjects of Tammany, the Affable, who quickly came to terms with the early white settlers. It was said of Tammany's son, Hickquicon, that he could leap his full height in the air. Tammany was a stern ruler and he required the squaws of his tribe to bring each new-born child to the creek's edge to be dipped into the cold water of the stream to determine its physical fitness.

It is reached by the Number 66 car which passes from the end of the Elevated at Bridge street, Frankford. You ride to the end of the line, paying an additional fare, and you find yourself at the City Line end of Torresdale. Crossing the bridge you find yourself in Andalusia and on your way up the Bristol Pike. Incidentally, this pike was once an Indian trail down which the very earliest settlers came from New York to Philadelphia. Gradually it became a wagon route and developed into the King's Highway, one of the earliest roads in America. It was laid out by order of William Penn, who passed through here many times in his journeys between Philadelphia and Penn Manor, further up the line.

Just as you cross the bridge, to the left, you see the Red Lion Inn. It was one of the stops for the stage coaches that once plied between Philadelphia and New York and here the Massachusetts delegation to Continental Congress, headed by John Adams, tarried several times for a night's rest. During the occupation of Philadelphia in 1777 this old inn was the furthest outpost for the British troops and General Lacey camped here with 16,000 Continental soldiers on his way to the final victory at Yorktown.

The best way to get into the Poquessing Creek valley is to walk up Bristol Pike to the top of the hill where you turn into Colonial avenue to the left. Down this avenue but a short way you come to a field at the bottom of which you strike the creek in all its natural glory. There are a lot of wonderful old trees in this valley, particularly the maples, and fabulous array of wild flowers.

Turn to the right up this valley and soon you reach a swimming hole which, while not very deep, is very refreshing since the water here is as cool as a mountain stream.

The path winds up the stream for a distance of several miles with the creek becoming narrower and narrower. Finally you reach an old grist mill at Byberry road, often called Gravel Pike, and there the hiking area ends. You have either the alternative of turning left along the Byberry road to Bristol pike, where you can board a trolley car back to Torresdale, or you can cross the stream over one of the many logs and retrace the route on the other side.

This hike route covers about five miles and it is the sort that invites leisurely walking and games by the wayside. It is the sort of a spot where a bird guide or a wild flower book can be used to advantage and it is especially adapted for boy scout work.



Woodrow Wilson Public School Nearing Completion, at Cottman and Loretta sts., upper Frankford. The Crossan Ordinance calls for the widening of Cottman st., shown in picture, from Oxford av. to Castor rd., a distance of about one and a half miles. This and other street improvements will give better bus access to the Wilson school for Burholme and Fox Chase children.

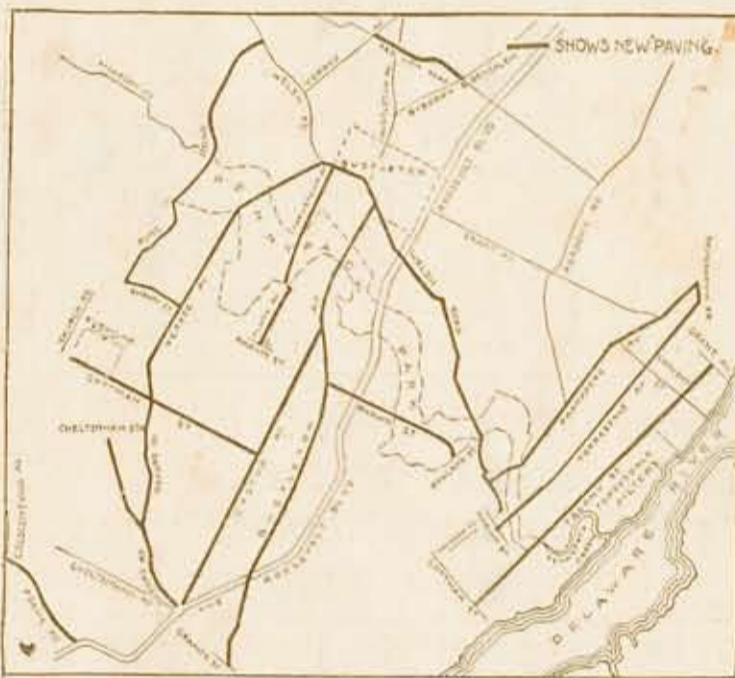
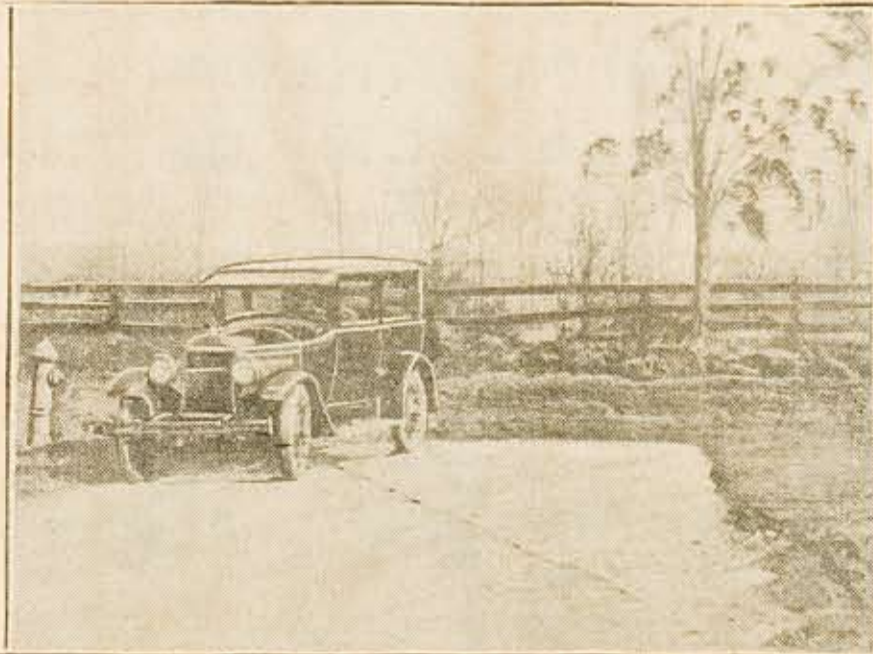


Diagram of Street Extensions, Widening and Paving, Called for by a City Ordinance, sponsored by Councilman Clarence K. Crossan, of the Northeast section. The black lines indicate the streets and roads from the Bucks county line into the heart of Frankford which it is proposed to pave, repave and, in some instances, widen.



"Dead End" of Torresdale av., at Convent av., in Torresdale. It is proposed to extend Torresdale av. to Red Lion Inn, on the Bucks county line, a distance of more than a mile. With the extension there would be a continuous, well-paved route from the Bucks county line to 22d st. and Hunting Park av.

PLAN NEW STREETS FOR NORTHEAST

Improvements Would Link Main Traffic Arteries Leading to Frankford Section

PROPOSE \$2,500,000 LOAN

(Continued on Page Four.)

A \$2,500,000 street improvement program, which will give the northeast section of Philadelphia a network of improved highways covering the main traveled roads from points near the Bucks and Montgomery county lines into the heart of Frankford, will be undertaken as soon as an ordinance now before City Council is approved.

The bill calls for a special loan to develop streets in the northeast, which Mayor Mackey has characterized as the section which must be developed to "keep Philadelphians in Philadelphia". Unless this is done, the Mayor and others interested in the project believe residents will continue to migrate into the surrounding counties.

The bill is fostered by Councilman Clarence K. Crossan, and provides for the acquisition of property to widen existing highways as well as to pave and repave. When the work is completed motorists entering this city from New York and Northern New Jersey will find substantial roads with sufficient width to care for a large volume of traffic which now jams the highways.

One of the results of the improvement would be an extension of Torresdale av. from its present "dead end" at Convent av. to Red Lion Inn, on the line of Bucks county, a distance of more than a mile. With the existing Torresdale av. there would be a continuous street, well paved, from the line of Bucks county to 22d st. and Hunting Park av.

The development also would give much needed improvements to Cottman st., from Oxford av. to Roosevelt boulevard, and provide a highway over which motor buses could operate to serve the new Woodrow Wilson Public School, now being completed at Cottman st. and Loretta av.

The Northeast Philadelphia Chamber of Commerce is using its influence in support of passage of the Crossan bill, which has been before City Council's Finance Committee since its introduction on January 5. C. C. Davis, president of the chamber, declared today the statement of Mayor Mackey that the Northeast is Philadelphia's most important undeveloped section, is literally true, and pointed to the thousands of acres throughout the section available for home site developments and for industrial establishments.

As an example of the situation, Mr. Davis recalled that Oxford av. from Frankford av. to Roosevelt boulevard, remains unpaved, except where the city-owned Buntington trolley line operates, and that was paved by the city although the Philadelphia Rapid Transit Co. operates the line. Continuing out Oxford av. toward Burholme, past the old Trinity Episcopal Church, built more than 200 years ago, the program calls for repaving and widening the thoroughfare and bringing it up to the surrounding grade.

The development of Rhawn st., from Fox Chase to Holmesburg, also is an important link in the chain.

The program has been so mapped out that all of the newly-paved streets would converge into main arteries of travel so that the paved highways will be continuous.



Porch of Allies Addition to the Washington Memorial Chapel at Valley Forge—It commemorates the Revolutionary services of Lafayette, DeKalb, Von Steuben and Rochambeau. The porch, built of Holmesburg granite and Indiana limestone, extends to the east of the Chapel along the south side of Patriots' Hall. It will connect the Chapel with the Robert Morris National Memorial Tower, which the Bankers of America plan to erect in honor of Philadelphia's Colonial financier. Revolutionary cannon are mounted in front of the porch.

**New National Bank in Northeast
Organizing at Holmesburg**

The United States Treasury Department has granted approval for the formation of a national bank in Holmesburg to be known as the Northeast National Bank of Holmesburg. The bank will have a capital of \$200,000 and surplus of \$50,000, each share having a value of \$65.00.

The organization committee of the new Northeast National Bank of Holmesburg, now organizing, includes: C. John Birkmann, chairman; Dr. William A. Bennett, L. Northrop Castor, William E. Frost, Elias T. Hall, Wilhelm F. Knauer, Joseph P. Mack, Albert J. Nesbitt, Henry J. Rohner, Rudolph Snyder, Charles T. Wakefield, and William G. Wenker. The temporary office of the bank will be in the Washington House, at 8041-45 Frankford avenue, after necessary alterations are completed.

C. John Birkmann has been chosen as chairman of the Board and Wilhelm F. Knauer, secretary and treasurer, pending the selection of cashier.

**Holmesburg's New National
Bank Opens Tomorrow**

The Northeast National Bank of Holmesburg will open for business tomorrow, Saturday. On the first day its doors will be open from 9:00 A. M. to 2:00 P. M. The temporary quarters in the old historical Washington House at 8041-45 Frankford avenue, have been remodeled and equipped, and modern facilities provided for the convenience of the patrons.

C. John Birkmann, a well-known resident of the northeast, is president of this new banking organization. Dr. William A. Bennett, vice president; Clarence L. Doney, cashier; John L. Fritz, assistant cashier, and Wilhelm F. Knauer, solicitor.

Following make up the Board of Directors: L. Northrop Castor, Albert J. Nesbitt, Wilfrid Gray, William E. Frost, Wilhelm F. Knauer, Charles T. Wakefield, Elias T. Hall, Rudolph Snyder, Dr. William A. Bennett, Frank J. G. Dorsey, Henry J. Rohner, William G. Wenker, C. John Birkmann.

The stock of the new bank was quickly over-subscribed and the institution starts its career with an authorized capital of \$200,000 and surplus of \$50,000.

A general invitation has been extended to all to visit the bank on its opening day and a registration book has been provided in which the directors desire to have all the names of visitors entered on that day. Savings accounts opened on February 18, for from five to ten dollars will have fifty cents added and over ten dollars, one dollar added as an opening day premium. After the first day the regular banking hours will be observed by the new bank with added hours 6:30 to 8:30 on Monday and Friday evenings.

**NEW BANK OPENS
DOORS TO PUBLIC**

**Beautifully Decorated Banking
Room Greet Well-Wishers
and Depositors**

C. J. BIRKMANN, PRESIDENT

Midst a bower of beautiful blooms and palms the bank building of the Northeast National Bank of Holmesburg was officially opened on Saturday, February 18, for business. The setting was an historical one as well, the building housing the bank being the Washington Hotel in a new dress located at 8041-45 Frankford avenue.

At 9 o'clock Mr. Wilhelm F. Knauer, who is the bank solicitor, introduced the Rev. Sidney Goodman, rector of the Emmanuel Episcopal Church, of Holmesburg, and the Rev. Peter A. Daley, rector of St. Dominick's R. C. Church, of Holmesburg. After prayer by the two ministers for the divine guidance and conduct of the institution the bank was formally declared open.

During the course of the day, the bank being open until 9 P. M., over 500 persons visited the new institution with their well wishes and deposits. The total deposits for the opening day amounted to \$121,474.85. Included among the visitors were bankers from the city and surrounding territory.

The reception committee consisted of the officers and directors. The banking rooms and offices were filled with palms and beautiful floral tributes from the following:

Second National Bank, Mr. Franklyn Lynam, Mr. and Mrs. Lewis F. Castor, Jr., Central National Bank, Quaker City National Bank, Fox Chase Bank and Trust Company, Holmesburg Trust Company, Andy Newton, Inc., Northeast Tacony Bank and Trust Company, Fred Dittich, Philadelphia Girard National Bank, Oxford Bank, Chatham-Phoenix National Bank, New York, J. H. Crouse & Co., Williams Brothers, Mr. Efling, Thomas O'Rourke in behalf of Lewis & Co., Mr. and Mrs. Fred Worsinger, Miller, Myers & Simeon, Mrs. Caroline Birkmann, Mrs. C. John Birkmann, Mr. Henry Eavis, Mr. and Mrs. Hexter, H. S. Sand Sons, "The Bible Class."

Mr. Lester Hanlon, of the Roosevelt Flower Shoppe, had charge of the beautiful arrangement of the decorations.

The banking quarters have been equipped modernly with the most up-to-date facilities.

**NEW SCHOOL FOR
THE NORTHEAST**

**Board of Education Will Erect
New Institution of Learning
at Walker and Bleigh Sts.**

OTHER SCHOOLS PLANNED

At a meeting of the Educational Committee of the Northeast Philadelphia Chamber of Commerce, held on June 26th, it was learned that the Board of Education has made plans for additional school facilities for the Northeast. The Board, from their plans, evidently realize that the Northeast is a city of considerable size in itself.

A new school building will be erected on the city owned site at Walker and Bleigh streets. This school will take care of the rapidly growing Holmesburg section and do away with part time study. The building will have a capacity for about one thousand pupils.

In order to relieve the overcrowded conditions at the Crispin School and do away with the part time pupils, the Board of Education has decided to build additional wings to that school. The wings are to be ready for occupancy either in February or September, 1929. This will afford considerable relief to that section and give the proper school facilities.

A new building is to be erected at Aramingo avenue and Sanger street. The lot for this school was given by a builder with the proviso that a school must be erected on this ground within a certain period. The building will be ready for occupancy by September, 1929.

District Superintendent Robert MacMillan has advised the Chamber of Commerce that his recommendation that a school building be built on the site at Robbins avenue and Battersby street, will undoubtedly receive the favorable action of the Board. The Superintendent of Schools has already given his endorsement.

Frank Preston retired on Wednesday last from the Government service. Mr. Preston would have been in active service forty years next July, he having entered the Postal Department, July 31, 1888. For the first few months he served in Frankford, but soon came to the Holmesburg District. The late R. W. Snyder was postmaster when Mr. Preston first came to Holmesburg. For many years he served the district, Frankford avenue, Torresdale avenue, Blakiston street and Rowland avenue. In his daily work he made many friends and he retires with the best wishes of all who knew him. Mr. and Mrs. Preston are moving to 5608 Dittman street, Tacony.

SPEED UP SEWAGE DISPOSAL

**Three Millions Made Available for
Northeast Projects to Guard Del-
aware From Pollution.**

CONNECTIONS FOR LOW LEVEL SEWER

Last Saturday State and city officials discussed the plans for the expenditure of \$3,000,000 of new loan funds for sewage disposal projects that will complete the first unit of the system between Wheatshaf lane and the Montgomery county line and free the Delaware River of all pollution from city sewers within that area.

When contracts now being considered are awarded and the work fully completed, all the sewage originating within the Germantown, Logan, Frankford and the northeast sections and Richmond district, will be diverted from the Delaware River north of Wheatshaf lane to the Northeast Sewage Disposal Works at that point and filtered.

This sewage emptying from outlets within the five-mile area between Wheatshaf lane and the county line on the north, has for almost 30 years proved a menace to the city's water supply obtained largely through the intake from the Delaware River to the Torresdale filtration plant.

The new money will provide for the construction of connecting sewers to the big low level collecting sewer under construction for a length of five miles to carry all the sewage from the northern area to the Northeast Sewage Disposal Works at Wheatshaf lane at Richmond street on the Delaware River.

W. L. Stevenson, chief engineer for the State Department of Health, who was for years in charge of the planning and development of the sewage system, discussed with Director Murdoch the plans for the completion of the first unit of the city sewage system.

By an agreement with the State Department of Health, the city is each year required to expend \$2,000,000 toward advancing the sewage disposal system. The plans call for the construction of four separate plants, one in the northeast, one in the southwest and one in the southeast, with the other location yet to be determined.

Before the city is properly protected by a unified sewage disposal system it is expected that \$100,000,000 will have to be expended. The city is already approaching an investment of \$25,000,000.

Director Murdoch is advertising for bids to be received on June 11 for the construction of the grit chamber at the Wheatshaf lane works, at a cost of \$250,000. This sum is available in excess of the \$3,000,000. The grit chamber is a protecting screen for the pumping station and the disposal works where the sewage is pumped from the low level collecting sewer.

One of the big projects to be financed out of the \$3,000,000 is the construction of the intercepting sewer along Frankford Creek, to divert the sewage that now empties into the stream to the sewer connecting with the disposal works. This sewer will extend along Frankford Creek, between Wheatshaf lane and Ramon street, to the northern city limit.

The Northeast Sewage Disposal Works is in operation most efficient and the city is now rushing to completion a \$5,000,000 rock-tunnel sewer over a distance of five miles from Lewis street, north of the disposal works, to Rhawn street, in Torresdale. This rock-tunnel sewer is being constructed at great depth, and will be known as the northeast collector.

There are five separate contractors on this rock-tunnel sewer four are 95 per cent. completed, contract is 65 per cent. completed, are within the time schedule set their present stages of completion.

The big pumping station being erected to lift the sewage from the low level rock tunnel collecting sewer is 60 per cent. completed. Practically all of the \$3,000,000 loan approved by the voters at the primary election in April for sewage disposal purposes is expended for connecting sewers with the rock tunnel collector to turn all sewage from the Delaware River to the disposal plant.

TRAFFIC ISSUES IN NORTHEAST

Voiced at Big Mass Meeting Attended by Citizens of Many Nearby Communities

FOR HIGH SPEED BOULEVARD LINE

At the mass meeting last night held by the Northeast Chamber of Commerce, presided over by Joseph Muir, chairman of transit, of that organization, the citizens of the Northeast filled the Frankford Library auditorium to hear and participate in a discussion regarding the needs of their communities in the transit development for the future.

C. C. Davis, president of the Chamber of Commerce urged the construction of an open subway on the Roosevelt Boulevard, and the following resolution was adopted unanimously:

"The City of Philadelphia has invested upward of \$100,000,000 in the Broad street subway, which investment will not earn its carrying charges unless feeder lines are constructed, and,

"The Roosevelt Boulevard section of Northeast Philadelphia contains the largest undeveloped area within the city limits—thirty square miles in extent, with room for an additional half million people, and,

"The construction of a high-speed feeder line to serve this great area will result in increased tax returns to the city in an amount far greater than the carrying charges on the cost of such line.

"That the residents of Northeast Philadelphia, assembled in a public meeting, hereby demand that the Mayor and City Council take immediate steps to construct such a line and build the streets and bridges needed for the completion of the Wyoming avenue and Olney avenue cross-town trolley feeder lines, and,

"Resolved, That the Northeast Philadelphia Chamber of Commerce be requested to present these matters to the city authorities and to ask that \$10,000,000 be included in the fall electoral loan for these purposes."

The needs of various sections of the Northeast were voiced by their representatives as follows:

J. Fred Burkhardt asked for single fares on the 59 route for Rhawnhurst.

Frank T. Wilson requested for Frankford the extension of 59 route from Oxford avenue terminus to Womrath Park by way of Frankford avenue.

George J. Campbell, for Wissinoming, and President of the United Business Men's Association, requested a through car line from his section to the Broad street subway by way of Erie avenue, and later caused a commotion when he denounced Council's action favoring the Locust street subway.

Henry J. Tunstall, requested better service for Burholme and James J. Gossner asked for one fare from Pleasant Hill to the centre of the city. Daniel Comly Bustleton, desires his community to be placed in the one-fare zone.

Henry Humphreys of Byberry expressed the need for better service to and from his section.

Mr. Cranston of Somerton, said that his community needed a high speed line.

Frank R. Kileoyne, of Holmesburg, appreciated recent transit improvement in the acquiring of the 66 route.

W. Anston Yerkes, of Fox Chase, favored a direct line from his community over Rising Sun avenue and Front street to Kensington.

Thomas Cole, of Torresdale, desires a high speed line for his section.

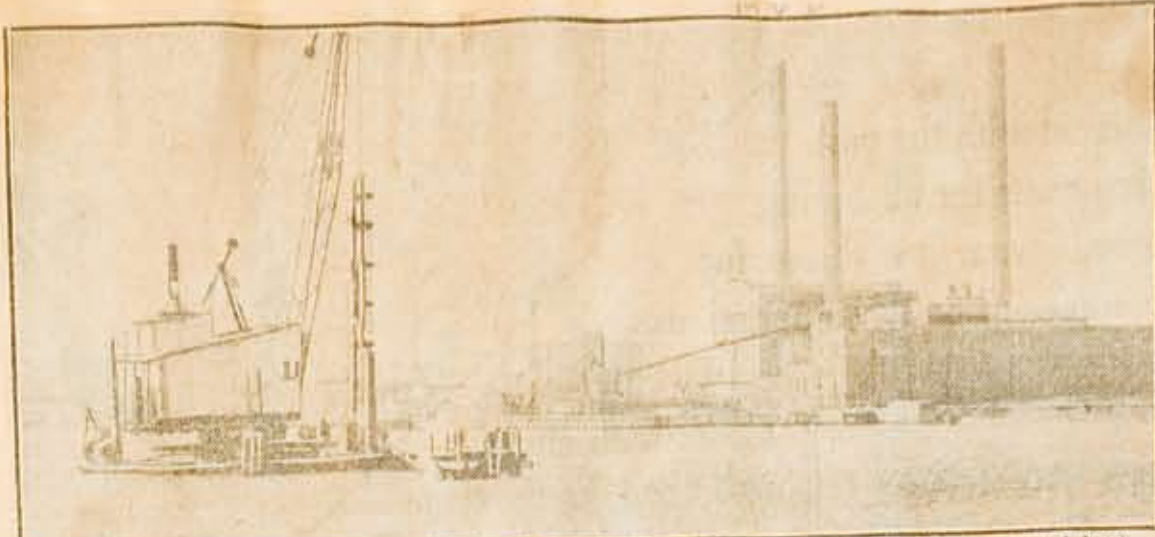
G. W. Risley, of Crescentville, complained of unimproved service in 10 years with an addition of 1200 homes to his section.

Councilman Crossan, the final speaker of the evening said in part:

"The Mayor must accomplish three important things in his administration in order to prevent the depopulation of our city. Namely a modernization of industrial assessments, an equalization of home assessments, and a definite transit program.

"The Broad street subway as it stands today is a frozen asset; it will know its real value only after it has feeder lines extending it to the Northwest and the Northeast.

"It is entirely up to the Mayor and our chief concern is whether he will consider the Roosevelt Boulevard open subway step No. 1 of the program. If he does, we will get it shortly. If he doesn't, we may never get it. Certainly if the people prove it at referendum they have the right to use their money to build it."



Work Starts on New Delaware River Bridge Between Tacony and Palmyra—A pile driver operated from a barge is shown placing supports for the "false work" of the pier. The barge is anchored in midstream opposite the Tacony Ferry slip. Vessel masters have been warned by War Department engineers to proceed carefully in passing the locality.

New Tacony-Palmyra Bridge Will Set River Standard

Charles A. Wright, president of the Tacony-Palmyra Bridge Company, on Saturday made public a statement embodying replies to numerous inquiries as to the part the new traffic bridge his company is now constructing across the Delaware River occupies in relation to two subjects now under public discussion, namely, obstruction to river traffic and the creating of bypass highways around the heavy traffic of Philadelphia and Camden.

There were two communications made public last week by prominent men that aroused interest. One was from J. Hampton Moore, president of the Atlantic Seaside Waterways' Association, demanding that the clearance dimensions of the Tacony-Palmyra bridge be made the minimum permissible for any future bridges. The other was from Samuel P. Wetherill, Jr., president of the Regional Planning Federation of the Tri-State District, urging the creation of bypass highways.

"There seems to be so much interest in the plans and purposes of our bridge," said Mr. Wright, "that I feel it a public duty to make a brief statement.

"The main span of the bridge, with a width between piers of 520 feet, has a clearance above mean high water of 84 feet, a sufficient clearance for nearly all of the river traffic. The bascule drawbridge, adjoining the main span, can be opened for any traffic that requires a greater clearance above the water than 84 feet. This bascule provides a clear, effective width of 240 feet, whereas the Delair bridge of the Pennsylvania Railroad, below our bridge, has an effective width of only 125 feet. But the records show that these drawbridges do not have to be opened very often. The average openings of the Delair draw are 59 per month."

WCAU Opens New Transmitter Tomorrow at Byberry

Coincident with the announcement that the Federal Radio Commission has authorized station WCAU to increase its power from 500 to 1000 watts, making it the most powerful station in the city, officials of the Universal Broadcasting Company, which owns and operates this station, announce a gala program for the opening of new studios at 1221 Arch street, this Saturday night. At this time station WCAU will operate for the first time on its increased power and will use for the first time the new transmitting apparatus located at Byberry, permission having been granted for the removal of the transmitter from the Pennsylvania Hotel, West Philadelphia, where the present studios are also located. The antenna towers at Byberry are 215 feet high, built of steel. The antenna is of the vertical type, suspended from the middle of the "flat-top." That is, the radio waves emanate from the vertical wires and not from the horizontal wires, which, in this case, are used merely as supports for the antenna proper.

Station WCAU will be the only station in Philadelphia operating its transmitting station on the outskirts of the city, with its studios located in the heart of the city's business district.

In reviewing the improvements contemplated for the city's water system, Mayor Mackey stated last Friday that "Pumps will be installed at Torresdale with a conduit extending to the neighborhood of Allegheny avenue for the purpose of relieving Lardner's Point Station, which is twenty-two years old, of uncertain physical condition, and Lardner's Point will be used only for peak loads in the future. The station would have to be rebuilt unless these pumps were installed."



FRANKFORD HIGH STUDENTS' PLAY SHOWS WHAT HAPPENS TO "THE KING'S ENGLISH"

Above are Mary Crossett as a flapper of unknown vintage and Edwin Dagan, who had a leading role, in a dance they performed in the production on January 20.

Roosevelt Boulevard Projected 25 Years Ago Has Opened the Way For An Increase of \$75,000,000 In the Assessed Values of the 35th Ward

ONE of the last acts of the Keable administration is the matter of the bridges on the upper end of the Roosevelt Boulevard. When these permanent structures are provided, the boulevard, in its long run from Broad street to the county line, will be practically complete. As it is, one can now drive over the main avenue and its extensions in the upper northeast for a distance of over eight miles, and the roadway, connecting with other sections of the Lincoln Highway beyond the county line, has become one of the most important traffic arteries in the country. Yet, a quarter-century ago, when the building of this roadway was proposed, there was a strong protest raised against the city embarking on any work of this sort. The idea of running a wide avenue, many miles in length, through a territory that was largely farm land and where the prospect of any extensive building operations seemed to be far in the future, if at all likely, was considered absurd. That it had any countenance at all in official quarters was said to be due solely to the fact that land jobbers and contract seekers, with a coterie of politicians said to be on "the inside" of the deal, were interested in thus carving a way to get at the city treasury.

In those days Broad and Cayuga, where the boulevard has its western end, was somewhat remote from the center of the city, the motor car, or "the horseless carriage" as many still persisted in calling this new type of vehicle, was not a conveyance of common use and, although men had talked for some time of the possibilities of expanding the built-up area of the city by constructing a high-speed transit line on Broad street, and an "L" road to Frankford had actually been started and abandoned some time before, it was thought it would be years before such mediums of rapid transit would ever result in a general spread of the city to the north and the northeast.

Toward the close of December, 1902, Philadelphia had been startled by the sudden appearance of a bill in Councils that called for the placing on the city plan of an avenue three hundred feet wide from Was of a Big Broad street to Torresdale Scheme date. As yet the city had never embarked on a work of this sort, the Parkway had still to be placed on the city plan and the South Broad street or League Island Boulevard was only talked about.

All through the Ashbridge administration, which was then drawing to a close, there had been interest in the development of the Northeast. The taxpayer, voting loan funds for the filter works, in the hope that the menace of the typhoid-laden water with which he had been supplied by direct pumpage from the rivers would be abated, had grova used to the repeated Councilmanic phrase, "In connection with the extension, filtration and improvement of the water supply." The purchase of the McAlester Farm, near Front and Butler, had marked the beginning of the new site of the Municipal Hospital. Farther up in the Northeast plans were underway for developing new homes for the indigent and insane. But apart from these works there had been little talk of street extension nor any great amount of building construction to indicate the Northeast was going to witness any great increase in population. The fact that some of the city works mentioned had been located there was generally regarded as proof that it was a region which would remain semi-suburban in character for many years.

With surprising rapidity Council proceeded to make the Boulevard bill a law. On the eve of its introduction the story spread around the City Hall that the Survey Bureau assistants had been called upon to work all night getting out a plan of the avenue.

Apparently no important roadway was ever plotted more hastily by the draftsmen. Had it been done more slowly, perhaps, the boulevard would have followed a different line. The "whys" and "wherefores" of some of the bends and twists gave rise to gossip. But had it taken a straight line from the lower to the upper terminus it would not have been half so attractive as it is today. In this case, whether under orders or not, the Survey engineers planned better than they knew.

A week after the introduction of the bill the Survey Committee reported it back on the floor with a favorable recommendation. They declared that "the projection of a diagonal avenue of this character provides facilities of communication for a wide area and makes an undeveloped section an integral part of the city. Such an avenue will doubtless become an important and beautiful thoroughfare, similar to some of the attractive parkways which exist in several other large American cities. The cost of placing it on the city plan will be less now than at a future time. It is generally limited to the price

of the boulevard. The cost of placing it on the city plan will be less now than at a future time. It is generally limited to the price

At the next session, four days later, both Select and Common Council, passed the bill. Ashbridge quickly signed it and the Torresdale Boulevard was authorized. Without losing any time, other bills appeared for opening the western end, for grading, curbing and paving and the planting of trees, grass and shrubs. The Ashbridge administration was going to end in a few months and every effort was made to get the project underway before the incoming of his successor, even though the February election settled the fact that the incoming Mayor was to be a man who looked upon the project with favor.

During the first two years of the Weaver administration the Northeast boulevard got a start. But as land damage claims began to pile up, as the hearings before the Road Jury and the Courts revealed the fact that some of the politicians and office holders were interested in lands along the boulevard and, as factional opposition led to charges of contract favoritism in the award of the construction contracts, the "boodlevard", as Rudolph Blankenburg used to call it, became a target of political attack. All went well with its construction, however, until the break of Weaver with the Organization when the City Party, capitalizing the boulevard as one of its objects of campaign criticism, brought about a slowing up of the work.

It was common to speak of the Northeast Boulevard as a waste of the taxpayers' money. Not infrequently the tales of real profiteering and the fortunes in prospect for the lucky insiders who bought or secured options on the land before the scheme was launched, were handed about, and there was more or less of truth in some of them. The Northeast had not commenced to grow at that time, and it was hard for taxpayers in other sections of the city to appreciate the possibility of future dividends from the investment relieving them of any of the burden.

It was a long time before Philadelphia became cognizant of the value and utility of this new roadway, and, even after the building of the western end had given an indication of the fine new highway, there was criticism of "the folly" of running such an expensive roadway through open country.

Mayor Rebyburn, who did much to advance its construction, used to make it a point to take visitors and taxpayers out to the Boulevard and point out its possibilities as a developer of the Northeast. Still the City Planner skeptics remained and saw promise more than one supporter of the comprehensive plans was surprised to hear Wegner Hegeman, the German City Planner, say, when he came here in 1913 and visited the Boulevard, that, in his opinion, it was the finest public work of its kind he had seen in America. "Why, you are building magnificently for the future," he remarked, adding "it will pay you more than you know."

More years elapsed before the roadway was carried on to the Pennypack, and finally to the Poggessing, although it has never reached Torresdale as directly as was contemplated in the beginning when Philadelphia used to speak of it as the Torresdale Boulevard.

For a long time after the major portion of the Boulevard was opened it remained a terra incognita to most of the residents of the city. But its construction had come at the right period in the city's history, when the motor car was revolutionizing the popular mode of conveyance. Today few roadways in Philadelphia are more frequently traversed by motorists than this.

How much the whole work has cost has never been accurately computed. When it was projected it was said that it would cost approximately five million dollars. Construction items alone have amounted to more than that. Land damage claims have added to the sum total. Reconstruction has been necessary and more is badly needed. Charges for improvement and maintenance have mounted up, the work is not yet completed and the long stretch of roadway, with its main and side drives, its extensions, connecting arteries and bridges, lighting and policing, care of trees and shrubbery, will always impose a fairly considerable maintenance charge.

But as Werner Hegeman said, the Northeast, now the Roosevelt Boulevard, has paid. Not only is this so in the matter of convenience to traffic and the short cut it makes to the Northeast and to the Lincoln Highway to New York, but as a developer of land values in and through the section it traverses. Most of the roadway lies in two wards, the 35th and the 43rd, and, although there are still vast areas of undeveloped farm land on the upper end, the steady increase of building operations all through the northeastern section of the city has been due in large part to the convenience of motor access which the Boulevard gives.

MORE PARKS FOR NORTHEAST

CHARLES C. DAVIS

President of the Northeast Chamber of Commerce since January 1, 1927

On More Parks for the Northeast (From The Evening Ledger)

"Northeast Philadelphia has a very large problem before it in the necessity for increased park areas," says Mr. Davis. "Pennypack Park, which extends on both sides of the beautiful Pennypack Creek, from Montgomery County to the Delaware River, and contains 1037 acres, is an excellent beginning, but is by no means adequate for the future needs of the northeast.

"In the forty square miles of territory included in our district we have at present about a quarter of a million persons, but we have room to take a million more and house them under ideal living conditions. If we accept the standards laid down by city-planners, of five acres per thousand inhabitants, this would mean that we will need 6000 additional park acres in the northeast.

"A beautiful rolling country, traversed by numerous streams, lined by virgin woods of beech, oak and poplar forests, some of which were here when the Revolutionary War was being fought, are available now for park purposes.

"Our organization is committed to the program of acquiring the Poggessing Creek Valley as a marginal park along the northeastern boundary of the city. This could reach from Somerton to the mouth of the creek at Torresdale, and can very readily be linked up with the Pennypack Park to form a system of boulevard parkways twenty miles in length.

Where Penn's Surveyor is Buried.

"As you leave the center of the city by the Roosevelt Boulevard this parkway would be entered at Sandy Ford, just north of Cottman street. You should follow the Pennypack Valley for two miles until you reach the ancient Crispin Cemetery, which contains the body of Thomas Holme, who was the surveyor for William Penn in laying out the City of Philadelphia and after whom Holmesburg was named.

"At this point the new connecting link would be entered, and you would ascend into the valley of Wooden Bridge Run to a point near Red Lion road. Here you cross the watershed to a beautiful grove of trees and descend into the valley of Byberry Creek, turning east across Knights road to the Poggessing Creek Valley, where eight miles of winding driveway along this stream would carry you to the northern tip of Philadelphia at Somerton. It would then be possible to return by crossing over to Byberry Creek, near its source, and come back home along Wooden Bridge Run.

"This new park system could well include 2000 acres of land and, taken in connection with the necessary city squares and playgrounds, would provide in large measure for the future needs of our rapidly increasing population.

Sees 50,000 New Residents in 1927.

"It is estimated that this year 50,000 new residents will come to the northeast to occupy the attractive homes being constructed in the Forty-first and Thirty-fifth Wards.

"At the present time this territory is still farmland and can be acquired at moderate prices. During the last four years farmland has increased in value from approximately \$300 an acre

to \$1600 or \$2000 an acre. This increase is due to improved transportation facilities and the rapid development of the section.

"The necessity for immediate action is therefore apparent. Before long these beautiful valleys, which contain some of the choicest sites for residences, will be developed, and it will then be too late to obtain the property except at prohibitive figures.

"Other cities—Boston, Chicago and Baltimore, for instance—have spent millions of dollars to obtain parks and parkways which cannot compare in natural beauty and attractiveness with the woodland streams and meadows now available in this district at an insignificant cost.

Two Associations Co-operating

"The Regional Planning Association and the City Parks Association are co-operating with us in our efforts to obtain these beauty spots. We have also succeeded in interesting our representatives in Council in the subject, and in regard to the selection of a Mayor, I am certain that the 800 members of our organization and their friends will consider favorably the candidate who advocates more parks for the northeast district. We feel this is one of the most important problems to come before the next Administration. It will have to be done within the next four years, if done at all.

"Our committee has made an inspection of the entire project within the last few days and has found numerous sites where outdoor swimming pools can be constructed at slight expense. They would be available for all time for the youth of the city. Thousands of persons hemmed in the hot city, with no chance for relief from torrid waves such as have existed during the month of July, would be vastly benefited by these pools.

"It is true that we do have many public pools throughout Philadelphia, but we haven't enough to accommodate the vast crowds who want relief from the heat. These outdoor swimming pools, right next to nature and reminding one of the fast-disappearing 'old swimmin' hole,' would be a great step toward the solution of a problem that is growing greater every summer.

A Comprehensive Program

"The program which we have outlined is a fairly comprehensive one, and in my judgment is greatly superior to the plan of placing city squares at intervals of every mile or so. City squares are desirable near schoolhouses and close to centers of congestion, but a park system, where one can be provided, serves much better as a recreation centre for persons of all ages.

Recreation for Young and Old

"As our population develops, it will be an easy matter to provide tennis courts, golf courses, baseball diamonds, croquet and quoit grounds, so that young and old will have means of recreation suitable to their ages and temperaments. Modern conditions demand that greater attention be given to these features.

"In asking for more parks for the northeast section we do not have the selfish intention of serving the northeast district alone. The entire city would benefit by such a system. Where would we be today without Fairmount Park?

"Records show that Philadelphia, which once led the cities of the country, is now falling behind in its provisions for park areas, even on the basis of its present population. It is dangerous for a city to fall into that state and lose the vision of future requirements. People of Philadelphia interested in these projects are looking to the city fathers to fulfill the needs of the future before it is too late."

WORLD'S LARGEST POOL FOR TACONY

A construction project, unique in community development here, is under consideration for the Northeast. It is in the nature of a recreation resort, a feature of which will be an open-air swimming pool, which, according to present plans, will be the largest of its kind in the world.

The backers of the project, understood to be prominent local sporting and financial men, have decided on a site fronting on the Roosevelt boulevard and not far from the Tacony section. The location already has been acquired, it was announced last week.

Plans for the proposed resort have been prepared by William F. B. Koelle, prominent Philadelphia architect, and Edward Schoeppe, designer of the Crystal Pool, at Woodside Park. These plans already have assumed definite shape. They call for a magnificent pool of large proportions, locker rooms, barber and beauty parlors, large dance hall, in which will appear the leading orchestras, and general resort buildings.

About nine and one-third acres are included in the lot. A portion of this, the size of a city block, will be given over to automobile parking space. Another block will be used as a park. The architects announced that the plan of the project will follow to a large degree the idea employed in the construction of similar projects abroad.

Construction of the resort will require an investment in the neighborhood of \$600,000, it is understood.

Several other swimming pool projects have been undertaken in the northeast section recently. Two of these were built in Somerton and from all accounts were successful from the start. In addition to these resorts, the city conducts a public bathing beach at Pleasant Hill, which is in the Torresdale district.

When the roadway was put on the city plan the entire assessment of realty in the 35th ward, a ward that contains nearly a third of the \$75,000,000 entire area of Philadelphia, was less than Ward's Realty seven million dollars.

This year the property assessment of the 35th Ward was more than eighty-two and one-half million dollars.

The increase of more than seventy-five million dollars is sufficient, at the present tax rate, to provide enough added revenue if it were all on city assessment to pay the interest and sinking fund charges on about \$25,000,000 worth of bonds. The Boulevard has not cost anything like that sum, so that in addition to paying all the expenses incurred by its construction, the increase in tax return from the 35th ward has also helped largely to pay for some of the other street and city improvements in that section.

Not until the Boulevard becomes a main artery of transportation other than its use by motor buses now affords, will the full value of the work to the Northeast be realized. To that end there have been from time to time suggestions of such transit facilities as an open-cut subway for high speed trains, an "L" road, a monorail elevated line, trolleys, with either underground or overhead wires, and electric storage battery surface cars.

One of the unanticipated developments on the Boulevard has been the provision of a great park and promenade through an area that will in time be solidly lined with homes and an impetus to the development of the valley parks along the Tacony, Pennypack and Poggessing creeks, to the extension and improvement of which, as well as the provision of other park areas, the members of the Northeast Chamber of Commerce are now devoting themselves.

NEW BRIDGE IN TWO YEARS

Tacony-Palmyra Span Construction
Work to Start in About
a Month.

TO COST OVER \$4,600,000 TO BUILD

In connection with the construction of the new Tacony-Palmyra bridge, three things are needed: 1—Place Levis street on city plan from new bridge to Roosevelt Boulevard to 120 feet width. 2—Repave State road with Belgian block, from Bridge street to Rhawn street. 3—Open Devereaux street, from Delaware River to Frankford avenue, including underpass at R. R. and grade and pave same.

These improvements were agreed upon as necessary Monday night at a banquet tendered by the Bridge Company through their officers, Mr. Charles A. Wright, president; Mr. Edward W. G. Borer, treasurer; and Mr. Grover C. Richman, secretary, held at the Philadelphia Bourse, 5th and Market streets. This meeting was sponsored by the Tacony Manufacturers' Association and the Northeast Philadelphia Chamber of Commerce, under the leadership of the Chairman of the Highway Committee, Joseph B. Seaman, who acted as toastmaster and introduced the following gentlemen:

Charles A. Wright, president, Tacony-Palmyra Bridge Company; Edward W. G. Borer, treasurer; Grover C. Richman, secretary; Ralph Modjeski, engineer; Clement E. Chase, engineer; Frank M. Mastora, engineer; Fletcher W. Stites, counsel and Pennsylvania State Senator; George Satterthwaite, president, Tacony Manufacturers' Association; C. C. Davis, president, Northeast Philadelphia Chamber of Commerce; D. C. Wraakpole, district engineer, State Highway Department; Councilman Clarence K. Crossen, of the Northeast; Judge Edwin Lindell, of the Northeast; E. R. Temple, chief engineer, P. R. R. Eastern Region; Col. Jas. M. Andrews, P. R. R., assistant to the president; Hamilton R. Disston, of the Northeast; Walter C. Wright, reporter; Frank T. Wilson; Howard Strong, director, Regional Planning Federation; Casper M. Pitts, of the Northeast; Earl Sparks, secretary, Tacony Manufacturers' Association; Paul J. Eslick, Jr., district engineer, State Highway Department; Edwin Hulley, Penn. Automobile Club; Jos. Z. Muir, Northeast Philadelphia Chamber of Commerce; C. E. Stone, secretary, Northeast Philadelphia Chamber of Commerce.

These gentlemen all pledged their help in securing adequate approaches for the new bridge on the Pennsylvania side.

The proposed Tacony-Palmyra bridge can be completed in two years after the actual beginning of the work and will accommodate at least 1,100,000 vehicles in its first year of operation, according to a preliminary report submitted to the company sponsoring the project by Modjeski, Masters & Chase, consulting engineers.

Test borings for the bridge site have been completed at the New Jersey side and will shortly be made on the Pennsylvania side. Executives of the Tacony-Palmyra Bridge Company have announced that the bridge construction will get under way within the next thirty days.

In estimating the amount of traffic to prospect for the new bridge, the engineers say in their report:

"Taking into consideration the various factors affecting the growth of vehicular traffic over the Delaware River and the above methods of estimating the amount of that traffic that will cross the Tacony-Palmyra bridge, we believe that the following represent minimum annual totals for the first five years: 1929-1930, 1,100,000 vehicles; 1930-1931, 1,200,000; 1931-1932, 1,300,000; 1932-1933, 1,400,000; 1933-1934, 1,500,000. The above minimum figures are those upon which our estimates of revenue are based.

"We estimate that the traffic that will use the bridge the first year will be not less than 1,100,000 vehicles and that this total will be increased by at least 100,000 vehicles each year. Making allowance for income from bus and foot passengers, and with tolls averaging 35.5 cents per vehicle, we estimate the gross income the first year at not less than \$415,000. The average revenue for the first five years will then be not less than \$485,500. We estimate the minimum average earnings for the period, before Federal taxes and depreciation, at \$424,500 after operating expense, maintenance, local and State taxes."

Construction will get under way shortly after December 1, according to an announcement Monday by Ralph

Modjeski, of the firm of Modjeski, Masters & Chase, engineers. It is expected that the structure will be completed by December, 1929.

Mr. Modjeski's statement came at the outset of a meeting arranged in the Bourse Building by the Tacony-Palmyra Company, bridge operators, to discuss the possibility of widening Levis street and other Philadelphia approaches to the projected span.

Representatives of business organizations in the Northeast, the Pennsylvania Railroad, the Philadelphia

Rapid Transit Co. and City Council agreed to co-operate in obtaining bridge approaches adequate for the accommodation of an estimated initial traffic of 1,100,000 vehicles a year. The average toll charges will be thirty-five cents.

The first work on the bridge will be the grading and paving of approaches, the contract for which, Mr. Modjeski said, will be let shortly after December 1. The contract for the bridge substructure will be awarded shortly thereafter.

The Northeast Philadelphia Chamber of Commerce, through C. C. Davis, president, outlined a program for bridge approaches which contemplates the placing of Levis street, from the bridge site back to Roosevelt Boulevard, on the city plan at once as an artery 100 to 125 feet wide, with provision for actual widening by the city as the bridge traffic demanded.

The Chamber also advocated the opening of Devereaux street, under the Pennsylvania Railroad and the repaving of Tacony street and the removal of unused trackage during 1928. Mr. Davis said that Torresdale avenue paving would be entirely completed within two weeks, and Frankford avenue repaving would shortly be accomplished back to Welsh road.

The Tacony Manufacturers' Association endorsed the Chamber's proposals and it was further suggested that recommendation for the repaving of Cottman street be made to the incoming city administration. Both organizations will lay the problem of bridge approaches before the city's Bureau of Surveys, it was said, and will then call upon Councilman Clarence K. Crossen, of the Thirty-fifth Ward, to introduce the necessary legislation in City Council.

Mr. Crossen said the new bridge would prove a substantial benefit to the Northeast community and expressed a belief that Mayor-elect Mackey upon taking office would be just as helpful in furthering street widening and paving projects in that section as has Mayor Kendrick.

Revised plans for the new Delaware River span were approved by the War Department August 31, this year, and the structure will be built under authority of the Act of Congress of January 25, 1927.

The bridge will cost \$4,622,650, the engineer's estimate, of which \$3,827,000 will be the outlay for the main bridge and approaches, including engineering and contingencies, and the balance for real estate, financing, interest and expense charges.

The engineers figured the possible gross income for the first year at not less than \$415,000, with income from bus and foot passengers, and with tolls averaging 35.5 cents a vehicle.

The bridge design approved by the War Department, the engineers' report says, provides a structure 64 feet above mean high water at the center of the main span. This span, 540 feet in length, will have a clear opening of 520 feet between piers. It is flanked on the east, over the future location of the deepened channel of the river, by a doubleleaf bascule span with 250-foot width between piers.

When the bascule is open, there will be 240 feet width in the channel between fenders at right angles to the axis of the channel, and unlimited vertical clearance. The remainder of the bridge, between bulkhead lines, will consist of six spans of about 250 feet, three on each side of the river.

War Department O. K.

For Tacony-Palmyra Bridge

The proposed Tacony-Palmyra bridge was yesterday approved by the War Department. The bridge will, according to plans, cost \$4,000,000 and will extend from Levis street, Tacony, to Eight Mile Point, N. J., and would rest on a series of piers, with a draw over the channel to permit passage of river vessels.

The plan has been opposed by various elements, led by former Mayor J. Hampton Moore, president of the Atlantic Deepener Waterways Association, chiefly on the ground that it was unnecessary and would be an impediment to river traffic.

Ralph Modjeski, designer and chief engineer for the bridge between this city and Camden, drew the plans for the proposed Tacony bridge, and estimated two years as the time required to build it. Charles A. Wright and Edward W. G. Borer are the principal officers of the Tacony-Palmyra Bridge Company which is to finance the structure.

The bridge now has the approval of Councils, both states, the War Department, Congress, Senate and President Coolidge.

A STEP TOWARD A BRIDGE

War Department approval of the project for a bridge from Palmyra to Tacony was not unexpected. The bridge will serve valuable public purposes, and it is perfectly possible to design it with due regard for the navigation of the present, and the development of inland waterways that is bound to come in linking Philadelphia and New York with a ship channel.

The history of bridges is that they logically succeed ferries, and the Palmyra-Tacony route is not experimental or theoretic. The great ferry traffic handled at this point across the Delaware amply justifies the belief that a bridge can be made self-supporting and profitable. A bridge will carry much more traffic than the ferry line, in quicker time and with greater safety.

An open centre span of 520 feet and a draw of 250 feet have been demanded by waterway and shipping interests. The river at this point is bulkheaded on the Jersey side some distance out from the shore line. In the process of developing wharfage and deepening the channel, the bulkheading will naturally narrow the stream considerably, thereby making the digging and maintenance of a deep channel easier.

Approval of the Palmyra bridge on a busy ferry route may react to the disadvantage of the Paulsboro bridge project, the traffic volume of which is rather problematical. If Wilmington and Southwest Jersey interests succeed in throwing a span across the river near the Delaware metropolis, the argument for the Paulsboro span will still further lose force, as the other two bridges will apparently care for traffic needs for years to come.

Test Borings Started for New Tacony-Palmyra Bridge

Work has begun on the making of test borings for the new \$4,000,000 Tacony-Palmyra bridge. Actual construction work on the span will begin within thirty days, according to announcement recently by Charles A. Wright, president of the Tacony-Palmyra Bridge Company.

Six borings have already been made on the New Jersey side, including two on land. Three tests remain to be made on the Pennsylvania side.

The New Jersey terminal will be located at the junction of Market street, Arch street and Delaware avenue in West Palmyra. The Pennsylvania end of the structure will rest on Delaware avenue at Levis street, Tacony.

The new bridge will be a four-lane span, two-thirds as wide as the Delaware River Bridge. While it will be bascule type (commonly known as a knife bridge, the central span or drawbridge opening upward instead of sideways), it will be built sufficiently high above tide-water—sixty feet—for all present existing craft plying upon the river to go under it without the necessity of opening the drawbridge.

The span will be built of steel and concrete throughout, with a grade of 2½ per cent, the established grade of the Delaware River Bridge. The engineering firm of Modjeski, Masters & Chase has been selected to do the work. The bridge is expected to be completed in two years.

NORTHEAST BUILDING ACTIVITY

Many Homes and Buildings to
Erected Here in Near
Future

LARGE TRACTS OF LAND PURCHASED

The growth of the Northeast, Division of Greater Philadelphia is further emphasized by activities in building construction planned for the near future. A large plot of ground near the Sears, Roebuck & Company plant and located at the southeast corner of Tabor road and Foulkrod street, comprising approximately two and one-half acres, 500x250, bounded by Tabor avenue, Foulkrod and Harrison streets, Frankford, has been sold by the Colonial Trust Company through Albert M. Greenfield & Co., to the School District of Philadelphia for use as a school site.

The property, held for sale at \$85,000, is part of the tract known as the Whitaker property, originally consisting of 27 acres, on both sides of Adams and Tabor avenues, which has been subdivided, and which is now being developed by builders with dwelling operations.

A large apartment house is being erected on the old Greenwood estate at Foulkrod and Leiper streets. The building will be similar in construction to the adjoining Foulkrod Apartments, and will be called the Greenwood Court Apartments. The new structure will contain 45 daylight apartments, with 18 of two rooms and bath, 21 with three rooms and bath and six with four rooms and bath. The building will be three stories high and will occupy a plot of ground 145 feet on Foulkrod street, with a depth of 81.6.

Sites for proposed dwelling operations in the northeast, which will cost in excess of \$750,000, recently were reported sold by Edward F. McPeak to individual builders. They include 128 building lots, part of the tract at Frankford avenue and Robbins street. The following were the purchasers: Capkin & Forman, who bought nineteen lots on the north side of Robbins street, from Brous avenue to Aramingo avenue; Joseph Halbert, who purchased thirty-three lots on the east side of Mershon street, from Robbins to Levis; the Brous Construction Company, which acquired thirty-two lots on the south side of Hale street, from Brous avenue to Battersby street; Joseph Sidewater, who purchased twenty lots on the south side of Robbins street, from Hawthorne to Aramingo avenue, and Eskin & Fisher, who bought thirty-two lots on the east side of Mershon street, from Devereaux to Robbins.

Contracts have been awarded for the erection of thirty-two dwellings at Mershon and Devereaux streets, Mershon Homes, Inc., to cost \$195.

A large tract of land at the corner of State road and High street, along the Pennsylvania Railroad, Tacony, has been purchased by Joseph Lombardi through Robert S. S. Wills. The ground will be improved by the purchaser with a large warehouse and storage yard.

Another tract of land composed of thirty-two building lots on the southeast side of Mershon street, between Robbins avenue and Devereaux street has been purchased by the Mershon Homes, Inc., from Isaac S. Grossman, and will be improved with thirty-two dwellings and garages at an approximate cost of \$190,000.

Weymouth and Vankirk streets, northeast corner, tract of ground, 341 feet by an irregular depth; the plot of ground, 150x82 feet, at the northwest corner of Howell and Weymouth streets, and the lot, 86 feet by an irregular depth, at the southwest corner of Weymouth and Howell streets, have been conveyed by C. R. McCormick to D. Sloan, subject to mortgages of \$279,000. The latter will erect 62 houses to cost \$282,000.

A large tract of ground, 574 feet by an irregular depth, at the northeast corner of Rosalie and Colgate streets, and the tract at the southwest corner of Rosalie and Colgate streets, 563.7 feet by an irregular depth, have been transferred by J. W. Hanigan to S. C. Graham, subject to mortgages of \$191,950.

Bids are due September 6 for a new theatre to be erected at Frankford avenue and Granite street, for the Forum Amusement Co. Wm. H. Lee, is the architect.

A tract of ground, 420x64 feet, at Elsinore and Vankirk streets, which is the site of a new building operation, was conveyed recently, has been re-conveyed by H. J. Branagon to J. H. Hibbert.

Hamilton J. Branagon will build twenty-eight dwellings at Elsinore and Comly streets, to cost \$106,800.

Six dwellings will be erected at Corman and Diltman street, by H. Gercke, to cost \$21,000.

Roosevelt Boulevard Projected 25 Years Ago Has Opened the Way For An Increase of \$75,000,000 In the Assessed Values of the 35th Ward

ONE of the last acts of the Kerdrick administration is the matter of the bridges on the upper end of the Roosevelt Boulevard. When these permanent structures are provided, the boulevard, in its long run from Broad street to the county line, will be practically complete. As it is, one can now drive over the main avenue and its extensions in the upper northeast for a distance of over eight miles, and the roadway, connecting with other sections of the Lincoln Highway beyond the county line, has become one of the most important traffic arteries in the country. Yet, a quarter-century ago, when the building of this roadway was proposed, there was a strong protest raised against the city embarking on any work of this sort. The idea of running a wide avenue, many miles in length, through a territory that was largely farm land and where the prospect of any extensive building operations seemed to be far in the future, if at all likely, was considered absurd. That it had any countenance at all in official quarters was said to be due solely to the fact that land jobbers and contract seekers, with a coterie of politicians said to be on "the inside" of the deal, were interested in thus carving a way to get at the city treasury.

In those days Broad and Chynoga, where the boulevard has its western end, was somewhat remote from the center of the city, the motor car, or "the horseless carriage" as many still persisted in calling this new type of vehicle, was not a conveyance of common use and, although men had talked for some time of the possibilities of expanding the built-up area of the city by constructing a high-speed transit line on Broad street, and an "L" road to Frankford had actually been started and abandoned some time before, it was thought it would be years before such mediums of rapid transit would ever result in a general spread of the city to the north and the northeast.

Toward the close of December, 1902, Philadelphia had been startled by the sudden appearance of a bill in Councils that called for the placing on the city plan of an avenue three Early Thought hundred feet wide from Was of a Big Broad street to Torres-Land Scheme date. As yet the city had never embarked on a work of this sort, the Parkway had still to be placed on the city plan and the South Broad street or League Island Boulevard was only talked about.

All through the Ashbridge administration, which was then drawing to a close, there had been interest in the development of the Northeast. The taxpayer, voting loan funds for the filter works, in the hope that the menace of the typhoid-laden water with which he had been supplied by direct pumpage from the rivers would be abated, had grown used to the repeated Councilmanic phrase, "In connection with the extension, filtration and improvement of the water supply." The purchase of the McAlester Farm, near Front and Butler, had marked the beginning of the new site of the Municipal Hospital. Farther up in the Northeast plans were underway for developing new homes for the indigent and insane. But apart from these works there had been little talk of street extension nor any great amount of building construction to indicate the Northeast was going to witness any great increase in population. The fact that some of the city works mentioned had been located there was generally regarded as proof that it was a region which would remain semi-suburban in character for many years.

With surprising rapidity Council proceeded to make the Boulevard bill a law. On the eve of its introduction the story spread around the City Hall that the Survey Bureau assistants had been called upon to work all night getting out a plan of the avenue.

Apparently no important roadway was ever plotted more hastily by the draftsmen. Had it been done more slowly, perhaps, the boulevard would have followed a different line. The "whys" and "wherefores" of some of the bends and twists gave rise to gossip. But had it taken a straight line from the lower to the upper terminus it would not have been half so attractive as it is today. In this case, whether under orders or not, the Survey engineers planned better than they knew.

A week after the introduction of the bill the Survey Committee reported it back on the floor with a favorable recommendation. They declared that "the projection of a diagonal avenue of this character provides facilities of communication for a wide area and makes an undeveloped section an integral part of the city. Such an avenue will doubtless become an important and beautiful thoroughfare, similar to some of the attractive parkways which exist in several other large American cities. The cost of placing it on the city plan will be less now than at a future time. It is generally limited to the price

At the next session, four days later, both Select and Common Council, passed the bill. Ashbridge quickly signed it and the Torresdale Boulevard was authorized. Without losing any time, other bills appeared for opening the western end, for grading, curbing and paving and the planting of trees, grass and shrubs. The Ashbridge administration was going to end in a few months and every effort was made to get the project underway before the coming of his successor, even though the February election settled the fact that the incoming Mayor was to be a man who looked upon the project with favor.

During the first two years of the Weaver administration the Northeast boulevard got a start. But as land damage claims began to pile up, as the hearings before the Road Jury and the Courts revealed the fact that some of the politicians and office holders were interested in lands along the boulevard and, as factional opposition led to charges of contract favoritism in the award of the construction contracts, the "boodlevard", as Rudolph Blankenburg used to call it, became a target of political attack. All went well with its construction, however, until the break of Weaver with the Organization when the City Party, capitalizing the boulevard as one of its objects of campaign criticism, brought about a slowing up of the work.

It was common to speak of the Northeast Boulevard as a waste of the taxpayers' money. Not infrequently the tales of real profiteering and the fortunes in prospect for the lucky insiders who bought or secured options on the land before the scheme was launched, were handed about, and there was more or less of truth in some of them. The Northeast had not commenced to grow at that time, and it was hard for taxpayers in other sections of the city to appreciate the possibility of future dividends from the investment relieving them of any of the burden.

It was a long time before Philadelphia became cognizant of the value and utility of this new roadway, and, even after the building of the western end had given an indication of the fine new highway, there was criticism of "the folly" of running such an expensive roadway through open country.

Mayor Reyburn, who did much to advance its construction, used to make it a point to take visitors and taxpayers out to the Boulevard and point out its possibilities as a developer of the Northeast. Still the City Planner skeptics remained and saw promise more than one supporter of the comprehensive plans was surprised to hear Werner Hegeman, the German City Planner, say, when he came here in 1913 and visited the Boulevard, that, in his opinion, it was the finest public work of its kind he had seen in America. "Why, you are building magnificently for the future," he remarked, adding "it will pay you more than you know."

More years elapsed before the roadway was carried on to the Pennypack, and finally to the Poquessing, although it has never reached Torresdale as directly as was contemplated in the beginning when Philadelphia used to speak of it as the Torresdale Boulevard. For a long time after the major portion of the Boulevard was opened it remained a terra incognita to most of the residents of the city. But its construction had come at the right period in the city's history, when the motor car was revolutionizing the popular mode of conveyance. Today few roadways in Philadelphia are more frequently traversed by motorists than this.

How much the whole work has cost has never been accurately computed. When it was projected it was said that it would cost approximately five million dollars. Construction items alone have amounted to more than that. Land damage claims have added to the sum total. Reconstruction has been necessary and more is badly needed. Charges for improvement and maintenance have mounted up, the work is not yet completed and the long stretch of roadway, with its main and side drives, its extensions, connecting arteries and bridges, lighting and policing, care of trees and shrubbery, will always impose a fairly considerable maintenance charge.

But as Werner Hegeman said, the Northeast, now the Roosevelt Boulevard, has paid. Not only is this so in the matter of convenience to traffic and the short cut it makes to the Northeast and to the Lincoln Highway to New York, but as a developer of land values in and through the section it traverses. Most of the roadway lies in two wards, the 35th and the 43rd, and, although there are still vast areas of undeveloped farm land on the upper end, the steady increase of building operations all through the northeastern section of the city has been due in large part to the convenience of motor access which the Boulevard gives.

MORE PARKS FOR NORTHEAST

CHARLES C. DAVIS

President of the Northeast Chamber of Commerce since January 1, 1927

On More Parks for the Northeast (From The Evening Ledger)

"Northeast Philadelphia has a very large problem before it in the necessity for increased park areas," says Mr. Davis. "Pennypack Park, which extends on both sides of the beautiful Pennypack Creek, from Montgomery County to the Delaware River, and contains 1997 acres, is an excellent beginning, but is by no means adequate for the future needs of the northeast.

"In the forty square miles of territory included in our district we have at present about a quarter of a million persons, but we have room to take a million more and house them under ideal living conditions. If we accept the standards laid down by city-planners, of five acres per thousand inhabitants, this would mean that we will need 5000 additional park acres in the northeast.

"A beautiful rolling country, traversed by numerous streams, lined by virgin woods of beech, oak and poplar forests, some of which were here when the Revolutionary War was being fought, are available now for park purposes.

"Our organization is committed to the program of acquiring the Poquessing Creek Valley as a marginal park along the northeastern boundary of the city. This could reach from Somerton to the mouth of the creek at Torresdale, and can very readily be linked up with the Pennypack Park to form a system of boulevard parkways twenty miles in length.

Where Penn's Surveyor is Buried.

"As you leave the center of the city by the Roosevelt Boulevard this parkway would be entered at Sandy Ford, just north of Cottman street. You should follow the Pennypack Valley for two miles until you reach the ancient Crispin Cemetery, which contains the body of Thomas Holms, who was the surveyor for William Penn in laying out the City of Philadelphia and after whom Holmesburg was named.

"At this point the new connecting link would be entered, and you would ascend into the valley of Wooden Bridge Run to a point near Red Lion road. Here you cross the watershed to a beautiful grove of trees and descend into the valley of Byberry Creek, turning east across Knights road to the Poquessing Creek Valley, where eight miles of winding driveway along this stream would carry you to the northern tip of Philadelphia at Somerton. It would then be possible to return by crossing over to Byberry Creek, near its source, and come back home along Wooden Bridge Run.

"This new park system could well include 2000 acres of land and, taken in connection with the necessary city squares and playgrounds, would provide in large measure for the future needs of our rapidly increasing population.

Sees 50,000 New Residents in 1927.

"It is estimated that this year 50,000 new residents will come to the northeast to occupy the attractive homes being constructed in the Forty-first and Thirty-fifth Wards.

"At the present time this territory is still farmland and can be acquired at moderate prices. During the last four years farmland has increased in value from approximately \$300 an acre

to \$1600 or \$2999 an acre. This increase is due to improved transportation facilities and the rapid development of the section.

"The necessity for immediate action is therefore apparent. Before long these beautiful valleys, which contain some of the choicest sites for residences, will be developed, and it will then be too late to obtain the property except at prohibitive figures.

"Other cities—Boston, Chicago and Baltimore, for instance—have spent millions of dollars to obtain parks and parkways which cannot compare in natural beauty and attractiveness with the woodland streams and meadows now available in this district at an insignificant cost.

Two Associations Co-operating

"The Regional Planning Association and the City Parks Association are co-operating with us in our efforts to obtain these beauty spots. We have also succeeded in interesting our representatives in Council in the subject, and in regard to the selection of a Mayor, I am certain that the 800 members of our organization and their friends will consider favorably the candidate who advocates more parks for the northeast district. We feel this is one of the most important problems to come before the next Administration. It will have to be done within the next four years, if done at all.

"Our committee has made an inspection of the entire project within the last few days and has found numerous sites where outdoor swimming pools can be constructed at slight expense. They would be available for all time for the youth of the city. Thousands of persons hemmed in the hot city, with no chance for relief from torrid waves such as have existed during the month of July, would be vastly benefited by these pools.

"It is true that we do have many public pools throughout Philadelphia, but we haven't enough to accommodate the vast crowds who want relief from the heat. These outdoor swimming pools, right next to nature and reminding one of the fast-disappearing 'old swimmin' hole,' would be a great step toward the solution of a problem that is growing greater every summer.

A Comprehensive Program

"The program which we have outlined is a fairly comprehensive one, and in my judgment is greatly superior to the plan of placing city squares at intervals of every mile or so. City squares are desirable near schoolhouses and close to centers of congestion, but a park system, where one can be provided, serves much better as a recreation centre for persons of all ages.

Recreation for Young and Old

"As our population develops, it will be an easy matter to provide tennis courts, golf courses, baseball diamonds,

croquet and quill grounds, so that young and old will have means of recreation suitable to their ages and temperaments. Modern conditions demand that greater attention be given to these features.

"In asking for more parks for the northeast section we do not have the selfish intention of serving the northeast district alone. The entire city would benefit by such a system. Where would we be today without Fairmount Park?

"Records show that Philadelphia, which once led the cities of the country, is now falling behind in its provisions for park areas, even on the basis of its present population. It is dangerous for a city to fall into that state and lose the vision of future requirements. People of Philadelphia interested in these projects are looking to the city fathers to fulfill the needs of the future before it is too late."

WORLD'S LARGEST POOL FOR TACONY

A construction project, unique in community development here, is under consideration for the Northeast. It is in the nature of a recreation resort, a feature of which will be an open-air swimming pool, which, according to present plans, will be the largest of its kind in the world.

The backers of the project, understood to be prominent local sporting and financial men, have decided on a site fronting on the Roosevelt boulevard and not far from the Tacony section. The location already has been acquired, it was announced last week.

Plans for the proposed resort have been prepared by William F. B. Koelle, prominent Philadelphia architect, and Edward Schoeppe, designer of the Crystal Pool, at Woodside Park. These plans already have assumed definite shape. They call for a magnificent pool of large proportions, locker rooms, barber and beauty parlors, large dance hall, in which will appear the leading orchestras, and general resort buildings.

About nine and one-third acres are included in the lot. A portion of this, the size of a city block, will be given over to automobile parking space. Another block will be used as a park. The architects announced that the plan of the project will follow to a large degree the idea employed in the construction of similar projects abroad.

Construction of the resort will require an investment in the neighborhood of \$600,000, it is understood.

Several other swimming pool projects have been undertaken in the northeast section recently. Two of these were built in Somerton and from all accounts were successful from the start. In addition to these resorts, the city conducts a public bathing beach at Pleasant Hill, which is in the Torresdale district.

When the roadway was put on the city plan the entire assessment of realty in the 35th ward, a ward that contains nearly a third of the

\$75,000,000 entire area of Philadelphia, was less than Ward's Realty seven million dollars.

This year the property assessment of the 35th Ward was more than eighty-two and one-half million dollars.

The increase of more than seventy-five million dollars is sufficient, at the present tax rate, to provide enough added revenue if it were all on city assessment to pay the interest and sinking fund charges on about \$25,000,000 worth of bonds. The Boulevard has not cost anything like that sum, so that in addition to paying all the expenses incurred by its construction, the increase in tax return from the 35th ward has also helped largely to pay for some of the other street and city improvements in that section.

Not until the Boulevard becomes a main artery of transportation other than its use by motor buses now affords, will the full value of the work to the Northeast be realized. To that end there have been from time to time suggestions of such transit facilities as an open-cut subway for high speed trains, an "L" road, a monorail elevated line, trolleys, with either underground or overhead wires, and electric storage battery surface cars.

One of the unanticipated developments on the Boulevard has been the provision of a great park and promenade through an area that will in time be solidly lined with homes and an impetus to the development of the valley parks along the Tacony, Pennypack and Poquessing creeks, to the extension and improvement of which, as well as the provision of other park areas, the members of the Northeast Chamber of Commerce are now devoting themselves.

BOULEVARD POOL OPENED

Parade from Womrath Park to Recreation Project at Tyson Street Precedes Exercises.

EXHIBITION SWIMMING ON PROGRAM

Although Saturday's weather was not propitious due to morning rains, the opening exercises of the new Boulevard Swimming Pool, at Roosevelt Boulevard and Tyson street, were held as scheduled in the afternoon with several thousand spectators present, including delegations from Frankford and Kensington.

The dedication ceremonies opened with a parade that formed at Womrath Park, Frankford and Kensington avenues, and marched to the pool. The parade was made up of delegations from several community and civic organizations.

The band and bugle contest, the opening event on the program, concluded with prizes being awarded to the Oxley Post American Legion Band and the Troop No. 149 Boy Scout Band.

The pool itself was officially opened when Harry Kenning and Miss Goldner dived from the centre pavilion and after swimming the length of the pool, gave an exhibition of life saving. They are both members of Red Cross Life Saving Association.

Members of the Philadelphia Turngemeinde Swimming Club and the Penn A. C. swimming team, gave exhibitions of free style and over-hand swimming to the delight of the crowd who packed the grandstand that overlooks the pool. The following took part in the exhibition: Helen Zweir, Ivy Allen, Billy Sandberg, Violet Page, Catherine Cotter and Johnny Boyls.

Erected at a cost of more than \$500,000, the pool is one of the largest and most complete in the United States. It is composed of four separate compartments, and furnishes water of varied depths suitable for all aquatic sports.

It has been so designed by William F. B. Koelle, architect, that it complies with the requirements of the A. A. U., and during the week of June 2 will be the scene of the various events arranged in conjunction with The Philadelphia Inquirer "Learn-to-Swim Week."

Adjoining the pool is the main building which contains the locker rooms, with accommodations for 6000 persons. The ballroom which is on the second floor of the building, is 60 feet by 100 feet. A restaurant and rest rooms are also in the building. The area of the property is nearly seven acres, two acres of which are water surface and two acres of sandy beach. A picnic grove and a parking ground for automobiles are also included.

The main swimming pool is 60 feet by 150, with water of a depth of seven feet. A grandstand seating 3000 persons, fronts this section. The diving pool has a depth of ten feet, measures fifty feet by sixty feet and is equipped with both low and high springboards and standard diving platforms. The largest compartment of the pool is for bathing purposes, is 150 feet by 200 feet and has a graduated depth of from two and a half to four and a half feet of water. The smallest division, exclusively for children, is twenty-five by fifty feet with a water depth of about two feet. Special water toys have been placed in this pool for the entertainment of the children. A filtration plant will supply the water for the pool at the rate of 185,000 gallons an hour, enough to supply water for a city with a population of 50,000.

Mr. Koelle, the architect, is also the president of the Boulevard Recreation Company, builders of the pool. Pat Delany, is manager, with Mr. and Mrs. Harry Glancy, holders of many swimming records, assisting.

Although the pool was formally opened last Saturday, it has been temporarily closed all this week in order to complete a lot of the detail work. This work has been rushed as fast as possible, the men working 24 hours a day in shifts.

An elaborate broadcasting equipment was installed the first part of the week,

and has been broadcasting musical selections to the hundreds of visitors that have inspected the pool daily.

This Saturday the pool will be reopened celebrating the beginning of "Learn-to-Swim Week," June 2 to 9. The Penn A. C. is putting on a big out-door swimming meet with famous aquatic stars competing.

The events include: 100-yard handicap for men, 50-yard handicap for women, low board fancy diving for men, 100-yard breast stroke, scratch for women, try at 220-yard record by Harry Glancy, 150-yard medley by J. McQuillan, high-board fancy diving exhibition for men, Glancy and McQuillan teaching high diving, comedy.

In addition to these events, Harry F. Kenning, one of the best and most well-known swimming instructors in the East, will give free instructions in swimming. He will continue these lessons daily until June 9, under the auspices of the Boulevard Recreation Company, the Philadelphia Inquirer and "Uncle Wip."

Albert H. Hoxie has arranged a special musical program in the afternoon and evening.

Next Wednesday the Shrine Club will hold a luncheon at the Adelphia Hotel and later in the afternoon will be the guests of the Boulevard Company at the pool, where a special program has been arranged.



LEARNING TO FLY—not through the air, but through the water. The student is Miss Barbara Morgan, the instructor is Tom Fitzgerald and the place is the Boulevard Pool, one of Philadelphia's popular summer places

Albert Hoxie Appointed Director of Music at New Boulevard Pool

In line with their policy of making the new Boulevard Swimming Pool and Recreation Centre the finest in the East the Boulevard Recreation Company announces the appointment of Albert N. Hoxie as director of music.



Mr. Hoxie needs no introduction to Philadelphians, in fact, his name is well known in musical circles throughout the county, especially since he organized the Philadelphia Harmonica Band, the first of its kind in the country. Since then his idea has taken the country by storm, at the present time there being several hundred harmonica bands.

In addition to his endeavors in this field, he has been an outstanding figure in musical circles in this city, first becoming popular as director of the Liberty Chorus of 1000 voices during the World War. He has also been a leading figure in Community Sings and directed the Sesqui Choruses. Other of his musical activities include the Civic Junior Orchestra and Civic Junior Band. He has also been commended for his work at the Eastern Penitentiary.

Mr. Hoxie is now formulating plans for a program of interesting musical features at the new pool which will include quartette and chorus contests, Band and Harmonica competition and a series of high-class Sunday concerts, afternoons and evenings under his personal direction.



EVERYBODY WAS HAPPY and having a good time when the cameraman happened along and took this unusual picture of the crowd of young and old folks who were enjoying themselves in the water at Boulevard



Above, Billy France with his pony "Teddy." Lower, Albert Hernig, Jr. in stunt riding on "Lucky Strike."

New Riding Club Holds First Meet and Horse Show

Horsemanship of Court-right Sisters Features Pennypack Events.

Potato Race on Horses

Riders at the first horse show of the newly formed Pennypack Riding Club, which was halted by showers July 4, on Saturday competed at Evergreen Farms paddock for trophies and prizes offered by the organization.

The gentleman's jumping, event outstanding feature of the show, won by Dr. Van Sars Herby, Frank Curtis up. The Court-right sisters, Peggy and Betty, carried off honors in the ladies' jump and pony in harness events, respectively, Peggy winning the jump in a fine display of horsemanship, while her little sister took fourth place among the children displaying their pet ponies.

As expected, the Hernig family carried home the laurels in the western event with their two entries, Bill and Lucky Strike. Albert Hernig, Sr., riding Bill, introduced a bit of real Wild West showmanship that won the immediate approval of the judges and audience, and Al, Jr., was a close second. James MacCaulley placed third.

A colorful and greatly interested crowd gathered to witness the show, held under ideal weather conditions. There was only one accident, which resulted when Butterfly dismounted her rider, Arthur Krimmel, on the first jump of the gentleman's event. The horses had considerable difficulty in taking the first jump, and it was only after innumerable attempts that George Siegel's Billy Buttons, winner of two firsts in the Tuesday events, finally succeeded in clearing the two bars necessary to capture third place.

The potato race proved to be an novelty in the day's program. The riders were provided with sticks having nails driven into them, which they had to step on with their feet and carry them to the finish line.

juvenc, winning by a close margin over young Alfred Day, of 3504 Rhawn street.

In the pony in harness event for children, little Albert France, of Frankford, won the silver cup offered by the club, while Lillian Lightfoot, 1617 Dyre street, took second, with W. D. Tong, 3323 D street, in third place and Betty Cartright fourth.

Frank Curtis, Sr., who won the gentlemen's jump, was trailed by Jack Horter, on King Arthur, George Siegel on Billy Buttons, and Arthur Krimmel on Beauty.

Eleven-year-old Frankie Curtis, Jr., who lives at 8558 Poplar street,

huddled his mount with surprising dexterity in the jump, but was forced to yield to his more experienced elders, and conceded first place to his father.

The judges were Dr. J. Z. Tintman and Joseph Crowe.

The Pennypack Riders have been organized less than three weeks, having held their first meeting on June 14, but in that time membership has risen from a mere handful to more than 200. The officers are: Albert Hernig, president; Marland France, vice president; George Litchfield, treasurer, and Lewis Dowling, secretary.



Anna V. Saughter of Chancellor Day, 3504 n street, captured the fourth prize in the girls' class with her pony, "y," and James Nolan, Decatur arresdale avenue, captured second in the boys' class on "Dolly" in Evergreen Pony Show on July 4 Saturday. Daniel Day captured first on "Buster" in the Pony Jun'lass.

MISS ANNA DAY with her mount, Pippy, which she exhibited in the music ride and horse show of the Pennypack Riding Club at Evergreen Farms recently

CHILD RIDERS WIN IN BOULEVARD MEET

Louise Worthington and Anne Day Each Take Three Prizes at Evergreen Farms

Small Crowd Braved Rain at Benefit Event for Shriners' Hospital

Unhindered by the incessant rain and the slippery outdoor arena, a coterie of youthful stars yesterday outshone the more mature riders who risked injury during the horse show staged on the Evergreen Farms, Roosevelt boulevard and Welsh road, by the Pennypack Riding Club and the Shrine Club Band. The event, partially completed in spite of the steady downpour, was designed to help the Shriners' Hospital for Crippled Children, on the boulevard below the farm.

Child riders proved themselves superior to their elders in the majority of the contests. Louise Worthington won three silver cups offered the winners of saddle horse events, while Anna Day captured first, second and third prizes in as many trials. Mud and rain that splashed over the mounts' fetlocks failed to quench the enthusiasm of the riders and animals.

None Hurt in Sole Mishap

Only one mishap marred the entire programme. That occurred a moment after a horse and rider dashed from the enclosure to end an early event. The animal slipped in the mire and fell against the barrier causing the rider to leap for safety. Neither rider nor mount were injured.

A crowd that numbered at the beginning almost 1000 persons dwindled to less than a handful as the final test of the abbreviated calendar closed. Riding club officials had planned to transport a number of children from the Shriners' Hospital but the severe weather interfered. It was apparent that the spectators who braved the elements were disappointed.

The musical chair ride and egg and spoon race—two novelty contests calculated to provide some thrills—and pony jumping tests were canceled on account of the slippery surface. Although a dozen silver cups were offered contestants, but ten of these were actually awarded. Six other silver cups and trophies went to delivery and work horses that competed in single and double harness events.

Winners in Various Events

The majority of the prizes were distributed to the winners in the saddle horse competition. Here Miss Worthington displayed her progress and easily outclassed all other entries. She was awarded silver cups for her proficiency as the best novice lady rider, her excellent form of park riding and as the best child rider.

Close behind in the matter of capturing trophies came Anna Day, who was awarded a silver trophy as the best novice girl rider under sixteen years of age. She won second and third prizes in the saddle horse and child rider events, respectively. Her brother, Daniel, was awarded a silver cup for his performance in the saddle pony class. Betty Butler, another youthful equestrienne, distinguished herself in the saddle and novice rider events. Betty placed third in both divisions.

For the best pony in harness showing, in which confirmation and manners was emphasized, Robert Litchfield took the silver trophy offered by Neil Theivault, with William France, Jr., a close runner-up. Among others who excelled in the juvenile divisions were Violet Horter, Rose O'Reilly and Gertrude Ashton.

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1928

CHALKLEY HALL ECHOES CITY'S PAST

Once Stately Mansion of Ship
Captain Now Storage House
Amid Industry's Hum

INSPIRED WHITTIER POEM

How bland and sweet the greeting of this
To him who flies
From the crowded street and red walls
Wearied gleam,
Till far behind him like a hideous dream
The close, dark city lies!

Few of Philadelphia's many mansions have played so varied a part in the life of the city as Chalkley Hall, to which the above verse was dedicated.

Once a stately manor-house, surrounded by green lawns and woods, inspiration to a nature-loving poet, it is now a warehouse where metal patterns are stored. Its quiet rural landscape has given way to a throbbing industrial centre. Step by step, this building's varying usages have told the tale of the community's development. Each stage in the history of Philadelphia has its parallel in the story of this old building.

Chalkley Hall stands at what is now Wheatsteeple lane and Sepviva st., in the fork of the Pennsylvania Railroad bridge line to Atlantic City and the New York Division, beyond Frankford Junction. The structure, which today presents an aspect of faded dignity, may be seen from passing trains, nestling in the midst of smoking factories.

But back in olden days, when the minuet was the popular dance, it was the favorite place for merry parties. Beaux and belles graced its halls and courted beneath the moonlight in its gardens. Its floors, now sagging beneath the weight of heavy metals, and the rough-shod feet of workmen, have known the more gentle tread of fair ladies in lace and satin and sworded gentlemen in buckled pumps.

The place derives its name from Thomas Chalkley, a master of merchant vessels and a minister of the Friends' denomination, who came from England in 1697. He bought the place, a little at a time, and made it his home in 1724.

Here Chalkley found rest after his many voyages and a haven from his enemies. For an ancient chronicle tells how his enemies "stirred up bad men against him" and how his vessels were lost at sea.

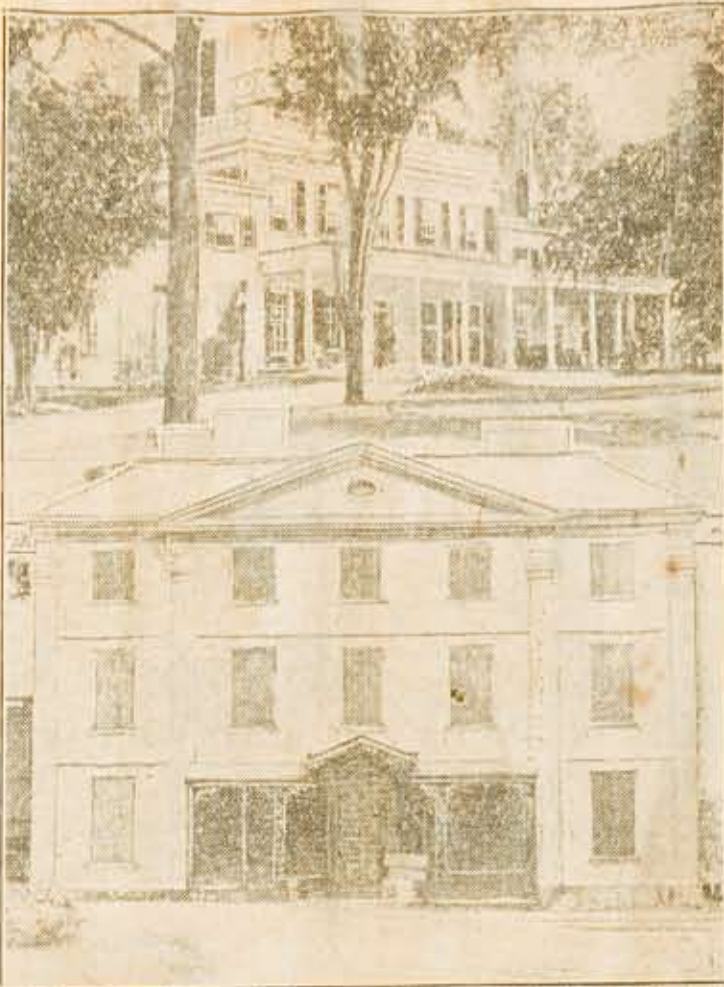
In the solitude of his estates the harassed man found not only solace but even a renewal of his energy for after the publication of his journal, which he wrote there, he devised a singular will and went to sea again.

His will provided that he be buried in the Friends' burying ground at 4th and Arch sts. beside his "former dear wife," remarking that there was also room in the same lot for his present wife, should she also wish to be buried there.

But this wish was never fulfilled for Chalkley died, September 4, 1741, at the Island of Tortola, in the West Indies, and was buried in the Friends' Burying Ground there.

A brick from Chalkley's tomb was sent to the Frankford Historical Association and is now one of its treasured relics.

CHALKLEY HALL THEN AND NOW



The upper photograph shows the stately mansion and grounds as it appeared in the days when Thomas Chalkley occupied it from 1724 to 1741 and when it was the scene of many gay parties by the beaux and belles of those days. Below is the Chalkley Hall of today now used by a bridge company for storage of metal, shorn of its spacious lawns and gardens and surrounded by the hum and bustle of factories in the city's northeast industrial section.

The home which he erected still stands. It is the westward wing of the present structure. The main part of the building, a more pretentious structure of tan stone and classic architecture, was built by his son-in-law, Abel James, who married Chalkley's daughter, Rebecca. They lived in the old house from 1741 to 1789.

The property was subsequently acquired by John Wetherill. For several generations it was the homestead of this old Philadelphia family. As such it was the scene of generous hospitality. The latchstring was always out.

It was in the summer of 1838, during his temporary residence in Philadelphia that John Greenleaf Whittier wrote the poem "Chalkley Hall." The stanza quoted above is the opening verse.

"The scenery about the ancient village of Frankford frequently attracted me," Whittier said later, "from the heat and bustle of the city."

In his poem Whittier imagines the comfort that Thomas Chalkley must have felt when returning to this leafy bower from trips abroad or from business in the city. The poet tells in one verse that the site of Chalkley Hall is especially "hallowed" to him because it brought back memories of the days

when he was a boy behind a plow in New England.

The simple pleasures of the mansion, which had not then emerged from its seclusion among the woods and fields, were awarded a wider scope in 1902 when, by the generosity of the Wetherill family, it was turned into a country home for the poor of the city. Paying a small amount for board, many persons each summer learned the fragrance of fresh grass and the cool serenity of the woods.

It is estimated that 5,000 persons were guests of Chalkley mansion each summer until the property passed from the hands of the Wetherills and was purchased with the remaining plot of twenty-three acres for \$80,000 by the American Engineering Company in March, 1917.

This firm erected a large factory on the grounds, but left the old building standing, though they dismantled the interior. The spacious stables in the rear have been converted into a foundry.

The woods, however, have disappeared and the old mansion is surrounded instead by a forest of chimney stacks, the soot of which has covered the mellow finish of its prime.



MEMORIAL DAY EXERCISES. Lieutenant Frank Schoble, Jr.,

NORTHEAST HAS LOWEST BERCULOSIS DEATH RATE IN CITY

The Northeast District had the lowest death rate from tuberculosis in 1925 of the six sections into which Philadelphia has been divided by the Philadelphia Health Council in making a tuberculosis study by census districts. Its rate at that time was 86.2 per 100,000 people as compared with the city rate of 106.8 for that year. The low death rate in Northeast Philadelphia is based on deaths among actual residents of the section, not including deaths occurring in the four institutions situated in the district: the Home for the Indigent, the Philadelphia County Prison, the House of Correction, and the Philadelphia Hospital for the Insane. Despite the fact that the population of the district has grown continuously since 1920, its death rate has decreased from 130.0 in 1920 to 86.2 in 1925.

Hope Depicted



The stained-glass window shown above has been installed in All Saints' Protestant Episcopal Church, Torresdale. It is an artist's conception of Hope.

ART WINDOWS PRESENTED

Stories Told in Stained Glass in Torresdale Church

Two beautiful stained glass windows, one depicting the personification of Hope and the other St. John, have been placed in All Saints' Protestant Episcopal Church, Torresdale, of which the Rev. P. J. Brown is rector.

Beneath the window depicting Hope appears the inscription:

In Memory of
William Morgan Phillips
April 19, 1847—March 8, 1922
and
Rebecca Lewis Phillips
November 26, 1849—June 23, 1913

The companion window, depicting St. John, is on the opposite side of the entrance. It is inscribed in memory of Harriet Morgan Phillips Massey who died June 14, 1924.

Holmesburg's Memorial Day

There were nearly three hundred present at the annual Memorial services held by the American Legion at Garrett Hall on Sunday afternoon in honor of those who served in the Civil, Spanish American and World Wars. Frank Schoble, Jr., the speaker of the afternoon, gave a remarkable talk. Lieut. Schoble was totally blinded by a high explosive shell on Hill 274 in the Argonne, on October, 1918. "I have never seen an American Legion man nor do I remember an American soldier," said Lieut. Schoble, "that he has not been in the uniform of his country and going forward." The last vision he had was his men marching behind him. The Post all stood facing the West for one minute of silent prayer. Nan Loner Bowe, soprano soloist, rendered "Roses of Picardy," "Absent," and "There is No Death."

SWIMMING POOL AN IMMENSE PROJECT

Plans Include Violet Ray Bath Sanitorium

Some idea of the size of the Swimming Pool and recreation Park now being constructed at the Roosevelt Boulevard and Tyson street for the Boulevard Recreation Company may be gotten from the following figures: Area of Property exclusive of street and one-quarter acres.

- Area of Pools combined, 45,000 square feet.
- Area of Beach 43,000 square feet (2500 tons.)
- Area of Cement Walks, 2,300 square feet.
- Area of Buildings, 40,000 square feet of floor space.
- Areas of Promenades on Upper Deck, 10,000 square feet.
- Dance floor, second story, with balcony 60 feet by 100 feet (suitable for skot ball.)
- Assembly Hall (Winter), 80 feet by 106 feet, suitable for dances, banquets, card parties, etc.
- Laundry—most modern capacity—6,000 pieces in 12 hours.
- Locker room for 12,000 people daily, containing over 6,000 steel lockers.
- A modern Violet Ray Bath Sanitorium.
- Filter Plant—capacity, 186,000 gallons per hour.



Proposed Building to be Erected in conjunction with the New Swimming Pool now being built at Roosevelt Boulevard and Tyson Street for the Boulevard Recreation Company.

Work Progresses on Boulevard Recreation Park and Pool

Again the Northeast takes the lead with the construction of the \$500,000 swimming pool and recreation park at the Roosevelt Boulevard and Tyson street. When completed the pool will be one of the finest in the world.

Mayor Mackey laid the cornerstone on January 23, and since that time the company has been rushing the construction work to have everything in readiness for the opening that is planned for Memorial Day.

The pool which will occupy over an acre and contain 2,000,000 gallons of water, will be divided into four separate pools by bulkheads. There will be a diving pool 50 by 60 feet with a depth of 10 feet and a swimming pool, 150 by 150 feet with a depth of 7 feet. Both these pools have been planned to meet A. A. U. requirements so that championship events of national caliber may be held. Diving boards of various heights are part of the equipment. There will be erected along one side of the swimming tank a grandstand that will accommodate 500 persons as hundreds are expected to witness the many swimming meets that are now being arranged.

There will be two other pools, 150 x 25 feet with a depth of from 2 1/2 to 3 feet for bathers and a Kiddies' pool, 25 x 50 feet, 18 inches deep.

It will be the only pool in the country that can be emptied one unit at a time to permit absolute cleansing of each unit without emptying all of pool. Also allow concentration of filtration and sterilization on any unit. Patent is applied for by P. Delaney.

The filtration plant will have a capacity of 186,000 gallons per hour which is equal to supplying a town of 50,000 inhabitants. The water will be sterilized by Violet Ray and Chlorine, which will purify it even more so than city drinking water.

In addition to the pool the plans call for ball rooms, banquet halls, restaurant, refreshment stands and ample parking space making it an all-year-round recreation centre.

The company is now organizing a swimming club to promote interest in aquatic sports. It is planned to have weekly contests between industrial teams, schools, American Legion and Boy Scouts. Messrs. Geo. H. Townsend, Frank Lewis and Edward B. France, of Frankford, a committee on organization. Silver Cups donated by local business men will be awarded the winners of these contests.

In order that residents of the Northeast may obtain detailed information concerning the swimming club and the purchase of stock, the Boulevard Recreation Company, owners of the pool, have opened an office at 4672 Frankford avenue.

Many prominent Philadelphians are on the Board of Directors, which follows: Louis Alonzo Young, Dr. Geo. V. Orton, William H. Recap, George Meade, Jack Kelly, J. Kennard Weaver, Congressman George P. Darrow, William F. B. Koelle, Wilhelm F. Knauer, Ralph McKelvy, Joseph E. Mack, Melvin H. Jones, C. J. Birkmann, J. Parker Chadwick, and Charles B. Dursrow.

The officers are: William F. Koelle, president; Wilhelm F. Knauer, vice president; and J. Kennard Weaver, secretary-treasurer.

LARGEST SWIMMING POOL IN EAST WILL OPEN TO PUBLIC ON MAY 26

Many Stars in Aquatic World Will Give Exhibitions and Vie for Prizes—Other Features Include Dance Floor and Fine Musical Organization

Saturday, May 26th, the new \$500,000 swimming pool and recreation centre at Roosevelt Boulevard and Tyson street will be formally opened.

A colorful parade, Bands, Bugle Corps, Boy Scouts, Civic and Community Organizations, Swimming Teams from various clubs throughout the city participating, will start from Womrath Park, Frankford, terminating at the pool, where Band and Bugle Corps contests will be held, also swimming races and exhibitions by well known aquatic stars will be given. Albert N. Hoxie, director of music, has prepared as special program of musical features as a part of the opening day program.

Prominent city, state and government officials will participate in the exercises at the pool.

Some idea of the size of this wonderful new recreation centre which will be one of the largest and finest in the World may be gotten from the following figures:—area of property, almost seven acres; area of pools combined, 45,000 square feet; area of sand beach 43,000 square feet; area of cement walks, 2300 square feet; area of buildings, 40,000 square feet; area of roof garden or promenades, 10,000 square feet; ballroom, 60 by 100 feet; laundry, most modern, capacity 15,000 pieces in 12 hours; locker rooms containing over 6000 steel lockers accommodating 12,000 people daily, and a filtration plant supplying water purer than city drinking water at the rate of 186,000 gallons per hour, equivalent to supplying water for a town of 50,000 population.

Four separate compartments comprise the pools, an innovation in pool construction, patented by Pat Delaney, one of the greatest pool experts in the country, who will act as manager. There will be a diving pool, 50 by 60 feet and 10 feet deep for diving; one 60 by 150 feet with a depth of 7 feet, regulation A. A. U. measurements for swimming another (the largest of the group) 150 by 220 feet with a gradual depth of from 2 1/2 to 4 1/2 feet for non-swimmers, and last but not least a kiddies pool, 25 by 50 feet, with a depth of from 8 to 18 inches, where the tiny tots may bathe in safety. The separated pool layout allows each pool to be emptied at a time to permit absolute cleansing water without emptying all the pools.

The sand beach which surrounds

two sides of the pools will contain the most modern beach equipment, including beach umbrellas and chairs while slides diving boards, and other water devices will comprise the pool equipment. A refreshment stand will also be conveniently located on the beach.

To accommodate the thousands who are expected to witness the races and exhibitions by well known aquatic stars a reviewing stand accommodating 2500 persons is being erected along one side of the swimming tank.

The Boulevard Swimming Club has already arranged some big feature events which includes the American and Hawaiian Olympic swimming teams who will stop at the pool several days enroute to the Olympic games in Europe.

Other features include Uncle Wip's "Learn to Swim" Week, June 2nd to 9th, while for the following three weeks it is planned to have the students of the various Public High and Junior High Parochial Schools participate in a series of events.

On the first floor of the building will be found the locker rooms, showers, and laundry, the main entrance to the building and pool being in the centre facing on Princeton avenue.

On the second floor will be the restaurant, ball room and roof garden overlooking the pool, where you may dine and dance to the music of only the best orchestras, the musical features being under the personal direction of Albert N. Hoxie, well known in Philadelphia musical circles. A system of amplification is now being installed which will broadcast the music out over the pools and sand beach. A tower beautifully illuminated at night, is being built at the corner of the Boulevard and Tyson street, and on top of this will be installed amplifiers that will convey the music to the thousands of motorists who daily pass the pool.

Mr. Hoxie is planning a series of high-class Sunday concerts which will be rendered by orchestras of the highest class, and selections by prominent soloists and choruses, not to mention the contests between various musical organizations throughout the week.

In the roof garden, which adjoins the ball room, will be found an up-to-the-minute restaurant where a la-carte 6-platter dinners will be served, under the personal supervision of J. William Kirbach, present manager

Saturday, May 26th, Date Set for Opening Boulevard Pool

Saturday, May 26, is the date set for the opening of the new Boulevard Pool, the finest and largest in the East, on the Roosevelt Boulevard and Tyson street. This announcement was made following an inspection of the construction work on Monday by officers of the Boulevard Recreation Company.

George H. Evans, the contractor, has had his men working overtime to insure the completion of the project on schedule time. The pools have been finished for several weeks; the filtration plant capable of supplying a town of 50,000 population, is nearly completion, and the main building in which will be housed the locker rooms, restaurant and magnificent dance floor, is now more than two-thirds completed. Work on the sand beach will start next week.

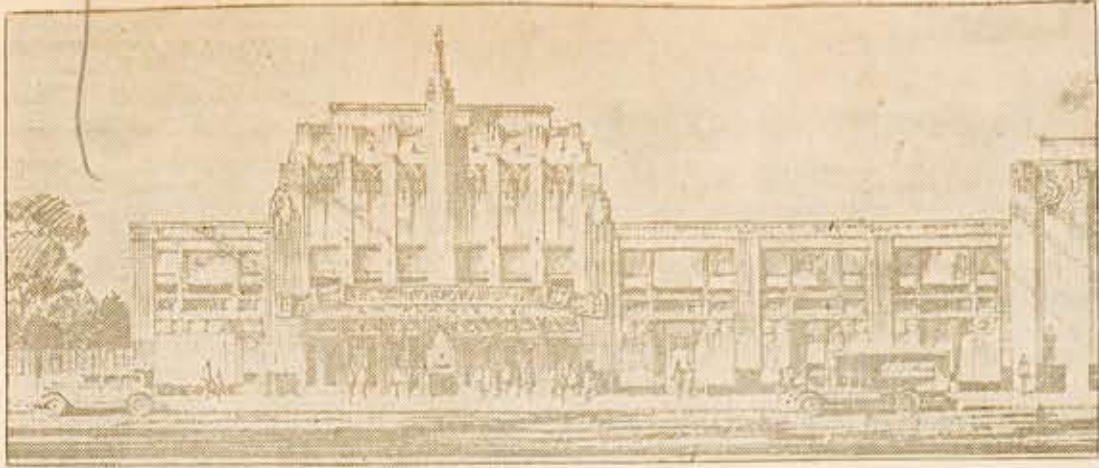
Last week announcement was made of the appointment of Albert N. Hoxie, organizer and leader of the Philadelphia Harmonica Band, and a member of many prominent musical clubs throughout the city, as the director of music. Contracts were closed with two other men, also well known, who will also act in official capacity at this new recreation centre. The first is J. William Kirbach, now manager of the Torresdale-Frankford Country Club, who will be in charge of the restaurant, roof garden and refreshment booths. The other appointment is that of Harry A. Kennwig, of Germantown, who will act as swimming instructor. Harry needs no introduction to lovers of aquatic sports being examiner for American Red Cross Life Saving in the Southeastern Chapter, and is also chairman of the Philadelphia Boy Scout Swimming Council.

Harry Glancy, of Penn A. C. fame and captain of U. S. Swimming Team will be at the pool several hours each day to also instruct and give exhibitions. Mr. Kennwig already is planning a "Learn to Swim" Week the early part of June.

Managing Director "Pat" Delaney and his assistant, "Vince" Stevenson, former Penn grid star, are on the job every day, perfecting the system that will be used to insure 100 per cent. efficiency in operation of the pools.

Further details in reference to the plans for the opening will be announced next week.

Interest in this new project, which is the greatest ever attempted in the East, is running high judging from the demand for stock, especially by residents through Northeast Philadelphia. Many young people are applying for membership in the Boulevard Swimming Club, sponsors of a great program of aquatic sports which will be conducted at the pool this summer.



THEATRE AND STORES TO BE ERECTED AT 8041-45 FRANKFORD AVE., HOLMESBURG

NEW THEATRE PLANNED FOR HOLMESBURG

Plans Prepared for Big Enterprize
Including New Movie and
Several Stores

BIDS ARE DUE OCTOBER 8th

A beautiful and modern theatre and store building is to be erected on the site of the temporary home of the Northeast National Bank of Holmesburg, and will adjoin the bank's permanent home.

The new theatre and store building will occupy 8041 to 8045 Frankford Avenue, and plans have been prepared by W. H. Lee for this building for the Holme Realty Company, Inc.

The theatre will be of modern French type architecture, and when completed it will be operated under the management of the Equity Theatres, Inc.

The building will be approximately 100 by 195 feet. Besides the theatre, which will be the equivalent of four stories, there will be four two-story stores. The theatre will have a seating capacity of 2,000 persons and will be equipped with movie-tone and vita-phone for pictures and stage and dressing rooms for vaudeville.

Estimates for the project are now being received by the architect and owners and bids are due October 8. Work on the new building will be started immediately after the awarding of the contract.

Several local contractors have been asked to submit bids for the work on this new project.

Motorman Saves Car-riders from Crash of Beer-Laden Truck

Shortly after 4:00 A. M. Thursday a large truck bearing the name, Marlboro Dairy Products, Inc., Penna., was noticed being driven south on Frankford avenue, at a very high rate of speed. At 4:15 the truck crashed into a P. R. T. trolley going north on the avenue.

The motorman-conductor of the trolley saw the accident was going to happen and while bringing his car to a stop yelled to the passengers to run to the end of car. The driver of the truck ran away without rendering assistance and all hospitals and physicians were notified later in the day by the police to be on the lookout for the man as he most likely was cut with glass. According to the police, the truck carried 68 barrels and several half barrels of supposed high-powered beer, and it is said that detectives have been on the lookout for this truck for several days.

The collision was so bad that one-half of the body of the truck was torn off and the truck landed on the other side of the street.

The injured taken to the Frankford Hospital and treated by Dr. Creston and staff, are as follows:

Otto Levering, 46 years of age, 5017 Ditman street, motorman, severe contusions of left wrist; J. Henry Mayer, 45 years, of 7033 Erdrich street, Tacony, strained tendon of left knee; Frank Madonna, 33 years, 213 N. 65th street, contusion of right temple; Robert Peacock, 54 years, laceration of scalp and face, and contusion of back; Morris Hetzell, Jr., 23 years, 3114 Comly street, laceration of face with possible fracture of skull. The doctors believed Hetzell's injuries to be seri-

A half-tone of the proposed new Holmesburg Theatre will be found on page six of the Dispatch. The proposed structure will be of modern French type architecture and will cost approximately \$250,000. When completed it will be operated under the management of the Equity Theatres, Inc. The building will be approximate-

ly 100 by 195 feet. Besides the theatre, which will be the equivalent of four stories, there will be four two-story stores. The theatre will have a seating capacity of 2000 persons and will be equipped with movie-tone and vitaphone for pictures and stage and dressing rooms for vaudeville.

Permit for the proposed new bank and office building to be erected for the Northeast Bank of Holmesburg, at 8039-41 Frankford avenue, has been taken out by George Keseler Contracting Co. It is to be a one-story structure with mezzanine, 40x70, after designs by W. T. Lee, and is to cost about \$48,000.

The Current Events' Club celebrated their 33d anniversary on Tuesday of this week with a luncheon at the Green Parrott Inn, Somerton. Four of the charter members were present. Mrs. William A. Bennett gave a very interesting talk on her trip abroad this past summer. Mrs. Bausch gave several piano selections.

Eighteen Passengers Hurt When Trolley Runs Away

When the motorman of a one-man trolley car on the Holmesburg line tried to replace the trolley-pole, which had slipped off the wire, last Sunday night, the brakes slipped and the car, standing on a grade near Solly avenue, started backward and attained a high rate of speed which threw the passengers to the floor of the car, eighteen being severely injured, two of them seriously. The passengers lost their footing when the car swerved at the bottom of the hill where a woman passenger was thrown to the street. Several narrow escapes of automobiles occurred in the rush of the car. The trolley was finally brought to a stop by the emergency brakes after travelling several hundred feet.

Two of the passengers were seriously injured. They are: Marie Flinthock, 32, of 719 East Willard street, skull fracture; Josephine Browlski, 28, of 4846 Melrose street, internal injuries.

The other passengers, who were cut and bruised when they were thrown to the floor and showered by broken glass from the windows, were: Tillie Pasowski, 30, of 4556 East Thompson street; Sophie Kencowski, 38, of 4765 Melrose street; Mrs. Mary Ruppawicz, 73, of 3227 South 37th street; Francis Walskoski, 53, of 2715 East Brock street; Mrs. Minnie Johnson, 52, of 3010 Colonial street; Percival Knuss, 3010 Colonial street; Laura Pedrak, 10, of 3508 East Thompson street; Helen Wolanial, 15, of 105 Pemberton street; Lillian Conrad, 19, of 6131 Grays avenue; Howard Kennersko, 55, of 4949 Melrose street; John Kambroski, 42, of 4965 Melrose street; Dominick O'Brien, 34, of 1331 Fitzwater street; Soela Hanchuk, 40, of 4006 Stiles street; Mary Wardowski, 32, of 4822 Stiles street; Hedwig Pedchak, 35, of 3508 East Thompson street; Mary Fedowski, 19, of 6115 Wheeler street.

The car was in charge of J. F. Egan, of 1130 North Third street. Egan was arrested.

According to a hasty investigation made by P. R. T. officials, the brake rod on the car broke while it was climbing a hill on Frankford avenue between Ashburner and Solly streets, and it became uncontrollable.

Comrade Jacob Barron will leave on Saturday for Denver, Col., where he will attend the 32d National Convention of the Grand Army of the Republic. Comrade Barron celebrates his 32d birthday on the same day. He is Department Inspector at the convention.

BEACON AIDE TO LOST PLANE IN FORCED LANDING

N. J. Plane Lost in Storm, Almost
Out of Gas, Lands at Air Mail
Beacon

LANDS IN SCHOOL YARD

An airplane was forced down at the Air Mail Beacon, on the grounds of the Maple Street Schoolhouse, on Tuesday evening about 8:30.

The plane from the Interstate Airways of Red Bank, N. J., had left Red Bank earlier in the evening for Dover City, N. J. Caught in a storm, the pilot got lost, and being switched southward instead of northward, was traveling unknowingly toward Philadelphia, when he discovered his supply of gas was very low. Upon seeing the beacon on the schoolhouse at Red Lion and Academy Roads, Turnersdale, he made a very successful landing on the strange grounds. From here, in the car of one of the neighbors, he was taken to the William Penn Aviation Field, recently suggested as a municipal airport by the Northeast Chamber of Commerce, to look over the grounds, where he believed the plane would be safer during the night. He returned again, and took his plane up, which had but two and a half gallons of gas left, just enough to get him over to the field.

Cottage and Bleigh street, southwest corner, is the site for a public school to be erected for the Board of Education by the Weiss Construction Company, who were issued a permit on Tuesday. It will be three stories, of brick, steel and stone and will cost \$354,400. Irwin T. Catharine is the architect.

WORK STARTED ON THE NEW MAYFAIR SHOOOL

Contract is Awarded for School to
be Built at Walker and
Bleigh Streets

TO ACCOMMODATE 1430 PUPILS

The contract for the new school to be built at Walker and Bleigh Streets was awarded October 9 to the Weiss Construction Company, which company specializes in the building of Philadelphia schools, and now has three large schools under construction.

Work on the new school has already been begun, and the contractors are doing the engineering work and started the excavating work this week.

The school plot takes up two entire city blocks, the building will be approximately 219x100 feet, and the playground will cover 75,000 square feet, which will be paved.

The building, having an exterior of Persian gray brick, ornamented with highly colored terra cotta, will be three stories high, and will include besides offices, recreation and lunch rooms, 30 classrooms for academic use, and will include a kindergarten, industrial arts room, and sewing room.

The interior will be typical of ultra-modern Philadelphia schools.

The school, estimated to cost approximately \$412,329.00, is expected to be completed twelve months from the date of the award of contract. The school will be used for an elementary school, and will accommodate about 1430 pupils.

Mayfair has for one of its residents notable in the baseball world, Mr. Jimmy Foxx, the well-known young man who is making a name for himself in baseball history, and who plays at present at third base on the Athletics team.

Miss Gertrude Ashton won the honor in the best ladies' park ride event at the music ride last Tuesday evening, under the auspices of the Fling Association of Philadelphia at Armory, 32d and Lancaster avenue.

Speed-boat races are getting very popular in this section. On Sunday afternoon "Rodger T.," owned by Dr. William H. Morrison, Jr., and George Potts, won the B class Marathon. The course was from Torresdale to Bristol and return. "Baby Lindy," owned by Wilbur Anstine, won the C class Marathon. Both the Rodger T. and Baby Lindy won the five-mile speed race in their respective classes. Both receive silver cups. These races were under the auspices of the Delaware R. Yachtsmen.

FLYING DUTCHMAN' SEEKS FOR AIR-LINE PERMIT

Ernest Buchl, of Willow Grove, an aviator known in aviation circles as the "Flying Dutchman," was recommended for a certificate of public convenience operate airplanes as a common carrier the transportation of passengers between Philadelphia and towns in Pennsylvania. The aviator appeared before Wolfe, a special examiner for the Service Commission, in City Hall, Philadelphia. Buchl said he had leased a tract of ground on the Boulevard near Red Lion as a flying field.

Parks in Northeast Philadelphia

Specially Written for N. E. Phila. Chamber of Commerce

By A. E. Chevalier

WILLIAM PENN. in laying out his "Faire Greene Towne" used a plan, which should have been followed by every administration following his. When we consider the fact that there are plenty of breathing places, within a very short walk of the city of Philadelphia at that time, we marvel at his vision and foresight. Why should any one think of laying out, and planning parks in a community surrounded by a wilderness, and where any citizen so inclined might go out and hunt Indians. Penn must have been impressed by the conditions of his native London where slums were even then in existence, and where many of the people of the poorer classes had absolutely no provision made for their welfare, as far as parks and playgrounds for their children were concerned.

Pere Penn laid out his plans providing for adequate parks and his plans if followed continuously would have made Philadelphia the most beautiful city in the world. Unfortunately his plans were not followed and certain sections of our city are suffering from this lack of foresight.

We in the northeast are fortunate in that, while we are a rapidly growing community, we still have plenty of available spots, in most sections, that can easily be set aside for park purposes, and at comparatively small cost. The time to act is NOW.

Five acres for park purposes per thousand of population is the accepted standard, set by authorities on the subject after considerable study. In fifteen or twenty years our population will be very close to a million if not in excess of that figure. That means that 5000 acres should now be set aside for park purposes, if our future citizens are to enjoy only those privileges that are rightfully theirs.

A large number of squares should be planned so that in every square mile there would be at least one square set aside for playground and parks. They should be centrally located so that even the smallest children could take advantage of these parks. Sites with groves of trees, and if possible, streams running through them should be secured.

We have in the Northeast numerous small streams, whose banks at many points are lined with groves of beautiful trees. These should be conserved.

In addition to our smaller parks, we have an opportunity here in the Northeast to secure one large park which would not only serve this part of the city but the rest of Philadelphia as well. This park should be formed by enlarging the present Pennypack Park by tying it in with the proposed park along the Poquessing; the connecting link being a park along Wooden Bridge Run and Byberry Creek. One thousand acres approximately are needed. This would give a park second to none in the Eastern United States, in point of natural beauty.

The Recreation Committee has devoted considerable time to park problems this summer. We sent out a letter to all community organizations in the Northeast requesting them to locate desirable sites in their particular territory, which they believed would be suitable for such purposes.

The park program of the Recreation Committee has been submitted to Mr. Eli Kirk Price, of the Fairmount Park Commission, Corson, Chief Engineer of that body and Andrew Wright Crawford of the Art Commission. These gentlemen think our plans are sound and have given their approval.

LET US KEEP BEFORE US SOME OF THE OUTSTANDING PUBLIC IMPROVEMENTS NECESSARY FOR OUR COMMUNITY

1. High Speed Electric Line extending from Broad Street Subway along the Roosevelt Boulevard to City Line.
2. Completion of Wyoming Avenue and Olney Avenue cross-town trolley lines with opening of necessary streets and bridges.
3. Widening and rebuilding our system of main traffic arteries now classed as Country Roads.
4. Taking over the low land of the Poquessing Creek Valley as a Public Park.
5. Provision for adequate approaches to the new Tacony-Palmyra Bridge.
6. Bridge over Pennypack at Frankford Avenue.
7. Extension of Holme Avenue from Willetts Road to Grant Avenue.
8. Elimination of grade crossings on Hartel Avenue, Rhawn Street, Cottman Street, Devereaux Street and Ashburner Street.
9. Extension of main sewer system along Sandy Run and along Delaware River to Pleasant Hill and Torresdale.
10. Double tracking of Bustleton Trolley Line and extension to Somerton.
11. Provision for small parks — one to each square mile throughout our district.
12. Extension of Frankford Elevated to Rhawn Street.

Northeast Highways

By Jos. B. Seaman, Chairman of Highway Committee

THE Word Highway (Me. heigh weye or heiz ways) is defined as "A public road open to all passengers." The word is restricted to "a way that is fit for vehicles as well as foot passengers and animals."

"Figuratively, a common or easy way or course." It is well to keep this definition in mind when considering this subject. Highways adequate for the future require our attention to three fundamental elements of the problem.

1st—A proper reconstruction and maintenance of present mileage.

2nd—A study of future needs with liberal allowance for increase of speed, weight and number of units of traffic.

3rd—Initiation of plans agreed upon so that condemnation will not be necessitated when it is so expensive as to retard the proportion of such plans as are laid down.

Past construction is of a nature that while it served its day it is now subjected to such enormous increased weight, speed and volume, that *continuous* repairs are necessary. Otherwise, many streets will pass out of the class of highways. Just when it becomes more economical to entirely rebuild old streets so as to accommodate modern traffic is a problem requiring strict cost analysis.

The cause of defects must be determined before repairs can be properly made. Often mere surface renewal will suffice but more frequently, due to the sub strata or failure of foundation itself, repairs must go deeper than the old structure. Much is now being done to study and properly repair extensive faults. The west cartway of the Lincoln Highway above Grant Avenue is an example. It will, therefore, be seen that complaints presented to your Committee often require considerable time before correction can be made.

European countries have increased the depth of the road bed foundations. Only recently have we, in this country re-written some of our specifications so as to secure adequate foundation depth. It is becoming essential that we build thicker and better foundations lest our repair bills will

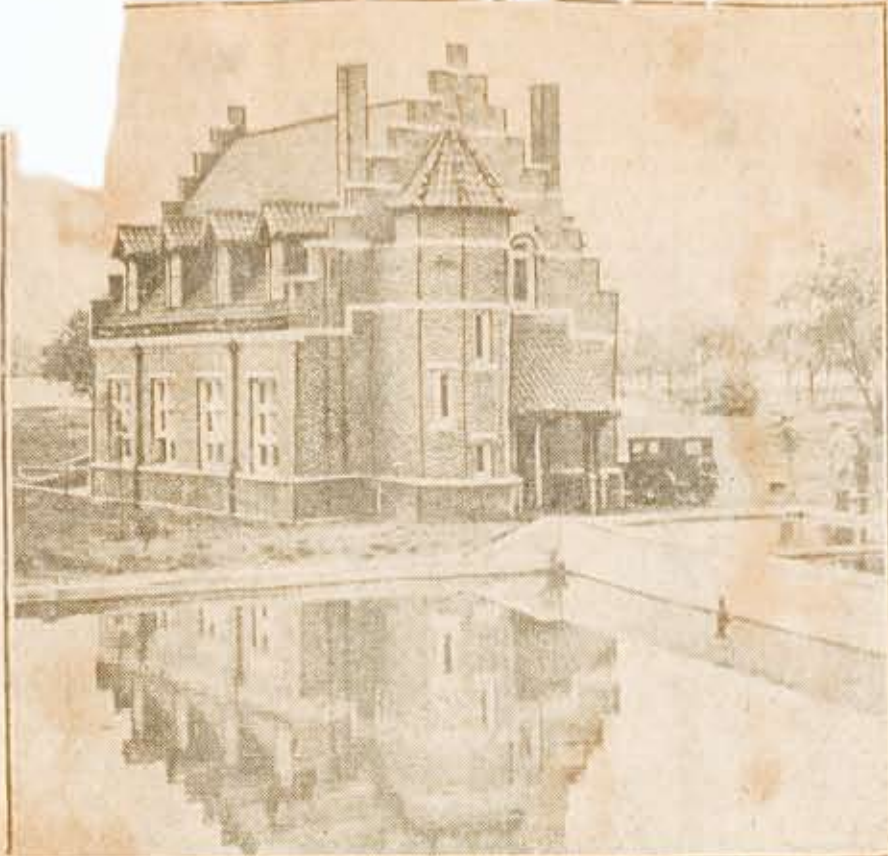
beyond our means. North Broad Street, where concrete base has been made thicker is a good example of our effort to meet this problem. We may as well acknowledge now that all foundations, at least on main arteries must be of greater thickness.

It is advisable now to condemn for more wide diagonal and wide cross-town avenues so that when construction is started we need not be burdened with great land and property damages. Building damages could be almost eliminated, if our road programs were projected and initiated, at least by inclusion on city plans, more in advance of house construction. This plan would not assume as much of the future generations' burden as we are now creating for future generations by our present planning.

When the Roosevelt Boulevard was built, there was a great hue and cry against it. Yet what would Northeast Philadelphia be or do today without this valuable thoroughfare? Its value cannot be counted in mere construction items; it has a value far in excess of all it has or may hereafter possibly cost. The history of this great project should influence us now in our planning for future great arteries of travel. Merging of traffic at bridges has been proven a failure and all bridges on this great artery will ultimately require widening. This fault should be avoided in the future. Future extensions of this roadway should like Broad Street, include thicker concrete foundations.

The approval by the War Department of the Tacony-Palmyra bridge across the Delaware at Levick Street should be widened from the river to the Roosevelt Boulevard. Other extensive highways with adequate paving will be required to accommodate the increased traffic this bridge improvement will bring through Northeast Philadelphia.

The task of even outlining what the Northeast needs in increased highway facilities is so gigantic that the writer will not venture to suggest any definite plan of further highway systems, except to strongly urge adequate alterations of present specifications



The Attractive Hatchery Building at Torresdale, which houses the incubation plant with goldfish ponds in the foreground and the Delaware River in the background. River water is not used by the hatchery, which draws its supply exclusively from springs.

Chamberlain Made Forced

Landing at Holmesburg Last Fall

Clarence D. Chamberlain, who made the air flight from New York to Germany on Saturday and Sunday, figured in a forced landing on a field near the House of Correction, at Holmesburg, last fall.

The daring pilot, accompanied by Mrs. Chamberlain, made a perfect landing, with the engine sputtering as a result of carburetor trouble. The motor was repaired with the assistance of a mechanic from a nearby garage and the couple departed without giving their names to employees of the institution. Chamberlain was later identified as the pilot.

"I have flown often with Clarence," said Mrs. Chamberlain in an interview on Monday in New York in recounting her experiences during this trip, "but I never banked and sideslipped as we did that day. There was a high wind blowing and the bumps were awful. We came down fast, but he leveled off perfectly, slowed the ship and made a good landing in the field."

Northeast Salutes Lindbergh

Nation's Aviator

Frankford and the Northeast along the Delaware joined in the honor of Colonel Lindbergh on Monday when he passed over this section en route from Washington to New York. Flying like a string of ducks, 11 planes escorting "Lindy" were waiting thousands, as they went their way directly over the Delaware at an estimated height of 3000 feet. Many interested spectators looked from roofs of buildings. The fact that the planes were in sight during 10 minutes the convoy was in sight though it was impossible to see the occupants of any of the planes as they flew over Frankford. Flag I was appropriately observed on Tuesday in the cafeteria with an able and inspiring address of Mr. John Heinz.

TORRESDALE CONVENT TO COST HALF MILLION

Institution in Early Stages of Construction at Frankford and Grant Avenues

The excavation work preparatory to the erection of a half-million-dollar convent and boarding school, at Frankford and Grant avenues, Torresdale, for the Sisters of the Holy Family, of Nazareth, is under way following the breaking of ground for the project two weeks ago.

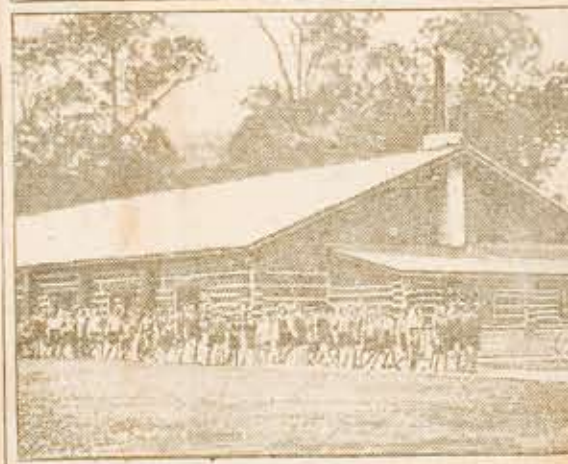
Plans for the proposed improvement call for a structure which probably will be the last word in convent and school construction. The building will be four stories and basement and will contain about two acres of floor space. It was designed in the Roman and Renaissance types of architecture and will be constructed of granite, terra cotta and stone. Construction will be fireproof throughout.

An attractive entrance is one of the features of the plan. Six large columns in the Southern Corinthian style, two stories high, will be built about the entrance, while an imposing tower will rise from the fourth story. The structure will reach a height of 105 feet. Large dining halls, dormitories, laboratories, library, class and executive rooms will be built in.

Preliminary plans have been submitted to the city for approval by George C. Dietrich, engineer and contractor for the operation.

The new building not only will be an attractive addition to the city's list of institutional structures but also will be a decided improvement to the structural improvement of the northeast section of the city.

Mr. Crossan last Thursday introduced a bill to have Council approve the operation of an independent bus line in the northeast by John Gimpel in territory not desired by the P. R. T. The new line will operate from Frankford avenue and Blakiston street, on Frankford avenue to Academy road, to Byberry road, Southampton road to Roosevelt Boulevard and return over the same route.



Hikers Find Much of Interest in and Around Torresdale.

Upper left: Pleasant Hill Beach and promenade well worth a visit on a summer's afternoon. Upper right: The pool is part of the State Fish Hatcheries, where game fish are hatched for placing in fresh water streams. Lower left: The Mayor Kendrick log cabin at Camp Happy, which serves as a dining hall for the undernourished children summer wards of the Department of Welfare. Lower right: Diagram showing how the points of interest are reached.

SEE KIDDIES FROLIC ABOUT CAMP HAPPY

Inspiring Sight for Hikers Who May Also Visit Pleasant Hill Bathing Beach

FISHERIES, TOO, NEAR BY



Pleasant Hill Beach. They are and the Delaware old farm of...

Camp Happy is an inspiration to anyone who will watch the undernourished kiddies who are brought there by the Department of Welfare for a genial regime of good milk, plenty of sunshine and play under the most stimulating circumstances. It has been one of the pet hobbies of Director Charles H. Grakelov and he has been assisted materially by many social organizations who have contributed buildings and equipment to make this place possible. Camp Happy is reached by the number 66 car from the Bridge st. end of the elevated. You get off at Linden av. and turn right toward the river. In a very short time you can see the brown tents of the camp and soon you are in the midst of buoyant childhood where nature and the best of medical attention are conspiring to bring back color to pale and often emaciated cheeks. Another sort of an experience awaits the visitors to the hatcheries, which is at the end of Linden av. on a part of the estate of the late W. W. Harrison, adjoining the Torresdale filtration plant. This is one of the four principal hatcheries controlled by the Pennsylvania Board of Fish Commissioners which replenishes the State's streams with fish. This hatchery is given over principally to the raising of blue perch, etc.

Our third stop is at the Pleasant Hill bathing beach, where thousands of people go in swimming every day. It is maintained by the city and always a life guard present to keep bathing safe. This, too, is a pet project of the Department of Welfare and grows in popularity.



The way home makes an interesting trip. Go out Linden street, proceed along State street, reach the Torresdale railroad, turn left on Linden street, crossing under the railroad, you reach a dirt road known as Stephenson's lane to the right. A very pretty little road, crossing creek bubbling with life. Stephenson's lane brings you out to Frankford av., where the 66 brings you back to the city. This hike is comparable to the time you spend...



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"I have flown often with Clarence," said Mrs. Chamberlain in an interview on Monday in New York in recounting her experiences during this trip, "but I never banked and sideslipped as we did that day. There was a high wind blowing and the bumps were awful. We came down fast, but he leveled off perfectly, slowed the ship and made a good landing in the field."

Northeast Salutes Lindbergh Nation's Aviator

Frankford and the Northeast along the Delaware joined in the celebration of Colonel Lindbergh on Monday when he passed over this section en route from Washington to New York. Flying like a string of ducks, 14 planes escorting "Lindy" were waiting thousands, as they watched their way directly over the Delaware at an estimated height of 8000 feet. Many interested spectators looked from roofs of buildings. The fact saluted with their whistles during 10 minutes the convoy was in sight, though it was impossible to see the occupants of any of the planes as one knew which one of the two was occupied by the hero, ever was sure he was sailing by and well repaid for their effort to see him.

"Lindbergh Day" was celebrated in joyous fashion by the employees of the Lock Works, on Tacony street, management extending to everyone the privilege of going to the street, or point of vantage in the buildings, to view Colonel Lindbergh and his escort as they flew over Frankford. Flag 1 was appropriately observed on Tuesday in the cafeteria with an able and inspiring address of Mr. John Heinz.

TORRESDALE CONVENT TO COST HALF MILLION

Institution in Early Stages of Construction at Frankford and Grant Avenues

The excavation work preparatory to the erection of a half-million-dollar convent and boarding school, at Frankford and Grant avenues, Torresdale for the Sisters of the Holy Family, of Nazareth, is under way following the breaking of ground for the project two weeks ago.

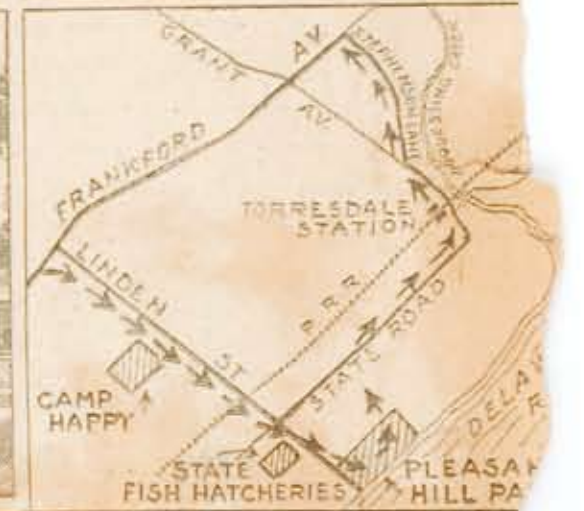
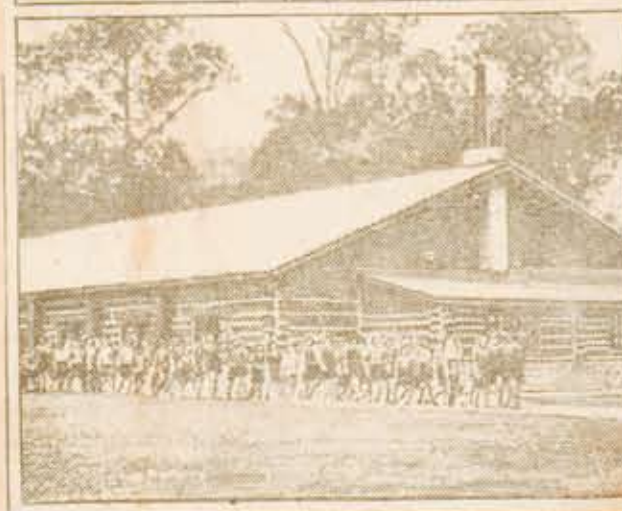
Plans for the proposed improvement call for a structure which probably will be the last word in convent and school construction. The building will be four stories and basement and will contain about two acres of floor space. It was designed in the Roman and Renaissance types of architecture and will be constructed of granite, terra cotta and stone. Construction will be fireproof throughout.

An attractive entrance is one of the features of the plan. Six large columns in the Southern Corinthian style two stories high, will be built about the entrance, while an imposing tower will rise from the fourth story. The structure will reach a height of 108 feet. Large dining halls, dormitories, laboratories, library, class and executive rooms will be built in.

Preliminary plans have been submitted to the city for approval by George C. Dietrich, engineer and contractor for the operation.

The new building not only will be an attractive addition to the city's list of institutional structures but also will be a decided addition to the structural improvement of the northeast section of the city.

Mr. Crossan last Thursday introduced a bill to have Council approve the operation of an independent bus line in the northeast by John Gimpel in territory not desired by the P. R. T. The new line will operate from Frankford avenue to Academy road, to Byberry road, Southampton road to Roosevelt Boulevard and return over the same route.



Hikers Find Much of Interest in and Around Torresdale.

Upper left: Pleasant Hill Beach and promenade well worth a visit on a summer's afternoon. Upper right: The pool is part of the State Fish Hatcheries, where game fish are hatched for placing in fresh water streams. Lower left: The Mayor Kendrick log cabin at Camp Happy, which serves as a dining hall for the undernourished children summer wards of the Department of Welfare. Lower right: Diagram showing how the points of interest are reached.

SEE KIDDIES FROLIC ABOUT CAMP HAPPY

Inspiring Sight for Hikers Who May Also Visit Pleasant Hill Bathing Beach

FISHERIES, TOO, NEAR BY



Pleasant Hill Beach. They are the old farm of...

CAMP HAPPY, the Torresdale fisheries and the Pleasant Hill bathing beach are so conveniently situated next to each other along the Delaware river that a hike through these three makes a well-spent afternoon.

Camp Happy is an inspiration to anyone who will watch the undernourished kiddies who are brought there by the Department of Welfare for a genial regime of good milk, plenty of sunshine and play under the most stimulating circumstances. It has been one of the pet hobbies of Director Charles H. Grakelov and he has been assisted materially by many social organizations who have contributed buildings and equipment to make this place possible.

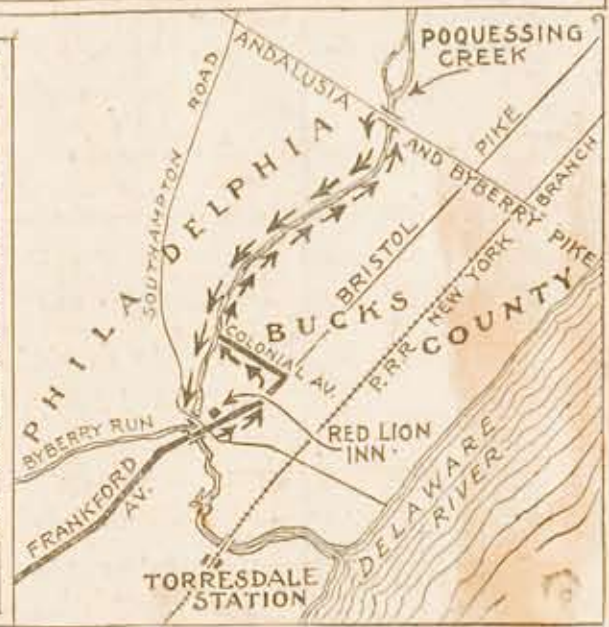
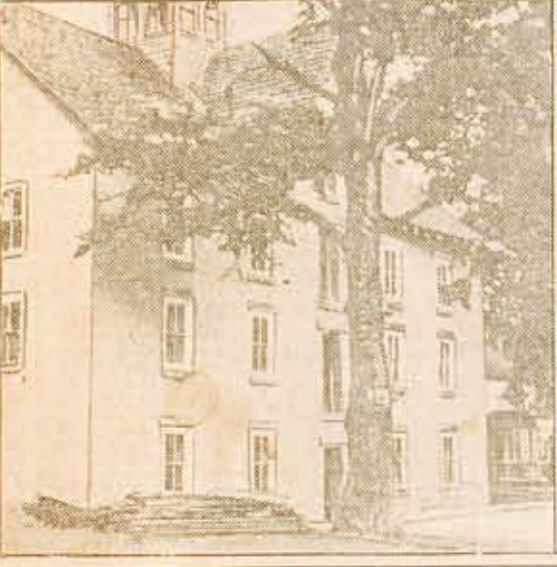
Camp Happy is reached by the number 66 car from the Bridge at end of the elevated. You get off at Linden av. and turn right toward the river. In a very short time you can see the brown tents of the camp and soon you are in the midst of buoyant childhood where nature and the best of medical attention are conspiring to bring back color to pale and often emaciated cheeks.

Another sort of an experience awaits the visitors to the hatcheries, which is at the end of Linden av. on a part of the estate of the late W. W. Harrison, adjoining the Torresdale filtration plant. This is one of the four principal hatcheries controlled by the Pennsylvania Board of Fish Commissioners which replenishes the State's streams with fish.

Our third stop is at the 19th bathing beach, where thousands of people go in swimming every day. It is maintained by the city and is always a life guard present to keep bathing safe. This, too, is a pet project of the Department and grows in popularity.



Camp Happy. The way home makes an interesting experience. Go out Linden av. to the adjacent streets, to proceed along State st. reach the Torresdale rail station. Turn left on Grant av. Turn left on Linden under the railroad. You reach a dirt road known as Stephenson's lane to the right. A very pretty little road, crossing creek bubbling through Stephenson's lane leads out to Frankford av. where 66 brings you back to the station at Bridge st. In all this hike is comparable to the time you...



Poquessing Creek Has Many Charms for Hikers.

At upper left is an "old swimming hole" along the creek between Byberry road and Colonial av., Andalusia. The photograph at upper right shows the ancient Red Lion Inn on the Bristol pike near City Line. It was a stage coach stop in the olden days. Lower left, an old grist mill at Byberry road and Poquessing Creek. The diagram shows the route taken by hikers in reaching and passing through the creek valley.

POQUESSING CREEK LURING TO HIKERS

re At Its Best Along the gin Valley at the Far North-east Corner of City

INDIANS LEFT IT

Illustrated on Picture Page) OR an "Indian file" hike there is nothing quite the equal of the Poquessing Creek valley in the far Northeast corner of the city for it is the least traversed of all our creek valleys.

There is only a foot-path along its banks and it tramps very close to the heart. The creek is a sparkling of clear water and is replete with fish as it is the first clear stream above the Torresdale.

In this silent valley you hear different bird calls; bluebirds, bob-o-link, cat white and you can see the vivid the thrushes and the orioles. It is a favorite haunt of the water thrush whose antics water's edge makes interesting.

is a project on foot, backed by the Chamber of Commerce intended by the City Parks Association to claim this valley as a park for it is yet untouched by developers and its natural virgin as when the Indian here two centuries ago.

ing Indians these were; sub-Tammany, the Affable, who quick to come to terms with the early white settlers. It was said of Tammany's son, Hickquicon, that he could leap his full height in the air. Tammany was a stern ruler and he required the squaws of his tribe to bring each new-born child to the creek's edge to be dipped into the cold water of the to determine its physical fit-

Crossing the bridge you find yourself in Andalusia and on your way up the Bristol Pike. Incidentally, this pike was once an Indian trail down which the very earliest settlers came from New York to Philadelphia. Gradually it became a wagon route and developed into the King's Highway, one of the earliest roads in America. It was laid out by order of William Penn who passed through here many times in his journeys between Philadelphia and Penn Manor, further up the line.

Just as you cross the bridge, to the left, you see the Red Lion Inn. It was one of the stops for the stage coaches that once plied between Philadelphia and New York and here the Massachusetts delegation to Continental Congress, headed by John Adams, tarried several times for a night's rest. During the occupation of Philadelphia in 1777 this old inn was the furthest outpost for the British troops and General Lacey camped here with 18,000 Continental soldiers on his way to the final victory at Yorktown.



Poquessing Creek

The best way to get into the Poquessing Creek valley is to walk up Bristol Pike to the top of the hill where you turn into Colonial av. to the left. Down this avenue but a short way you come to a field at the bottom of which you strikes the creek in all its natural glory. There are a lot of wonderful old trees in this valley, particularly the maples, and a fabulous array of wild flowers.

Turn to the right up this valley and soon you reach a swimming hole which, while not very deep, is very refreshing since the water here is as cool as a mountain stream.

The path winds up the stream for a distance of several miles with the creek becoming narrower and narrower. Finally you reach an old grist mill at Byberry Road, often called Gravel Pike, and there the hiking area ends. You have either the alternative of turning left along the Byberry Road to Bristol Pike, where you can board a trolley car back to Torresdale, or you can cross the stream over one of the many logs and retrace the route on the other side.

This hike route covers about five miles and it is the sort that invites leisurely walking and games by the wayside. It is the sort of a spot where a bird guide or a wild flower book can be used to advantage and it is especially adapted for boy scout work.

Old Pennypack Church's 239th Anniversary

Two hundred and thirty-nine years of life and active labor is a long time as we Americans measure it, for our own nation as an organized government has just passed its one hundred and fiftieth birthday; but the Old Pennypack Church, Bustleton, Philadelphia, will celebrate that number of years in its anniversary to be held Sunday, June 5.

A most unusual feature of this year's celebration will be the return as guest speaker of one of its sons, Dr. John Snape, pastor of the Euclid Avenue Baptist Church, of Cleveland, O. The neighborhood knew him as a boy, a young man, and bade him Godspeed to a ministry far from his home, and now, after years of wide service, from California to Ohio, he comes home to join a fellowship of friends, neighbors and fellow-laborers in this historic occasion. The morning worship and Communion service at 10:30 he will address, and deliver the more popular message at the community assembly at 2:30 P. M. on the subject, "The Value of the Church to the Community."

West of New England, Pennypack is the next oldest Baptist Church in continued existence. The colony of South Carolina could boast of one just a year or so older than Pennypack. Here the early fathers gathered for their inspiration in the pioneer life that was theirs, and from here as a centre they went as far south as the Virginias and north to Connecticut in their evangelistic zeal and enterprise. Pennypack became a rendezvous for those pre-Colonial non-conformists, and its influence and ministry was widespread and effective.

Many are the humorous and unusual things in the life of this church. For instance: Its first pastor was converted under his own efforts to preach, when challenged to try it by his wild and frivolous companions. He was known as the "Bear Brammell" of the countryside. Another of its pastors had a most extraordinary long pastorate—51 years—Dr. Samuel Jones, some of whose sermons live in the city of Brotherly Love. The Sunday they introduced the first musical instrument to the service one-half the congregation arose and withdrew at such "desecration."

Any information regarding the old method of support and interest most gladly given on application to the pastor, Robert Mr. F. T. Chene.

St. Luke's Hall Highway,

In Bustleton there is a building which has served the community for just 40 years faithfully and well. Lately, however, it has proven inadequate for the needs of St. Luke's Protestant Episcopal Church, which own it. The Church School is obliged to move into it in order to secure larger quarters, there is need of an up-to-date kitchen for the large suppers the church gives, a properly built moving picture booth is a necessity in the town, and there were other conveniences the hall was obliged to have. So for several months extensive repairs and improvements have been under way. The old stage was torn out, extending the hall by fourteen feet to its original line proportions, and a new, modern appointed stage has been built behind the rear wall of the original building. In addition to meeting the needs listed above, the additions and improvements to the Hall consist in the basement of a cemented clubroom with shower bath room attached, on the main floor an office and home for the valuable Henry Library, new asbestos shingle roof, new vapor heating system, and plenty of closet space for storage.

On Sunday, next, June 5th, the Hall will be thrown open to the congregation and public at 11:30 o'clock, after a celebration of the Holy Communion in the church, at 10:45. Reynolds D. Brown, Esq., executive secretary of the diocese, delivers the address, and a tablet to the memory of Miss Martha Harrison Booth will be unveiled, for her generous bequest to the church a few years since has made possible the present improvements, though much money yet remains to be raised.

The men chiefly responsible for the building of the hall in 1897 were Mr. Charles H. Strout, then, as now, the head of St. Luke's School, which was at that time in Bustleton, though it has now moved to Waynes; William S. Robinson, captain of Company E, 114th Regiment of Pennsylvania Volunteers, 17 years a vestryman, and Mr. Eugene Beck, who is now the senior vestryman, having attained nearly forty-five years of service in that body.

Holmesburg Prison Guards Block Escape of Three Convicts

Three prisoners who attempted to escape from the County Jail at Holmesburg were arraigned, indicted, tried and sentenced in less than two hours last Friday.

Judge McDewitt doubled the sentence of each of the three prisoners as a punishment for their attempt to escape.

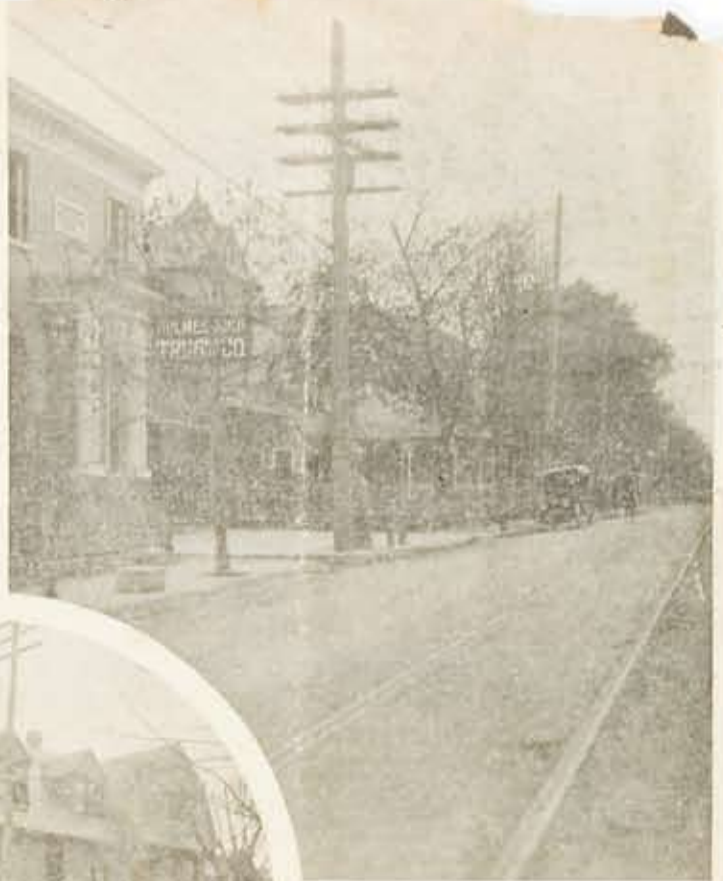
The three prisoners are Raymond Pyle, a bandit, who was serving ten to thirty years, sentenced to twenty to thirty years; Bernard Belote, completing a ten-year flat sentence for selling narcotic drugs, sentenced to twenty years, and James C. Snyder, serving eighteen months to three years, sentenced to three to six years.

Prior to their appearance in Quarter Sessions Court, the convicts had a preliminary hearing before Magistrate Pennock in Central Station. Superintendent William H. Hetson, of the prison, described how the prisoners had been detected sawing the bars at 5 A. M. on Thursday. Clements, one of the guards, noticed the automobile driving along the road outside the prison and stepped on the running board to question the occupants. One of the men pushed him off and the automobile raced away on the State road at high speed. Clements drew his pistol and fired after the car. An investigation resulted in the discovering of the men sawing the bars of their cell.

Arrests Made for Theft of Mission Church Bell

Charged with stealing an ancient French memorial bell intended for the Protestant Episcopal mission at Rhawnhurst on the Bustleton pike, two men were held in \$800 bail each by Magistrate Costello on Friday for a further hearing on June 18. The bell, which is regarded as almost priceless because of its age and historic associations, was recovered in a junk shop where it had been sold for \$28.68 as old metal.

The bell formerly hung in the belfry of the Church of St. Sauveur, Twenty-second and Delancey streets, which was torn down some time ago and the bell was taken to the mission, which is on the Bustleton pike.

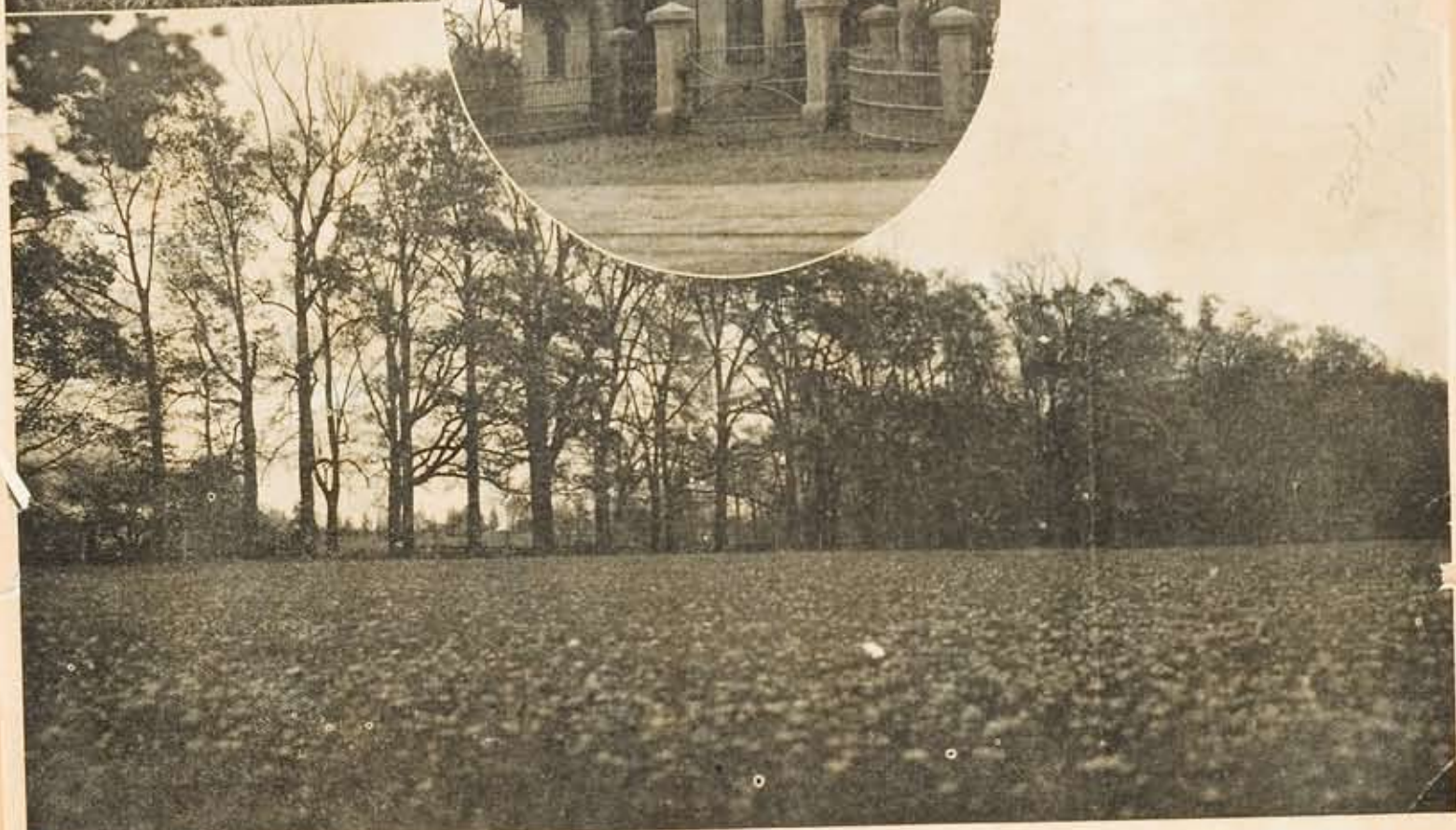


1. TACONY, Torresdale avenue and Longshore street, eight miles northeast of City Hall.
 2. HOLMESBURG, nine and one-half miles northeast of City Hall.
 3. BUSTLETON, eleven and one-half miles north of City Hall.
 4. FOX CHASE, ten miles north of City Hall.
 5. SOMERTON, sixteen miles north of City Hall.

1910



SECTION OF LOW LAND, LYING BETWEEN HOUSE OF CORRECTION AND DELAWARE RIVER, into which material raised by the dredge, whose operation is shown on page 6, is now being deposited. At this date when dredging was delivered to City, 25,000 cubic yards of earth have been removed from the Delaware River, shown in picture on opposite page, and the land located at this point and shown in this picture. There are 80 acres of such land located at this point and shown in this picture.



MAGNIFICENT PROPERTY IN THE FORTY-FIRST WARD—Once the home of a Philadelphia banker—recently purchased by the City of Philadelphia as site for a home for feeble-minded children. Property has an area of 135 acres; there is a driveway one-half of a mile long between century-old trees; located on a high ridge, the property overlooks the Delaware river; with trolley line on one side and railroad line on the other. It is fifteen miles northwest of City Hall and in direct line about twenty-five miles distant from Essington in the extreme southwest.

Church News of the Diocese of Pennsylvania - Feb. 1916



THE TEMPLE MEMORIAL RECTORY, EMMANUEL CHURCH ECLIFESBURG

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Photo will
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separation in ab

John Sidebotham, Inc.

Tape Manufacturers

PHILADELPHIA enjoys the distinction of having many "firsts" in the list of its achievements. Many of us are more or less familiar with the fact that here were the First Continental Congress, the first circulating library, the first municipal fire department. But not every school boy knows that the first tape manufactory in this country was established in Frankford over a hundred years ago. That business, now known as John Sidebotham, Inc., ranking as one of the largest tape manufacturing concerns in the United States, had very humble beginnings.

The opportunities open to ambitious youths in America lured one Thomas Sidebotham, of Manchester, England, to this country in the year 1817. It was about the period in our history known as the "Era of Good Feeling" when President Monroe was laying the foundations of our national prosperity. Young Sidebotham, with all his belongings wrapped in a single bundle, reminding of the adventurous Benjamin Franklin when he similarly set out from Boston, took passage in a sailing vessel.

After a long voyage, the lonely but determined youth landed in this country where he found employment at once with a farmer. At that time, the immigrant vessels were met by men eager to give employment to the aspiring young men who were daring enough to leave home and friends for strange shores. We are told that these employers traveled long distances to get such sturdy immigrant labor. But Thomas Sidebotham was not destined to remain long on a farm, and in a short time he found his way to Philadelphia.

Coming from Manchester, which was in the heart of the cotton-spinning and weaving district of England, Thomas Sidebotham made for Frankford, a community that was developing the same manufacturing interests as those of Manchester. Young Sidebotham, a lonely bachelor, started his tape mill with one loom in a little house, in the year 1818. He wasn't to remain lonely, for a pleasant faced girl in a nearby pastry-shop made his strangeness less irksome, and before long they formed a union, domestic and commercial, the loom being moved to the rear of the pastry shop. The industrious couple prospered. Within a few years Thomas Sidebotham's name appears as the proprietor of the Public House, now known as the Park Hotel, where the Frankford Worthies gathered for social chatter and comradeship. It was English inn life transported to America. Around the hearthfire discussions of local improvement, finance and industry waxed warm. The Sidebothams since those early days have been closely identified with Frankford's civic improvements along every line.

Thomas Sidebotham was all the while developing his tape business also, and within a short time he built a two-story mill equipped with eight looms on the very spot where the Sidebotham plant stands today — at 4317 Griscom Street.

The business progressed as the years. Thomas's son, John, bought the factory from his father in 1888, his proprietorship being marked by a complete reconstruction of the

mill. A stone building replaced the old wooden structure, the old looms with their hand weights and wooden gear wheels gave way to what was then considered a marvelous high-speed loom. The business grew by leaps and bounds, keeping ever abreast of the times discarding the old whenever the new seemed more efficient. Today, the one loom of Thomas Sidebotham's mill has given way to hundreds, and even the 300 horsepower engine is in the discard, all the looms now being driven by electricity. It is interesting to note that the armatures of the electrical equipment are wound with tape made by the looms themselves.

The year 1903 marked the incorporation of the firm. Just as John Sidebotham grew up in the business, so to speak, and was ready to take it over when Thomas ended his busy career, so John's sons worked side by side with their father. In 1919, John Sidebotham died, bequeathing the mill mainly to his two sons, John B., becoming President, and Frank, treasurer of the corpora-

tion. The fourth generation is represented by the son of John B. Sidebotham, whose name is also John. Better known as "Jack", he is the treasurer of the firm, while his brother Horace is also associated with the business as secretary.

The younger generation is not resting on its oars. With the characteristic energy of the previous generations of Sidebothams, the firm is still expanding. Recently it absorbed the tape department of the Belden Manufacturing Company of Chicago. Having outgrown its present quarters, the firm operates looms outside of the Griscom Street plant. This fact is quite striking in the face of the temporary slump, which the textile industry of Philadelphia has been suffering. Much of the tape manufactured by John Sidebotham, Inc., is used in the winding of armatures. At the present time electrical equipment manufacturing is greater than ever, and that accounts for the growth of the tape business when other textiles are not producing up to capacity. One year's output of the armature-winding tape of the Sidebotham firm if laid out in length would stretch six and a half times around the earth. This statistical fact is the kind Mr. Cattell delighted to tell his audiences when he proudly acclaimed his Philadelphia as the Workshop of the World.

From the first tape loom in America, set up over a hundred years ago, has grown a business that the founder, Thomas Sidebotham, even in his most exuberant moments could not have visioned. Virtually nearly all of tape made in United States is manufactured in but two cities, Providence, R. I., and Philadelphia. Thomas Sidebotham "buildd better than he knew."

At the present time the firm is developing a tape for the electrical trade that will not twist when wound on coils. Such a tape will save a great deal of time and money for the manufacturers of armatures. It will be an achievement for a progressive firm that has grown as Frankford has grown.

JOHN SIDEBOTHAM, INCORPORATED

Established in 1818, the firm of John Sidebotham, Inc., is the oldest making tape in America, and one of the two largest tape-manufacturing concerns in Philadelphia, making enough in a year to reach six and a half times around the earth. Virtually, all of the millions of dollars' worth of tape made every year in the United States is made in Philadelphia and Providence, R. I.

Previous to one hundred years ago there were no tape manufacturers in America. The man destined to be the first was then a youth of twenty years, living in Manchester, England. He determined to come to America. With his belongings wrapped in a bundle, he took passage on a sailing vessel. In those days men often traveled long distances to meet immigrants and offer them employment. Through a farmer who was seeking help, young Thomas Sidebotham became a farmhand the moment of his arrival. Not long at this labor, he soon found his way to Philadelphia.

Coming from the heart of the cotton spinning and weaving district of Great Britain, it was natural for him to drift to Frankford, where he lived alone and started a tape mill of one loom in the house in 1818. It was a lonely life for a youth living in a land new to him, and quite the natural thing that a pleasant-faced girl in a nearby pastry shop would win his favor. They decided to join their lives and industries, so the one loom was moved to the rear of the pastry shop.

A few years later, in 1822, one might have found Thomas Sidebotham as the proprietor of the Public House, now known as the Park Hotel, Frankford, then a social centre where the worthies of the borough met to discuss local improvements and finance. In the meantime Mr. Sidebotham had built a new factory with an equipment of eight looms on the spot where the present factory stands, 4317 Griscom street, Frankford.

In 1888, the son, John Sidebotham, bought the factory from his father, built a stone structure, discarded the old looms with hand weights and wooden gear wheels, and installed what was then a marvelous 600-horsepower engine. The business naturally assumed new life. But even these improvements have given way to more modern equipment. Today the hundreds of looms in the mill are run by electrical equipment, the armatures of which are wound with tape which these looms made. Thomas Sidebotham died May 4, 1888. In 1896 John B. Sidebotham, and a few years later, Franklin L. Sidebotham, were admitted to partnership.

March 7, 1903, the firm was incorporated under the laws of Pennsylvania, John Sidebotham becoming President, and John B. Sidebotham, secretary and treasurer.

John Sidebotham died January 6, 1919, John B. Sidebotham becoming president, and Franklin L. Sidebotham, treasurer. The fourth generation is represented by John B. Sidebotham, Jr., who is secretary, and Horace W. Sidebotham, being part of the Sales Organization of the Corporation.

John B. Sidebotham, Jr., in 1927, became treasurer, and Horace W. Sidebotham, secretary of the Corporation.

Although the largest part of the tape made in the Sidebotham Mills is used in the manufacture of electrical apparatus, a considerable portion is used for clothing. Colored Tape also is used largely in tying bolts of dress goods. The dividing line between fine tape and ribbon is slight.

Early Industries of Northeast Phila.

The present article is not intended as a complete review of the early history of industry in Frankford and Northeast Philadelphia, but will be found interesting in its references to the past, the material for which has been gleaned from previous publications in the Frankford Dispatch, and from writings of the editor.

Long before Penn's landing the Swedes built a water-wheel grist mill on the site of the present Enterprise Mills, Frankford avenue and Vandike street, which they conveyed to Governor Penn in 1687. This mill was bought in 1795 by Abraham Duffield.

Frankford merchants and manufacturers in 1769 were as follows: George Fox, John Wood and James Tyson, each tailors; Jacob Neff and Rudolph Neff, each wheelwrights; James Pederick, mason; William Ashbridge, proprietor of the grist mill; Thomas Silkman and John Roberts, each shop-keepers; Jacob Leshner, chaise-maker; Rebecca McVaugh, inn-keeper of Cross Keys Hotel; John Hall, inn-keeper.

A few years prior to 1838 there were the following manufacturers in this locality: Pilling's calico print works, Horrocks' dye and bleach works, Roberts' spool cotton works, Churchman's starch works, Walton's tannery, Kinsey's tannery, George I. Hoff's starch works, at the south corner of Penn and Farina streets; Barrie's stick works, Knight's stick works, Haworth's dye works.

The oldest textile mill in Philadelphia, the Whitaker Mill, at Cedar Grove founded by William Whitaker in 1816, manufactured cotton goods and during the past hundred years has remained in the Whitaker family, continuing the manufacture of cotton goods. The original part of this mill on Tabor road and Frankford Creek was in operation until recently.

The old stone mills built by John Large in 1820, still stand near the north side of Horrocks street, between Arrott and Orthodox streets. These mills were also operated by water power, with a lake of impounded water nearby.

On the southeast side of Adams street, northeast of Unity street, is the dye-house where in 1821 Jeremiah Horrocks started the Frankford Dyeing and finishing works, which was the first dye-house in Philadelphia and one of the first in America. The business is still continued by Horrocks & Bro.

At the corner of Wingohocking street (Powder Mill lane) and Adams avenue, part of which was later Whitaker Tremont Mills was the old powder m

erected in 1807 by Captain Stephen Decatur, and in which powder was made by John H. Worrell. On Wingohocking street, just across the creek was the powder magazine, the walls of which now form a part of the one-story building on the right hand side of the road belonging to the Frogmore Mills, in which during the year 1820 Samuel Pilling started the business of block printing on muslin, being the first of its kind in America.

Frankford experienced its first big boom in real estate during the years 1844 and 1845, when the old powder mill, Wingohocking street and Adams ave. (formerly Whitaker's) was converted into a calico print mill and over five hundred houses were erected. Calico sold during the year 1846 for 36 cents per yard and stockings for one and two dollars per pair.

In 1869 the industrial establishments of Frankford numbered an even thirty and in the vicinity twelve others, making a total of forty-two, giving employment to about two thousand hands. The following were the principal industries: Richard Garsed, Tremont Carpet Mills, Willow Brook Mills, Ardoyne Mills, Nos. 1 and 2, of J. Glendinning, Frogmore Mills, Frankford Hosiery Mills, Glen Rock Mills, S. Wilde, William Baird, James Ruch & Co., Borie & Mackie, William Drown, Evans & Agnew, Oxford Iron and Steel Works, S. Cooper, S. Phillip Walton & Co., Philadelphia Steel Company, Bridgewater Iron Works, Horrocks & Company, C. H. Wilson & Co., Greenwood & Bault, Hayes & Ellis, William Irwin, Paxson, Fleming & Lloyd, N. & Lloyd, N. & S. Hilles, Rowland Brothers, Philadelphia Cork Works, Savage & Stewart's, Myers & Irwin and Welsh & Co.

"Girard" in Inquirer Writes of Old Frankford Industry

The following is a reprint from "Girard's Talk of the Day" as found in the "Philadelphia Inquirer," Tuesday, May 22, 1928.

One of the liveliest regional agencies in this city is the Northeast Philadelphia Chamber of Commerce.

To be sure, the Northeast is a metropolis itself and much larger than any city in any one of a dozen States. Recently that Chamber honored one of its oldest industries, the Horrocks' Dye Works.

Horrocks has always been Horrocks—started by Jeremiah in 1821, and never owned or operated by anybody, but a Horrocks in the intervening 107 years.

When "Jerry" Horrocks started his little dye works in Frankford he virtually began in Philadelphia what has become a huge industry.

Horrocks has one unique "first" to his credit. He was pioneer in Philadelphia in using indigo—a commodity then unknown here except by name.

Big changes have come in the dye business since Monroe was President.

The original Horrocks had no colors, barring indigo, which he introduced into Pennsylvania, except colors extracted from wood.

Barges brought to the little dye works at Frankford the wood from which various colors could be extracted. The wood came to Horrocks ground almost to the fineness of pulp. That was one of the first plants in Philadelphia to burn anthracite. The coal came down from the Lehigh mines in barges which were fastened together with wooden pegs.

After one journey, the pegs were pulled and the barges converted into marketable lumber and sold to Philadelphia consumers. So every load of coal via the old Lehigh and Delaware Canal meant a new canal boat.

MADE HERE

Industrial Northeast and Its Merits

By Frank T. Wilson

(Reprinted from Pamphlet "Northeast Philadelphia and Why" by Special Permission of the Northeast Philadelphia Chamber of Commerce.)

Northeast Philadelphia must have been in the vision of William Penn when he came to this country and established his province. He must have foreseen the growth of his city as he was building it on both sides of King street near the Delaware and allowed for it. The growth of the whole province was provided for in the area grant that became the State of Pennsylvania later. This State became the Keystone State not only because of its geographical location as the center of the thirteen original States. It also was the center of affairs in the early days. Here the Declaration of Independence was signed and later the Constitution was ratified in our own City of Philadelphia. The city also was the capital of the United States at the beginning of its existence and the important seaport. So not only was Pennsylvania outstanding as a State but Philadelphia was and is prominent as a city.

Washington, D. C., later became the capital of the country, and the port of New York City took the lead in tonnage of shipping, while both Chicago and New York exceeded Philadelphia in population. However, without any land expansion during the last half century Philadelphia has held third place in population and always maintained its lead in manufacturing, as has Pennsylvania as a State.

Philadelphia has long been termed the "Workshop of the World." The mills of Kensington have been known for years and the whole Northeast is the real heart of this workshop. So we have Pennsylvania the principal manufacturing State, Philadelphia the greatest manufacturing city and Northeast Philadelphia the big manufacturing section of our city. At the same time, it is the remaining agricultural portion of the city, part of it still retaining fields and woods, open spaces for further expansion.

Pennsylvania is noted for its diversified interests. It has oil, natural gas, anthracite and bituminous coal, peat, iron, limestone, sand, sandstone, slate, granite, and clay, all beneath its surface and out of which are manufactured many useful substances and liquids, in fact, the necessities of today. Above ground the forests of our State are noted, especially for their care and reforestation plans. Numerous streams generate power, and the soil is adaptable for the production of corn, hay, potatoes, buckwheat, oats, wheat, tobacco, grapes, cherries, peaches and apples in quantities. Dairy products, poultry and eggs, honey, pigs, sheep and cows are produced in large numbers.

Philadelphia, the port of the State, located on the Delaware, at the mouth of the Schuylkill, with three important railroads serving it, has always been ideally situated to receive the resources of the State and the raw products of the country and convert them, by manufacturing methods, into finished articles for use at home and abroad.

In this northeastern part of the municipality all types of manufacture are represented, small one-story shops and immense plants, consisting of a number of large buildings. Concerns with limited means and those with abundance of capital, some that employ thousands and others where only a few workers are kept busy, businesses that turn out very few articles in a year and again others that handle thousands of things monthly.

There are newly-organized companies and old-established concerns. Philadelphia has a number of industries in the hundred-year class and more than a half dozen of them are in the Northeast. Some of them, in addition to being controlled by the same family, are at the same location in which they were started.

The early manufactures included brick making, weaving of cotton goods, the dyeing and printing of them, and iron foundries. Grist mills and sawmills were followed by lumber and coal yards. The Northeast still maintains its leadership in textiles and its position in the iron and steel industry, but there are hundreds of other kinds of factories as well.

Many cotton manufacturers have moved south, yet cotton goods are still woven in quantities in Northeast Philadelphia, and woolen goods as well, while both natural silk and rayon are included. These textiles are made for wearing apparel, for household pu-

poses, for automobile fabrics, for commercial uses of all descriptions. The materials are not only woven but the yarns are spun here, and dyeing, printing and finishing plants handle both the yarns and made-up goods.

Vast iron and steel mills turn out numberless articles, in some cases a plant will complete the operation of manufacture from the raw product, pig iron, to the finished tool. Again, the variety of articles manufactured from metals is great, some plants turn out vast castings weighing many, many tons, while others produce metal parts for umbrellas and even smaller pieces. Machinery that is used in many of these places is made and repaired in our own section, as well as many things that go into the construction of the mills themselves. The very statue of William Penn perched upon City Hall tower, five hundred feet in the air, that stands facing the Northeast was constructed here.

Rubber goods of all description are manufactured, for the home, the workshop, the hospital, for the person. Leather for all purposes is made from hides, domestic and imported. Glassware in various forms is produced. Paper and products from paper are made, and this line is ever increasing. Abrasives of different kinds are manufactured, from huge grinding wheels to powder form. Hardware, including a range of products, is covered, as wood-working establishments turn out everything necessary in that line. Chemical plants are located here. Stone yards and tile works are at hand and manufacturers of fire and construction bricks have yards in the district, also other clay products. Smelters for reclaiming metals are maintained and waste products of different kinds are prepared and utilized for new purposes. Paints and varnishes are manufactured, fertilizers for agricultural demands are produced and many plants render fats and refine oils. Specialties, large and small, of metal, wood, and vegetable fibre are manufactured for various uses. Public utilities are represented, the largest steam generated electrical station in the World is in the Northeast, the largest of the city's water filtration plants is in the territory, and gas holders are located here.

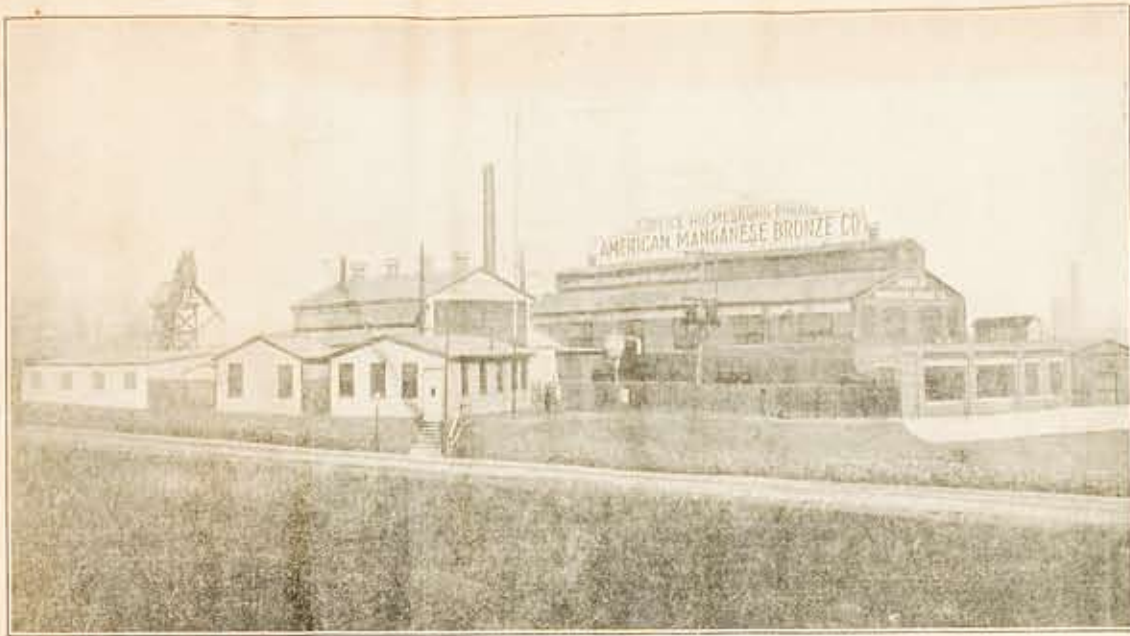
The main lines of two railroad systems bisect the territory, with branch lines and siding services. Then miles of the Delaware water front with piers form the eastern boundary. Roads for trucking service lead to the center of Philadelphia and to other cities. Buyers can visit mills with ease and comfort, while housing facilities for workers are not only ample but of the best. Legislation is friendly to and lenient with manufacturing expansion and capable financial facilities are available.

The Northeast is practically self-providing—a home can be constructed here out of northeast materials and when erected can be furnished by

northeastern manufacturers. The family can be clothed with similar products. A mill can also be built for the head of the house and he can purchase his machinery in the Northeast and have it repaired here when necessary. The employe can own his home or rent it, either in a row or detached, and by transit means be in easy reach of the business. His family will be convenient to schools, stores, churches and amusements. An American district with American environments and American citizens. Not merely a mill district, nor a business center, not yet a purely residential territory, but embracing all—a well-balanced community.

There are possibly fifteen hundred industrial concerns in Northeast Philadelphia now and room for more than double that number, with just as ample provisions for conducting business by up-to-date methods. There is room for three times the number of workers to live, and live well. The number of companies that have moved to the Northeast and built permanent factories, in the last two years, is only a forerunner of what will occur within a decade.

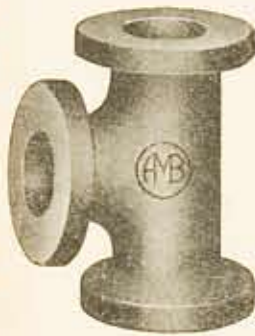
The Northeast Philadelphia Chamber of Commerce co-operates with the established industries, welcomes the new, and works for the development and expansion of all.



American Manganese Bronze Co.

THE manufacture of manganese bronze presents a striking example of the de-oxidising and beneficiating effect of manganese on molten metal. While this effect of manganese is true to a certain extent in steel, it is much more intensified in manganese bronze. A large percentage of the original manganese remains in the steel, but it nearly all disappears in the course of its action on bronze.

There is also a strong analogy between the foundry practice for steel and manganese bronze castings. A visit to a manganese bronze foundry recalls distinctly conditions obtaining in a steel foundry making similar types of castings. Moulding operations are similar as to sand, gating and the provision of sink heads. Thorough drying of the moulds is



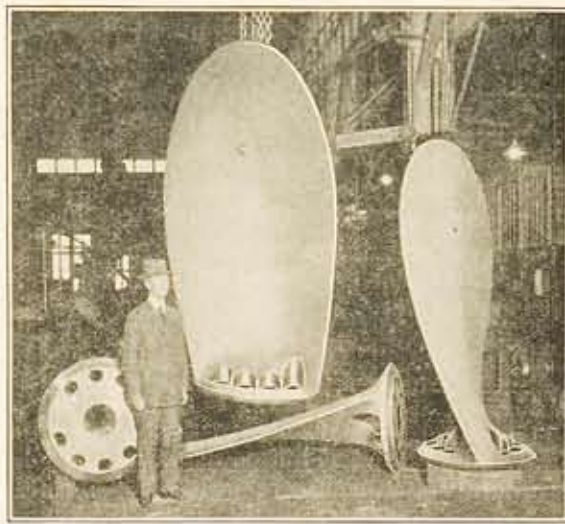
necessary in many cases, although some green sand work is practiced. The method of pouring the metal is strikingly similar, as well as the apparatus used in cleaning and preparing the casting for shipment.

These reflections are the result of a visit recently to what is considered the largest manganese plant in the United States, operated by private initiative, that of the American Manganese Bronze Co., Holmesburg, Philadelphia. The size of this plant is the result of the gradually increasing importance of manganese bronze as an engineering material. Aside from the incorporation of this alloy in propeller wheels, one of its most extensive applications, it has been and is being used in several large engineering undertakings, some of which are discussed and illustrated further on in this article.

The United States Navy specifications for manganese bronze afford the best conception of the average composition: Copper is specified at 55 to 60 per cent; zinc at 33 to 42 per cent; tin at zero to 1.50 per cent; manganese at zero to 3.50 per cent; aluminum

under 1.50 per cent; iron under 2 per cent, and lead under 0.20 per cent. It frequently happens that the final product, after the introduction of manganese, contains very little except copper, zinc and tin.

The same specifications call for a tensile



strength of not less than 70,000 lb. per sq. in. and an elongation of 20 per cent in 2 in. It will thus be seen that cast manganese bronze has physical properties closely approximating the average run of fairly high carbon steel castings.

The feature of the plant of the American Manganese Bronze Co. is its melting equipment. For castings requiring large quantities of metal a 15-ton reverberatory furnace is used. There is also a 27-pot crucible department where fairly large or small quantities of the regular and special alloys and bronzes of the company are produced. Two 1-ton Detroit furnaces are used to special advantage on manganese bronze with particular reference to the materials charged and the loss in melting. Besides these there is also a 1/2-ton Schwartz furnace for special work under special conditions.

The company's entire melting equipment, comprising the four different types, represents a capacity of 100,000 lbs. per day of 12 hours. For handling the molten metal as well as other work, the foundry is equipped

with two 15-ton electric cranes and several smaller ones.

Of course only virgin metals are used, no matter which melting process is employed. In all cases the manganese is introduced as ferromanganese. In the manipulation of copper or its alloys in the molten condition there is a strong tendency for the copper to oxidize resulting in the presence of copper oxide. This impurity or oxide weakens the alloy produced when manganese is not present. The use of manganese changes the character of the alloy, removing the oxides and otherwise benefitting the metal. The physical properties of ordinary bronze are quite inferior to the same composition in which manganese has performed its role.

Besides the physical properties of regular manganese bronze castings as produced, ranging from 70,000 to 80,000 lbs. per square inch with a ductility of 20 to 30 per cent in 2 inch as elongation and reducing of area, the metal shows a uniform, even grain and is tough. This alloy is non-corrosive in sea water and acid mine waters. It is claimed it does not crystallize under vibratory stresses, and when



forged or rolled its yield point is increased and its structure rendered fibrous.

Since the establishing of this company in 1908 there have been several large engineering undertakings which have called for manganese bronze castings. It is in this field that the alloy has gained its widest use and greatest distinction.

The earliest example of this was the production of hydraulic castings for the Panama Canal. In that undertaking many castings of manganese and special bronzes were in-

stalled because of the corrosive conditions prevailing, due to sea water and a partly torrid climate. Over 200 tons of this alloy have been incorporated in the various lock operating mechanisms.

But the most striking engineering application of this alloy is probably that in the Catskill Aqueduct. To meet the unusual conditions prevailing in certain parts of this great work a metal for valve and other parts was required which combined strength with non-corrodibility as well as resistance to seepage; and these characteristics were stressed because many of the castings are located at a great depth.

Some of the illustrations reveal the size of these castings and the foundry problems involved in their production. More than 600 tons of this alloy, either as castings or forgings, were used in various parts of the aqueduct. Six of them alone required 34,000 lbs. of metal each for pouring and weighed 12 tons each when machined. They had to withstand a test pressure of 200 lbs. per square inch.

As a war material manganese bronze played an important role, largely in propeller wheels. Over 1000 such wheels of various sizes up to 20 feet in diameter and 22,000 lbs. in weight have been made, most of them for vessels built during the war. Certain illustrations reveal the character of these wheels

whether solid or built-up ones.

Mention should here be made of a special bronze—a modification of manganese bronze—called Hy-Ten-Sl, which in castings has a tensile strength of 90,000 to 120,000 lbs. per square inch, yield point 50,000 to 70,000 lbs. per square inch, and an elongation and reduction area of 20 to 12 per cent. It is described as the strongest of all bronzes and as about equal to nickel steel. In its rolled or forged conditions its tensile strength ranges between 110,000 and 125,000 lbs. per square inch, with a yield point of 70,000 lbs. per square inch. Details as to its composition and production are not available.

By no means insignificant is the use of this special alloy in bridge construction as trunnion bearings, the Hell Gate and Quebec

bridges being instances of such use. These are designed to meet the conditions where a high elastic limit in compression is required. Another large use for this metal is large nuts in steel rolling mills, in worm wheels, and in parts of machinery carrying heavy, slow-moving loads.

The developments here outlined in the manufacture and use of manganese and similar bronzes are strong testimony to the role which non-ferrous metals of all kinds, particularly as alloys, are assuming. Manganese bronze as castings is not heat treated. As forgings or rolled products the alloy exhibits distinctive properties. It is not improbable that progress in this field of metallurgy and heat treatment will be such that new properties will be developed, even in castings which are not now known.

AMERICAN MANGANESE BRONZE COMPANY

The American Manganese Bronze Company's plant is one of the largest bronze foundries in the country. It is located at Holmesburg Junction, in the northeast section of Philadelphia, on the main line of the Pennsylvania Railway to New York.

The original foundry was built in 1908, and has since been increased in size from time to time, as the business has expanded. A machine shop, pattern shop and laboratory were added at an early date, and modern foundry equipment has been installed, keeping the plant abreast of the developments in the industry.

The company is noted for its high test bronzes and the large castings it has produced. Its best-known metal is HY-TEN-SL Bronze, the strongest non-ferrous alloy on the market. This metal is used throughout the country and abroad for a great variety of services, where its great strength, density and non-corrosive properties are in demand. Although primarily identified with manganese bronze, the American Manganese Bronze Company's products cover the entire list of commercial bronzes, undoubtedly handling a more complete line of alloys than any other bronze foundry in the country—phosphor bronze, aluminum, aluminum bronze, gun metal, hydraulic bronze, gear metals, naval bronze, bearing metals, acid-resisting metals, nickel and silicon bronzes are among the list.

In this plant some of the largest bronze castings have been made. Propellers for ships are designed and built by the American Manganese Bronze Company for nearly every Steamship Line flying the American flag. Water turbine wheels for hydro-electric de-

velopments are made of a special erosion-resisting alloy. Large valves, pipes and fittings for irrigation projects, canals and city water supply systems constitute a large part of the output.

The company has been identified with some of the most notable engineering achievements on the continent, not only in the manufacture of parts, but in consultation on specifications and design. During the construction of the Panama Canal, the American Manganese Bronze Company was called into consultation regarding the severe requirements for the lock operating equipment, where the size of the parts, the enormous bearing pressures and the corrosive action of the tropical sea-water were all factors with which to be reckoned. Several hundred tons of bronze castings and forgings were furnished from Holmesburg, and are today in operation in the Canal Zone.

Following the construction of the Canal came the Catskill Aqueduct, a project almost as extensive and involving more than a thousand tons of bronze. Most of the enormous valves, pipes, fittings and operating parts for this installation came from the American Manganese Bronze Company's foundry.

The New York State ("Erie") Barge Canal was another engineering accomplishment for which this company furnished nearly all the bronze.

They have also been identified with the U. S. Reclamation Service irrigation projects in the far West. The best known of these are: The Elephant Butte Dam in Idaho, the Roosevelt Dam in Arizona, the Arrow Rock Dam. Here the enormous pressures and alkali waters, required the employment of special alloys of high test and non-corrosive properties.

The U. S. Navy and Army and the Emergency Fleet Corporation practically monopolized the American Manganese Bronze Company plant during the war. Propellers for battleships, for cruisers, all kinds of navy craft, and for transports and commercial vessels; gun slides and operating parts for the biggest Navy and Army guns; and various Ordnance requirements constituted practically the entire output then. Today the Navy and Army Arsenals still come to the American Manganese Bronze Company for castings and forgings of the most severe requirements, and the U. S. Shipping Board and U. S. Lines obtain all their propellers from the same source of supply.

Since the war, new commercial lines have been developed, which now constitute a large portion of their output. Special apparatus and equipment for chemical industries, paper mill knives and pipe fittings for the plumbing trade are the principal ones.

A. M. B. pipe fittings are generally known amongst the architects and building contractors, as the best brass fitting on the market. Nearly all of the big office buildings, hotels, apartment houses and hospitals erected during the past eighteen months in New York, Philadelphia and vicinity are equipped with A. M. B. fittings. In all such large buildings, and even in private dwellings, it is a well established practice to specify brass pipe and fittings on water lines. The Transportation Building, the second highest building in New York, Empire Trust Building, Chamber of Commerce in Brooklyn, Lincoln Hotel, Park Central Hotel are only a few of the monuments where A. M. B. brass fittings were approved and installed.

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Given,—the innocent topic of "Charity and Welfare" to write upon (which we expect to dash off between the soup and savory), we pause in "ye great astonishment," to find every word coining others in such numbers that the last course is nowhere in sight.

Somehow the subject has become the open sesame to the Inn of the Good Samaritan, where every one is doing a kindness for his neighbor, and where the path of good deeds leads back across the century to the very garden where sweet charity first bloomed in this community.

HOSPITALS

The Friends' Hospital, Roosevelt Boulevard and Adams Avenue.

The seed of our first hospital was sown in 1811 at a meeting of the Society of Friends of Philadelphia. The thought was to found an institution for the care of the mentally deficient, a class of unfortunates that had received scant attention up to that time. A committee was appointed, and in 1813 the beautiful tract along what is now the Roosevelt Boulevard, but then designated as "near Frankford" was selected as a site for the building. The plans were perfected during the troubled period of the second war with Great Britain, and the institution was ready for occupancy fifth month fifteenth 1817.

For nearly a century it was known as the Friends' Asylum, and the road that passed its sequestered entrance was called Asylum Pike. Both names are now changed for since 1914 the institution has been designated as the Friends' Hospital, and the road that joins the Boulevard at that point, Adams Avenue.

Always progressive the various directors have kept the institution abreast of the times in its treatment of the afflicted, while occupational classes, lectures and entertainments to divert the minds of the patients, have been a feature since 1839.

The acquisition of three hundred twenty-six acres of farmland at Trevoose, makes it possible to supply the table with the freshest of home grown vegetables, sweet milk and dairy products.

To the passer-by, the spacious, shaded lawns are a fitting setting for the attractive buildings, and the homes of the doctors and attendants.

The Friends' Hospital in every respect is indeed a credit to its founders, and a grace to the community.

The Frankford Hospital—Frankford Avenue and Wakeling Street.

The necessity for a general hospital in this district was keenly felt at the turn of the century when a particularly ill patient of Dr. Joseph Price Ball was refused admission for lack of room in every hospital in Philadelphia. This was but the culmination of much inconvenience experienced by both physicians and patients, throughout this section of the city.

The consequence was the granting of a charter by the Commonwealth of Pennsylvania, March 24, 1903, to Doctors Joseph Price Ball, Charles P. Brady, B. Frank Walton, Jr., John W. Wilkins and Mr. Sterling Wilson, for a "charitable institution to be known as the Frankford Hospital."

The Hospital was opened first as a dispensary at Orthodox and Stiles Streets, near Bridesburg, but soon enlarged its scope of usefulness with its removal to the old Sidebotham homestead at Sellers and Penn Streets, since torn down. The institution now occupies a fine site at Frankford Avenue, Wakeling and Griscom Streets, formerly the Wilbraham property.

Centrally located between Allegheny Avenue and Torresdale, and between the Delaware River and Fifth Street, it is the only refuge for victims of sickness and accident between these boundaries.

Its expansion has been enormous and every department is worked to its capacity. Its proximity to mills, to the Boulevard, and to many lines of cars increases its necessity to a community where accidents are of hourly occurrence.

- The Frankford Hospital is designated as class A.
- It is endorsed by the Philadelphia and Northeast Chambers of Commerce.
- It is under State supervision.
- It is directed by a Board of Trustees. It is assisted by a Women's Auxiliary.
- It maintains a large Training School for Nurses.
- It dispenses upward of \$67,000 of free work annually.
- It is open to all, regardless of creed, color or nationality, and no one is refused admission from lack of funds.
- Plans for a Greater Frankford Hospital are under way.

The Northeastern Hospital, Allegheny Avenue and Tulip Street.

This wide-awake institution situated on our extreme southern border was organized in 1911 as a Dispensary. Its modern fire-proof buildings represent an outlay of half a million dollars. Its X-Ray Department is exceptionally fine and the highest standard of excellence is maintained throughout its entire system.

Special mention must be made of its Social Service Department, which is one of its many recommendations. Its charitable work is well known, forty per cent. of its hospital service being rendered free of charge. A most enterprising venture in Publicity is its attractive bulletin, put out monthly which keeps patrons and public informed of its activities and its needs.

It is a member of the Welfare Federation and endorsed by the Philadelphia Chamber of Commerce.

Shriners' Hospital for Crippled Children, Roosevelt Boulevard at Pennypack Circle.

The Northeast is fortunate in having this hospital located within its limits. It is one of several located in various cities throughout the United States, built and financed by the Shriners of the Masonic Order.

The equipment for its special work of alleviating the suffering of little cripples is perfect in every detail, and no expense has been spared to place the foremost physicians and surgeons on its staff.

The work is a real charity in that its patients are crippled children not over fourteen years old, whose parents are unable to pay for their care. The Hospital has accommodations for one hundred juvenile unfortunates.

The imposing edifice with its fine outlook on the Boulevard was dedicated on June 24, 1926.

The Jeanes' Memorial Hospital, Central Avenue, Fox Chase, at Burholme Park.

The latest institution for the alleviation of suffering, especially for the study and cure of cancerous, nervous and disabling diseases, is the Jeanes' Memorial Hospital.

It made its formal debut on January 25, 1923, with a reception attended by representatives of the medical profession and high local officials.

Unlike most hospitals which grow with their communities, it came into existence, possessed of adequate buildings and completely equipped with every scientific appliance used in modern surgery. It has also purchased one hundred milledigrams of radium, and arrangements have been made to increase its radium emanation as the need arises.

Its mission is unique among hospitals of this section, being the only one which specializes in cancerous infirmities. It is non-sectarian and the charge to patients is moderate.

Provided for by the will of Anna T. Jeanes, of Philadelphia, it occupies the sixty-four acre tract known as "Stanley" the former country-seat of the Jeanes family.

Construction has been over a million dollars, and an endowment of one million will carry on the work.

ASSISTING AGENCIES

The Oxford and Lower Dublin Poor Board.

This charitable organization is the only one still in operation that before the consolidation of Philadelphia in 1854. It supplies coal, pr and clothing to worthy institutions and to individuals when necessar. It also supports what is known as the Poor House, on Cottman Street, of Frankford Avenue.

The name of Oxford is one of the oldest in Pennsylvania, appearing grant of land from William Penn to Sarah Seary (spelled variously) of O. England, whose property in this country perpetuated the name.

The original document, bearing Penn's signature is in the custody of Historical Society of Frankford, and is priceless in historic interest. The name of Dublin belongs to the same period.

To realize the lapse of time since 1807 when the Poor Board started its charitable activities, we must remember that Thomas Jefferson was President of the United States, and that Robert Fulton's steamboat took its maiden voyage from New York to Albany that year.

The first meeting was called April 11th, and sat with one Christopher Snyder at the sign of Wheat Sheaf, an old tavern on Wheat Sheaf Lane.

Four members were elected from each of the townships, Oxford being identified with Frankford, and Lower Dublin with the surrounding boroughs. Their duties were the care of the poor of either township and to establish a House of Employment.

The work has been faithfully carried on by the founders and their successors, well into a second century of usefulness. The funds have been supplied by a Poor Tax paid by property owners.

The township from which the Board is named now comprise the 23d, the 35th and the 41st Wards of the City of Philadelphia.

Wright's Institute.

Almost fifty years after the founding of the Poor Board, a charitable society known as The Industrial and Beneficial Institute came into existence. It was organized in 1854 by Nathan Hillis, Isaac Shallerross, Edward Thorn, Levi Coats, Edward Hayes, John Shallerross and others whose family names are still familiar throughout the Northeast. The movement was sponsored by Joseph Wright, a merchant of Philadelphia, who the same year began making plans for a "soup house and house of industry" for the destitute of Frankford.

With this end in view he purchased a property on the southeast corner of Griscom (then Franklin) and Unity Streets, and erected what has been known as Wright's Institute.

Dying in 1857, he bequeathed it to the society already formed, which secured a charter July 1, 1858. As the "Soup House" (so called by the oldest residents) the Institute was a boon to many in the panic of 1857 when sufferers stood in line with kettles at the public kitchen which dispensed a pint of soup and a portion of bread for each member of a family that applied. Groceries, coal and clothing were also given away.

To encourage industry, an employment bureau for men and a store for the sale of garments made by women were established.

A library which afterward merged into the Free Library of Philadelphia and public baths were also part of the Institute's equipment. The baths were discontinued through lack of patronage. There was also provision for lectures and for kindergarten classes.

While organized as a benevolence, Wright's Institute became the intellectual and social centre for miles around. It was the headquarters of the Agassiz Association and still houses the Frankford Camera Club. Here dancing, assembly concerts and lectures were held. The late explorer Commodore Peary and a humorist Josh Billings, were two of the many notable speakers who were heard within its walls.

Much of its charitable work is now carried on through other agencies, on the interest of twenty thousand dollars left for the purpose by the will of Joseph Wright.

Few have equalled Mr. Wright for progressive ideas and their practical application. A pioneer in community betterment his plans of seventy-five years ago are still abreast of modern thought.

The Family Society, 4343 Frankford Avenue.

The Family Society is the new name given to the Society for Organizing Charity which had its headquarters at Wright's Institute. Its official name was "The Twenty-third Ward Association for Organizing Charitable Relief and Repressing Mendicancy." It was established January 16, 1879.

The first officers and directors of the Association were President, Fred K. Womrath; Secretary, W. F. Knott; Treasurer, Edward A. Elsenbrey; Directors: S. N. Jeffries, Joseph Ball, Charles P. Holme, Max Rowland, Sr., H. Rowland Jr., John Shallerross, Jacob Smedley, Rev. C. H. Kidder, Rev. H. H. Lewis and Samuel Bolton. Mrs. J. R. Savage was superintendent, and Mrs. Ruth K. Smedley, assistant. About thirty other ladies acted as visitors to poor families. There were no salaried officers and the members gave of their own means to help the work.

The first annual report of this society was published October 1, 1879, and was printed by David Heston.

It functioned under its own name until 1925 when it was termed The Family Society, now a part of the City's Welfare service. The change was an effort to do away with the odium attributed to one of the most beautiful words in the language, "Charity."

Aided by the interest of the Wright legacy, the Family Society smooths out the problems of all families in which stalk sickness, poverty and trouble, serving the large area known as the Northeast. It is part of the Welfare Federation.

The Visiting Nurse Society, 3160 Kensington Avenue.

The Visiting Nurse Society is a great comfort to those who are unable to have a permanent nurse for the sick in the home.

These registered nurses make daily rounds among their patients, performing all the services of a trained attendant in a visit of from thirty minutes to an hour. The charge is nominal and no gratuities are allowed.

The branch office on Kensington Avenue is within easy access where quick response to calls may be given.

The American Red Cross Society, 4510 Frankford Avenue.

With the coming of the Great War, Red Cross Auxiliaries of the Nation Society sprang up everywhere.

The largest in this locality was Auxiliary 12 which still has headquarters in the Frankford Mutual Fire Insurance Building, the Directors of the Insurance Company donating the Assembly Room for the work.

It was organized in the same building April 20, 1917, with Rev. John B. Laird, D.D., President; Rev. John B. Harding, Vice President; Mr. John Gossling, Treasurer; Mr. Thomas Creighton, Secretary, and Dr. Sarah P. Mill as Executive Director. A committee of forty men and a hundred women were the beginning of a membership that later numbered fifteen thousand.

All who remember the exciting days of the war can again picture the activities of this centre which put out 180,337 surgical dressings and 19,780 garments. Church groups in their separate social rooms in all the surrounding boroughs had sewing days, and many entertainments were given to swell the funds. Sub-committees for canteen service, motor corps service, comfort kits, Christmas packets and a Home Department for families of the soldiers and sailors, were added as the need arose. The members also assisted in the Loan Drives.

With the inception of the Home service department, Tuesday, 129, 1919, two years ago, its initial work is still

the Neighborly Institutions of Northeast Philadelphia
by EONA RANDOLPH WORRELL

Permission of the Northeast Philadelphia Chamber of Commerce

(Continued from Last Week)

NURSERIES

Frankford Day Nursery, Incorporated, 4445 Penn Street.

Intercept by the roadside, a singing bird in a tree top, and a little child who can resist them!

Cry of the children through the inability of widowed and forsaken to take care of their offspring during the winter of 1911 and 1912 was peculiar circumstances that led to the founding of the Frankford Day Nursery.

Many appeals were made to the Society for Organizing Charity for assistance because children could not be left alone while mothers were at work at a public meeting to launch a nursery project, was called at the Free Library. An organization was effected consisting of a Board of Managers composed of women representing all the churches in the community and three men who were to act as trustees. The original officers were President, Mrs. Ferdinand Hormann; Vice President, Miss Edna R. Worrell; Secretary, Miss Emma Pries; Treasurer, Mrs. William Whittaker, and an Advisory Board consisting of Rev. John B. Harding, William Henry Smedley and Robert Gilmour.

A house was rented on Paul Street and opened in November, 1912. The public supported the work so well that in 1920 the present home on Penn Street was bought and paid for and since equipped with every modern convenience. The playground is one of the finest in the city. The Nursery has accommodated many as fifty children in a day.

The health of the little folks is watched over with utmost care and the entire household is moved to the seashore each summer for a three weeks' vacation.

The Frankford Day Nursery is a member of the Philadelphia Association of Day Nurseries and is endorsed by both the Philadelphia and Northeast Chambers of Commerce.

The Tacony Day Nursery, Incorporated, Keystone and Tyson Streets.

Each community has fatherless or motherless children whose remaining parent must work to support them.

Each community has families in which both parents must work to catch up after unfortunate circumstances.

Each community has families that live in rooms intolerable for children in hot weather.

In such cases the Day Nursery takes the place of the missing parent or alleviates the unfavorable home conditions.

The foregoing statements from the history of the Tacony Day Nursery give the general reason for its existence, while in particular the necessity for having children at home while parents were working makes an urgent appeal to a large industrial community such as Tacony.

The Nursery was founded April, 1919, by Miss Sadie Disston, and forty interested women who formed themselves into a Board of Managers with Disston as President.

Through their untiring activity the home overlooking the Tacony Park was built, and opened December 31, 1921. The house has been improved and the lawn equipped as a playground.

The Nursery cares for children between the ages of one and twelve. A charge is made for each child per day according to the means of its parents. It also accommodates at a much higher rate, children whose mothers are occasionally obliged to shop.

The Tacony Nursery is one of the assets of the Northeast. It has come

HOMES

The Old Ladies' Home, State Road and Comly Street.

The first home for aged women was founded by the Mapothers, two sisters who gave of their means to establish the institution in 1875. The few old folks who originally took advantage of its shelter were housed at Mapother Hall in Harrowgrate, and next in a house at Frankford Road and Clearfield Street. The second move was made in 1888 to the Baldwin Mansion at Wissinoming.

This once beautiful estate, sloping down to the Delaware River was the former home of Matthias Baldwin, founder of the Baldwin Locomotive Works. Interesting to find that he started his career as a watchmaker at the corner of Main Street (Frankford Avenue) and Orthodox Street.

The proposed bridge over the river near the present site of the Home has influenced the Managers to seek a quieter location.

An entrance fee is charged on admission which provides room and board during the lifetime of the incumbent.

From one hundred and thirty to one hundred and fifty women are constantly enrolled.

It is one of the Welfare Federation Institutions.

Home for Indigents, State Road and Rhawn Street, Holmesburg.

"The poor ye have always with you."

A few miles north, within sight of the Delaware River and along the line of the Pennsylvania Railroad we find the Home of the Indigents, a city institution for old folks.

Here are housed the aged of both sexes, seventeen hundred in all, who are unable to work and who have no one to care for them.

Since 1920 when the city departments were reorganized, the new Welfare Bureau has been in charge of its activities. There is no provision however, for recreation so that gifts of magazines and games for the men, with knitting and sewing materials for the women will help to brighten many a weary hour.

Brown's Farm, Torresdale Avenue below Linden Avenue.

The original name of "Spring Hill" was once borne by the beautiful estate located half a mile back of Bristol Pike, Holmesburg, which is now known as Brown's Farm.

The former owner Alexander Brown purchased the property in 1836 at a time he founded on the premises the triumphal arch on which appear the words "Welcome to Lafayette" which had been erected when the great French General passed through the old borough in 1824.

The stalwart giants of the forest, some over a century old, still shade the place about which children play and childish shouts are heard, for here is established the City's home for foundlings and forsaken children.

About seventy charges, some but a few months' old, constantly claim the hospitality of the Farm. When sufficiently grown the tots are placed in good homes, or returned to their parents (if located) on probation, as the lapse of parental care in some cases is but temporary. Older boys and girls are given employment but none are ever dismissed without better homes being provided.

This is one of Philadelphia's great charities which has been installed at the farm since 1920.

Clovenook.

Clovenook Home for Children at 8301 Ashburner Street, Holmesburg, is an institution for young girls and is part of the Welfare Federation.

St. Vincent's Orphanage, Milnor Street, Tacony.

St. Vincent's Orphanage on the Delaware has been a refuge for children for over half a century. Its chapel bell ringing out over the quiet water calling the children to prayer is one of the peaceful interludes in the stirring industrial life of the town.

Baptist Home for the Aged, Roosevelt Boulevard at Pennypack Circle.

On May 12, 1927, the new Baptist Home for the Aged was dedicated with impressive ceremonies.

The beautiful modern structure is situated on the Boulevard in a large expanse of lawn which lends itself well to outdoor fetes, as well as providing an attractive place where the residents may enjoy fresh air and sunshine. A magnificent pipe organ and chimes are a part of the splendid equipment of the building.

The former home located at 17th and Norris Streets was only used for women, but at the present commodious institution, men are also included. This is a special blessing since old couples may now spend their declining years together. There is provision for about two hundred persons.

The Baptist congregations of Philadelphia and vicinity, for whose aged members the Home is intended, contribute to the support of this charitable work.

The Philadelphia German Protestant Home for the Aged is another local religious institution, situated at Gilham Street and Old Soldier Road, Lawndale.

The Home was founded by fifteen Ministers and Laymen in 1889 and was first located at 631 North Fifth Street. The original building was dedicated and opened to serve aged guests in March, 1890, but it soon outgrew its quarters.

The present beautiful Home, which is constantly being improved, stands in the midst of thirteen acres of farm and pasture land which supply the table with fresh vegetables, milk and poultry.

Upward of one hundred men and women are made happy by the faithful care and attention of a Matron, six Deaconesses and many Assistants. Meanwhile young women are given Christian training in the work, that they may follow those now in charge as the need arises.

The institution is progressing so well that the authorities are looking forward to the establishment of an orphanage.

The L. Martin Company

TACONY, PHILADELPHIA Established 1849

IN 1794 Caleb Fox founded the nucleus of the Lamp Black Business in this country, with a small factory situated at 29th Street and Columbia Avenue; this site later became the Athletic Ball Park.

In 1849, Luther Martin, who gave the Company its present name, purchased the Fox interests, expanding the business with his three sons until 1892, when a larger factory was required to take care of the business. At this time the Company moved its factory to the present location at 7345 Milnor Street, Tacony.

In 1911 the Company again changed hands but retained its name, extending its business and building factories in other states. In 1916 it merged its interests with the Columbian Carbon Company, the largest manufacturer of Carbon Black, a product which has much in common with Lamp Black.

The present Philadelphia factory now spreads over thirteen acres of land along the river front. It occupies twelve large buildings with more than 160,000 square feet of floor area. There are also a number of storage tanks with a total capacity of over a million gallons, these are used for the storing of creosote oil, which is the raw material used in the manufacture of Lamp Black.

Lamp Black is a black fluffy powder, it is carbon in one of its purest known forms. Lamp Black derived its name from the original method of manufacture, when it was produced by burning oil lamps in a closed room, allowing the soot formed to collect on blankets hung against the walls. Today it is made by burning creosote oil in iron pans with a limited amount of air and collecting the black in large chambers where it is deposited to the depth of three to four feet during one day's burning. Unlike the old system of making soot — Lamp Black today is made in twenty different shades of black, each having a different characteristic quality. It is an interesting fact that this Company was the first in Philadelphia to study smoke nuisance and control, and today has developed one of the most efficient methods, which greatly increases the production.

Lamp Black is packed in all sizes of containers from a one-quarter pound package, as sold in a hardware store, to hundred pound barrels, as used by the manufacturer. However, each grade of Lamp Black differs in density so greatly that one grade is so light and flocculent that seven pounds will completely fill a sugar barrel.

The uses of Lamp Black are legion and may be found in hundreds of products ranging from paint to rubber tires, although the largest outlet is for the former product. A few of the other uses to which it is put are: printing ink, tanning of leather, dry-cell batteries, coloring cement, insulation for ice boxes, phonograph records, shoe polish, radio dials, eyelash coloring, molded buttons, arc lamps, licorice, artificial leather cloth, chocolate, and in manufacture of artificial diamonds.

Tacony, Holmesburg and Fox Chase Banks Vote for Merger

Bringing to the fast-developing Northeast Section the strength and the power for progress and prosperity provided by another great financial institution, three of the outstanding banks of the district on July 1 will merge into one, under the new title of The County Trust Company of Philadelphia.

In the union will be the Tacony Trust Company, the Holmesburg Trust Company and The Fox Chase Bank and Trust Company. Pooling their resources, their broad experience, their strength of officers, directors and staff, these three banks will provide through the new Trust Company, coverage for the entire Northeast, an area of forty square miles stretching from Frankford to City Line, and from the Delaware River to the Montgomery County line. In addition the new company will serve hundreds of residents of Montgomery County above Fox Chase, and also a large group of lower Bucks County residents.

Operating under a new State Charter, The County Trust Company will provide a full banking, trust and title service. Every phase of financial cooperation will be available through the eight offices of the institution—for the merger soon to become effective is truly a union, in that all of the facilities of each of the three joining members will be continued. Approval of the plan to unite the three existing banks was given unanimously by the stockholders at separate meetings held on May 27.

The home office of The County Trust Company will be the handsome new Colonial banking quarters just erected by the Holmesburg Trust Company, at Frankford avenue and Rhawn street. The present main office of The Fox Chase Bank and Trust Company, Oxford avenue below Rhawn street, and of the Tacony Trust Company, at 4300 Longshore street, will become sub-offices—but with the full personnel and complete equipment which now exist.

With total resources of \$9,200,000.00, total deposits of \$7,250,000.00 and trust funds of more than \$5,000,000.00 in its custody, The County Trust Company will take its place as one of the strongest banks in outlying sections of Philadelphia. The capital of the new company, \$687,750.00, and the surplus and undivided earnings of \$450,000.00 represent the combined items of the three present banks.

Jacob S. Disston, organizer and president of the Tacony Trust Company since its opening back in October, 1892, will be chairman of the Board of the new Trust Company. Charles H. Heyer, now president of the Fox Chase Bank and Trust Company, will be president of the company. William M. Rowland, now head of The Holmesburg Trust Company, becomes a vice president, along with the following: J. L. Thornton, Lewis Walker, Joseph H. Brown, Jr., Jacob M. Vogdes, W. C. Martin. Other officers will be: W. Veryl Walton, secretary; Albert E. Green, treasurer; John C. Hildebrandt, assistant secretary and treasurer; John C. Geyer, title officer.

The list of Directors follows: W. C. Martin, Charles H. Heyer, Paul B. Cameron, Joseph C. Gerbion, Ludwig S. Filbert, E. Stanley Ervin, John S. Milne, Thomas W. Grookett, Jr., Theodore Kirmse, Jacob S. Disston, Lewis J. Dick, Jacob M. Vogdes, Dr. Edward Schumann, George L. Rogers, Jacob Disston, Jr., Jacob W. Bely, Hymen Rubin, W. Veryl Walton, James L. Thornton, C. Rodman Barton, William Goal, Charles A. Porter, Jr., J. Spencer Morrison, James S. Griffin, Joseph H. Brown, Jr., J. Bruce Griffin, Warren E. Titus, John Barber, Robert F. Irwin, Jr., Warner Walton, Rowland R. Comly, William M. Rowland, Albert E. Green, Hamilton R. Disston, Edward M. Frost.

The oldest of the three merging banks is the Tacony Trust Company which was organized in October, 1892. Jacob S. Disston, Mr. Disston was elected as the first President, and today still holds that office at the Trust Company. The main office is at 4900 Longshore street. In 1926 a sub office was opened in a handsome new building at 6903-05 Torresdale avenue. The territory served by this bank embraces a population of about 15,000 today and stretches from Wissinoming through Tacony.



FOR THE ROGUE'S GALLERY

Here is a very special photograph of Al Capone, taken after his arrest. The Philadelphia officials wanted a little souvenir of their guest.

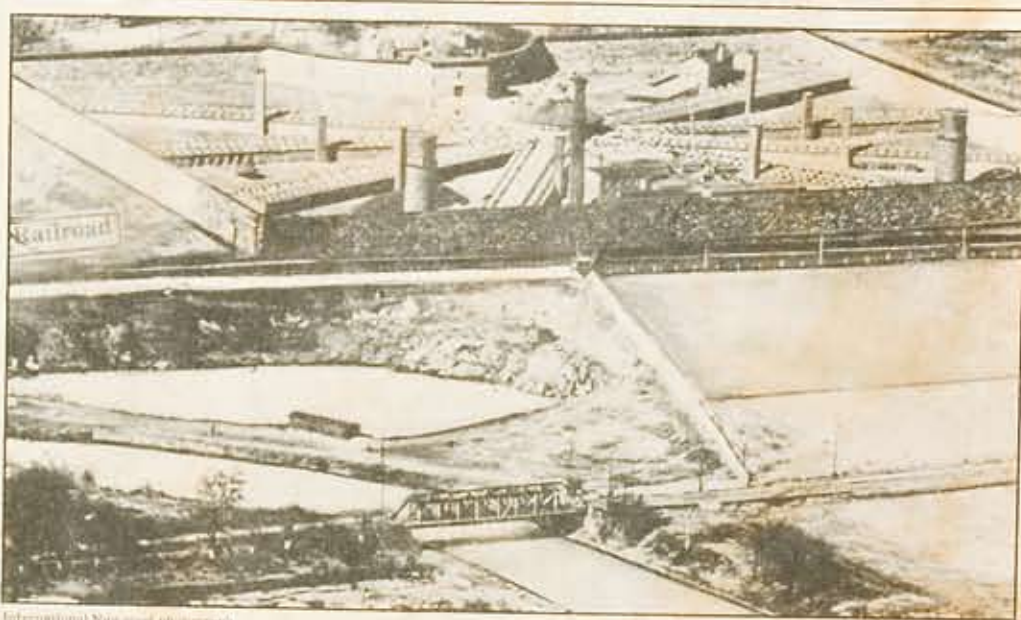
The Literary Digest for June 15, 1929



International Newsweek photograph

HE WENT IN HERE, AND HE WON'T BE OUT SOON

The gloomy and forbidding entrance to the Holmesburg prison where Capone feels fairly safe.



International Newsweek photograph

CAPONE'S NEW "VILLA" SEEN FROM THE AIR

Holmesburg jail, at Holmesburg, Pennsylvania, where the fugitive from racketeer vengeance will be very much at home to those of his friends who can get in to see him during the next year.

Philadelphia has succeeded in showing its views in some actions that speak far louder than words—by sending Capone to Holmesburg Prison for a year on a charge of carrying concealed weapons. To many commentators this charge seems ironically trivial, considering Capone's career. With him, for a like offense and term, went his body-guard, Frank Cline.

Capone, we judge from press accounts, must have regarded this as a "bad break," for, according to his own story, he was in Philadelphia only between trains, on the way to Chicago from Atlantic City, where he aided in so astounding a proceeding as a "peace conference" of Chicago gunmen.

Next, in point of years, is the Fox Chase Bank & Trust Company which was organized in the Western end of the Thirty-fifth Ward in 1898 by the late Dr. Ludwig S. Filbert. Dr. Filbert after his labor in behalf of the institution in its formative stage, turned over the reins to his son, R. Y. Filbert, who served as president of the institution until 1924. At his death Charles H. Heyer succeeded. The main office of this institution is on Oxford avenue below Rhawn street. It operates three sub-offices—one at Lawndale, at 6500 Rising Sun avenue; Bustleton Branch at Bustleton avenue and Grant avenue; and a Somerville branch at Bustleton avenue and Byberry road.

The Holmesburg Trust Company was organized in 1907 to meet the banking needs of the wide territory of which Holmesburg was the center. In the twenty-two years which have passed since it opened with the late Warren T. Rawson as president, the institution has played a big part in the constant progress which the section has made. The population has increased from approximately 3500 in 1907 to more than 15,000 today. The main office of the company until May 15 of this year was at 8033 Frankford avenue. Just a month and a half ago it opened the attractive Colonial type building at Frankford avenue and Rhawn street which will serve as the main office of The County Trust Company of Philadelphia. Mr. Rawson served as president of the Holmesburg Trust Company from its organization until 1914 when he died. He was succeeded by Mr. Rowland. The Holmesburg Trust Company operates one branch in the Mayfair section at Frankford avenue and Cottman street.

Holmesburg prison was visited by Judges Raymond MacNeille and Francis Shunk Brown, Jr., on Tuesday and gave particular credit to John W. Bennett, assistant superintendent in charge of Holmesburg Jail. Mr. Bennett, they said, has completely reorganized following the riots last January.

MODERN DRUG STORE OPENS IN NEW ROW

One of the newest developments in this section is the row of stores opposite the Holmesburg Library, the first one of which to be occupied is appropriately, the Library Drug Store, giving to that section a modern and up-to-date drug store.

The proprietor, Mr. Lieber, has already affiliated himself with the community's interest by promptly becoming a member of the Mayfair Improvement Association, and has actively become engaged in promoting the growth and welfare of this community.

"Just Twent
Years Ago."

From The Dispatch, July 23, 1909

LE S RAISE

Lose Water Water Rate Paid

of West Torresdale, ter from a private threatened with the their supply, because to agree to a raise of s from \$10 to \$18 a end of 1928, John Gim- of the well and pumping tified the property owners rate after January 1 would or residence use and an addi- 15 a year for homes main pumps to rid their cellars

property owners announced would not pay more than \$10 a ar. Many of them contend they e an agreement with Gimpel by ich he was to supply them with ater for that price until they receiv- ed city water. They took their case to the Public Service Commis- sion. The commission ruled the in- crease was justified and the agree- ments invalid. Gimpel has served no- tice on the property owners that he will shut off the water. The owners have retained attorneys and will make another appeal to the Service Commission. The nearest city water main is said to be more than a mile away.

TORRESDALE HOMES GET WATER AGAIN

Artesian Well Owner Restores Supply Temporarily Pending Ne- gotiations With City

FAMINE STARTED SUNDAY

A truce, brought about this after- noon by Captain Herbert M. Packer, chief of the Division of Housing and Sanitation, Department of Health, ended the water famine which had ex- isted since midnight Sunday, in Acad- emy Heights, West Torresdale, when private artesian well supply was cut off by John Gimpel for economic reasons. Further negotiations with Gimpel, owner of the well, were urged by Captain Packer to estab- lish the water supply as a temporary measure during the hot spell, after a committee of harassed housewives from the community in the 35th Ward had upon Dr. A. A. Cairns, Director of Health; Alexander Murdoch, Director of Public Works, and Council- man Clarence K. Crossan, who rep- resents the Northeast district, heard the women's protests. Councilman Crossan held Director Murdoch partly responsible for the situation, declaring he had failed to keep the city water supply into Acad- emy Heights.

A group of women who visited all homes of the West Torresdale Im- provement Association, seeking to ob- tain relief in the emergency and settle the water supply trouble either by an amicable arrangement or legal action in the courts. There are under consideration sev- eral proposals for a solution of the difficulty, including taking over the private well by the city; leasing of the well by the city or leasing by the community. Before the truce the hot and thirsty residents were meeting their barest needs under difficulty; coming into the city proper in automobiles for a tem- porary supply, "borrowing" a gallon or two from one of the other of the two small neighborhood pumps, or carrying containers more than a mile to a supply of unfiltered water from Poquessing creek. After talking with the committee of women from his district, Councilman Crossan said: "There is legislation in existence, which is being considered by me, calling for the construction of a main supply into this

neighborhood at a cost of about \$50,000. There was understood to be money set aside for this and similar work by a verbal agreement between the Committee on Public Works and the Director of Public Works (Alexander Murdoch). The agreement was not kept and available loan funds were used in the department for other projects.

"Mayor Mackey later on, at my request, conducted a thorough investigation and was very favorable to having the city either bodily take over the present privately-owned plant, or operate it under a temporary lease until new funds should become available and permit the construction of a city main supply. I am told by the attorney for the present owner that notwithstanding Mayor Mackey's sympathetic and highly favorable attitude, he has been entirely unable to reach any understanding with the Director of Public Works upon either suggestion of the Mayor."

Director Murdoch, before he learned of Mr. Crossan's statement, said: "The Gimpel plant does not have a dollar's worth of salvage value to the city. I am perfectly willing to step in and operate it in this emergency, if empowered to do so." It has been suggested the city purchase the plant. I am not in favor of that. It also has been suggested the city rent or lease the plant, but I do not favor that move."

A meeting of the improvement association is scheduled for 7 P. M. tonight at the home of J. Benson Lewis, Avalon and Legion sts., its president. There will be a discussion of the proposition to have the city take over and operate Gimpel's plant.

Gimpel, who built most of the houses in Academy Heights, also known as Gimpelville, first supplied water at \$10 a year, then raised the fee to \$18, and \$33 for those using syphon pumps for cellar drainage. He shut off the supply after urging the community to lease his well for \$204 a year and pay for operation of the pumps, which plan had also been recommended in a letter to the Improvement Association from the Public Service Commission.

When Water Fa-

ited Academy Heights



Hot and thirsty residents of Academy Heights carried water from Poquessing Creek, a mile away, when their water supply was shut off by the owner of the artesian wells which supplied the district. The pumps were started again yesterday at the request of the Health Department, pending adjustment of the difficulty.

ACADEMY HEIGHTS GETS WATER AGAIN

Residents of Academy Heights, West Torresdale, who for forty-eight hours up to yesterday afternoon suffered from a water famine because John Gimpel, owner of the artesian well which supplies the district, shut off the pumps, are assured of water for the next ten days, at least.

This morning a committee representing the West Torresdale Improvement Association will apply for an injunction before Judge Martin restraining Gimpel from shutting off the water supply pending an arrangement to lease or operate the system. The water service was restored yesterday after a conference between Gimpel and Herbert M. Packer, chief of the Bureau of Housing and Sanitation.

May Lease or Buy Well

At a meeting last night in the home of J. Benson Lewis, president of the West Torresdale Improvement Association, the committee which had visited City Hall to demand water for the district took steps to lease or buy the artesian well if no other agreement with the owner or the city can be reached.

The Public Service Commission, after Gimpel represented that he was supplying water at a financial loss, had advised the community to lease and operate the well during a previous dispute.

With the restoration of water in their homes, the Academy Heights residents were determined last night that steps should be taken to avert another famine. City Councilman Crossan, who represents the Thirty-fifth Ward, in which Academy Heights is located, laid the blame for the water famine to the Department of Public Service.

Situation Called "Outrageous"

Crossan said Director Murdoch diverted the money that was to have given the district city water to other purposes. Councilman Daly declared the situation was "outrageous" and added that the city should condemn the well and operate it.

The residents of Academy Heights suffered acutely during the heat of the last two days. Those with automobiles drove into town and hauled water to their homes. Others carried water more than a mile from Poquessing Creek. The Bureau of Housing and Sanitation warned that this unfiltered water was a hazard to health.

Director Murdoch said yesterday it would involve an expenditure of \$50,000 to lay mains to carry city water to the district. He offered, however, to operate the Gimpel plant in the emergency if he were authorized to do so.

WITHOUT WATER FOR TWO DAYS

Torresdale Residents Have Supply Shut Off Without Warning on Sunday

JUDGE ORDERS SUPPLY CONTINUED

West Torresdale's enforced drought of two days was relieved Tuesday afternoon when negotiations engineered by the Bureau of Housing and Sanitation induced John Gimpel to turn on the water supply from his private artesian well to provide for the needs of thirty households in the Academy Heights area of the section.

The water famine started when Gimpel, owner of an artesian well, which supplied the district, shut off the supply, Sunday night, in order to relieve himself of a continued loss which he claimed he was burdened with in supplying the community with water.

The action of the owner of the well caught the residents unprepared for the emergency. During the two days of the drought water from any source was commandeered for home uses. Caravans of automobiles plied between the community and sections of the city served by the municipal supply system. Neighborhood pumps were worked to capacity in the effort to provide for the needs of the 250 residents of Academy Heights. Poquessing Creek with its unfiltered water was another source of supply in the emergency.

The water famine imposed by Gimpel on the residents brought forth charges from Councilman Clarence K. Crossan, that Director Alexander Murdoch, of the Department of Public Works, is partly responsible for the acute situation of the past few days by failure to extend the city water system into the area.

The Public Works official explained that the installation of city water pipes in the area has been delayed by the lack of money in appropriations to cover the work.

The suspension of the drought was brought about by Captain Herbert M. Packer, chief of the Division of Housing and Sanitation, after a committee of householders had appealed to Director Murdoch and Dr. A. A. Cairns, Director of the Department of Public Health, for relief.

Captain Packer conferred with Gimpel, who built most of the houses in the affected area and induced him to turn on the water temporarily.

The court action Wednesday was a hearing for a preliminary injunction, which was granted by Judge Henry, of Lebanon County, substituting in Common Pleas Court No. 5. The order of court forbids Gimpel to shut off the water pending a final hearing, unless he gives ten days' notice so the residents may invoke the aid of the court again.

Dead Fish, Believed to Have
 been Killed by Oil Scum, Litter Banks of the Delaware River at Torresdale



Seen Along an Abutment Wall on the Upper Delaware—J. R. Barkhouse, superintendent of the State Fish Hatchery at Torresdale declares conditions along the river there are unlike anything he has ever known. "The river is literally coated with oil," he said, "and at this season when they come to the surface to feed on insects the oil poisons them."

Collecting the Stranded Fish for Fertilizer—The handler of the pitchfork is George Kurtz, gardener for A. Mercer Biddle, who is among those who characterize the state of things as intolerable.

Hundreds of Herring Washed Ashore at the Biddle estate at Torresdale. The largest fish, near the can, is a four-pound shad. The river bank presents this appearance for some distance in the distance.

**DEAD FISH PLAGUE
 HITS TORRESDALE**

Film of Oil on River Believed Responsible for 'Intolerable' Littering of Shores

RESIDENTS FLEE ODORS

(Illustrated on Picture Page)
 Thousands of dead fish, apparently killed by a heavy film of oil which coats the Delaware river, today litter the river banks at Torresdale and beyond.

The unprecedented plague has piled both banks of the stream and, in the heat, the fish have decomposed quickly. As a result, scores of residents have or are on the verge of temporarily leaving their homes.

The sight of the fishy flotsam going with the tide is in itself sickening enough, but the river also presents an oily aspect. A heavy, dark scum of oil surrounds the fish. Oil men say they cannot account for the presence of the oil on the river. One theory advanced is that a tanker may have been cleaning out its oil tanks.

A. Mercer Biddle, who occupies an estate along the shore, declared today the condition is intolerable.

"I have a man engaged all day long with a wheelbarrow," he said, "clearing the fish from the river shore along my property. Thousands have come ashore since Sunday, and thousands are drifting by, a foot or so apart. Most of them are herring, with a few shad. I imagine the herring are dying because they came to the surface of the water to eat, and the oil kills them."

"On Sunday, the odor was so bad we were compelled to leave the place for the day. I am hopeful something will be done to make a recurrence of this thing impossible. I have written to the fish hatchery and also have notified the city authorities."

"The beach along my place is a pebble one, and the stones are covered with a black film of oil. I am quite sure some ship has emptied its oil tanks of ballast water, and this crude oil has been pumped with the oil into the river, to go up and down with the tide."

"I am thankful to say the oil seems to be thinning out a little, and conditions are not as bad as they were on Sunday, but it is still a very nasty situation."

The situation was described by J. R. Barkhouse, superintendent of the State Fish Hatchery, as being unlike anything of the kind he has ever known before.



Victims of Heavy Film of Oil which coats the river for many miles. It is believed a tanker caused what is declared to be an "unprecedented plague" by cleaning out its oil tanks. The stranded fish, first noticed on Sunday, have decayed in the sun and caused conditions so intolerable that residents are temporarily leaving their homes.

J. R. Barkhouse, superintendent of the State Fish Hatchery, as being unlike anything of the kind he has ever known before.

"We have not yet discovered the cause, but the river seems to be literally coated with oil," he said, "Ordinarily this would not affect the fish, since it floats on the surface of the river. But at this season, when they come to the surface to eat insects, the oil poisons them."

"The stench is frightful and residents around here had to go in groups to bury the fish on the banks."

"Apart from that, it is really a serious matter affecting the interests of the State fisheries, the water authorities and the Board of Health, and something drastic will have to be done about it as soon as we can discover the cause."

"Most of the fish that have been seen are salt water herring."

swim close to the surface of the water. This brings them in contact with the floating pollution.

"The Commissioner of State Fisheries, N. R. Buller, at Harrisburg has told me he will send an engineer to make a survey to determine the real cause of the trouble, if it can be done."

"He told me when I was talking to him by phone that numerous cases of dying fish had been reported to him throughout the State, though none equal to this."

"The fish upstream have been weakened by the recent heat which has reduced the water depth and increased its temperature. This makes them more susceptible to poisoning."

Chief C. Thomas Hayes, of the Bureau of Water, and Albert Tolson, superintendent of the filters, left City Hall today to make a personal investigation of the situation. Though the Torresdale filtering plant has not been affected, Tolson said that steps would be taken to determine the cause.

Factory Pollution Cause

Engineers making investigation of the Delaware River, believed responsible for thousands of dead fish washed ashore at the Torresdale shore Tuesday discarded the responsibility on the tanker blige and are now looking for the cause of the pollution.

The investigation, ordered by Dr. Theodore S. Sizer, Pennsylvania Secretary of Health, occupied a group of Harrisburg under the direction of Chief Engineer W. L. B. nearly a week.

A survey of the river at Torresdale, opposite Trenton, N. J., land, which is on the New Jersey side, at the lowest point of the river, which the back-wash of the river at Torresdale section, showed that the oil or tar which forms on the surface of the river was in that section on Saturday or Sunday.

According to a statement by the investigation, the investigation continued in an effort to determine the cause of the pollution. It is believed that the industrial river dumped the pollution.

"Workmen employed by the State Fish Hatchery at Torresdale are now working to clean up the pollution."

Wed Fifty Years



MRS. ANNIE H. BOAL.
MR. WILLIAM BOAL.

Celebrate Fiftieth Wedding

Anniversary at Garrett Hall

At Garrett Hall, in the evening of June 26, amidst a bower of flowers and with over two hundred guests gathered in their honor, Mr. and Mrs. William Boal, of 8135 Frankford avenue, Holmesburg, celebrated their golden wedding anniversary. William Boal and Annie Hanna were united in marriage in Philadelphia, June 26, 1879. Mr. Boal was born in the 7th Ward and Mrs. Boal was long a resident of Fairmount. Moving to Holmesburg in 1885, Mr. Boal started in the plumbing business and is still carrying it on. He has been a member of the Master Plumbers' Association for thirty years, a member of the Jerusalem Lodge, F. & A. M., also of the American Star Lodge, I. O. O. F., and Mt. Ararat Encampment, I. O. O. F.

Mr. Boal is one of the original directors of the Holmesburg Trust Co., treasurer of the Holmesburg Building Association, and was in Council from 1903 to 1920. He has been an active member of the Holmesburg Presbyterian Church for the past forty-three years and still holds the honored position of President of the Board of Trustees.

The couple have three sons and one daughter, William R. Boal, in the plumbing business in Langhorne; Thomas H. Boal, in business with his father at 8133 Frankford avenue; Robert G. Boal, in the hardware business in Holmesburg, and Mrs. J. W. McKenty, 8912 Walker street. There are twelve grandchildren.

Mr. and Mrs. Boal were the recipients of many handsome and valuable gifts and their numerous friends wish them health, wealth, and prosperity in the years to come. A tribute in verse, contributed by a friend, follows.

Fifty years together,
What gladness marks this day;
Fifty years of hopes fulfilled,
Along life's shining way;
Fifty years of friendship true,
Comradeship and pleasure, too,
May love and joy increasing bless
Your golden day of happiness.

OLDEN WEDDING OF BOALS TO BE MARKED WEDNESDAY

Reception in Garrett Hall at Holmesburg Celebrates Affair

Mr. and Mrs. William Boal, of 8135 Frankford avenue, will observe the 50th anniversary of their marriage at a reception in Garrett Hall, Frankford avenue and Stanwood street, Holmesburg, Wednesday night. Mr. Boal is a member of the Master Plumbers Association, the Jerusalem Lodge, F. and A. M.; the American Star Lodge, I. O. O. F., and one of the original directors of the Holmesburg Building Association. He was treasurer of the Holmesburg Building Association and a member of the old City Council from 1903 to 1920. The couple have three sons, one daughter and twelve grandchildren. Mrs. Boal was formerly Miss Annie Hanna, of Fairmount.

Just Twenty Years Ago."

in The Dispatch, June 4, 1909

indications this morning point to an early settlement of the trolley strike. Conference was held at midnight between Senator McNichol and Organizational Committee of the strikers, as a result of which Mayor Reyburn sent a communication to President Parsons suggesting terms, which the latter accepted. Ratification by the strikers is necessary to bring the strike to a close.

progress of the trolley strike, as this section was concerned, was marked by very little disorder Wednesday, when seven carloads of Mike-breakers from New York unloaded at Frankford Junction and were taken to the Frankford car barn. Appearance of these men on the street and the attempt to run several cars after dark resulted in general disorder in Frankford and throughout the city. Car service was practically discontinued at nightfall every day the strike began, and the streets were crowded with people.

The Dispatch, June 18, 1909

NORTHEAST HIGH-SPEED LINE

Mayor and Official Party Inspect Proposed Route for Roosevelt Boulevard Line

\$100,000 ITEM IN FALL LOAN BILL

The City Transit Commission with Mayor Mackey, and other city officials on Tuesday inspected the proposed Northeast high-speed extension route as proposed by Transit Director Myers to connect with the Broad street subway.

The Mayor has announced he favors a \$5,000,000 item in the fall loan bill to start the line, which would operate as an elevated structure Northeast from the Fern Rock terminal of the Broad street subway on Nedro avenue, to Tabor road.

At the latter place it would become a subway to Roosevelt Boulevard and Castor road, and from there it would continue as a surface high-speed line through open territory to Piquessing Creek.

Opposition to the line was expressed from several angles. At Oxford Circle, Councilman Trainor told the Commission, they were only 2000 yards away from the Orthodox-Margaret station of the Frankford "L," and asked why the latter road cannot be extended to Bostleton avenue and the Boulevard.

Councilman Crossan declared that such an extension would increase the traffic problems on the already-crowded Frankford and Market street route.

Special interest developed from the trip in showing that the Transit Department's plan for a Northeast extension did not reach the Roosevelt Boulevard for many blocks east of Broad street. Transit Director Myers explained the cost of constructing a subway in the Boulevard from Broad street and Hunting Park avenue to Oxford Circle would add many millions to the total expense of the project.

Edwin R. Cox, president of Council, announced that he believes a thorough survey should be made of the transit needs of the Northeast and that the forthcoming loan should contain an item of perhaps \$50,000 to pay for this investigation.

Councilman Clarence K. Crossan has been pressing for an initial appropriation in the loan of \$5,000,000 for this line, which would cost about \$11,000,000 from the Broad street terminal to Oxford Circle.

Aside from the objections raised to the elevated portion of the plan at its western extremity, on Nedro avenue, members of the Transit Commission appeared impressed by the advantages the Boulevard extension would have, both in giving needed transit facilities and in developing and enhancing taxable property.

In the apportionment of the \$55,000,000 municipal loan bill as published yesterday \$100,000 is allotted for planning the Northeast high-speed line over the Boulevard.

Following the inspection, Mayor Mackey called a conference of representatives of the business and residential interests of the Northeast for tomorrow morning in his office. "I will endeavor to ascertain just what residents of that section want," said the Mayor. "I want to find out whether this line, as proposed, is really desired by the people it is expected to serve."

Leading the large delegation of northeast residents at the conference yesterday was Councilman Crossan, who with Harold Evans, counsel for the Northeast Philadelphia Chamber of Commerce, President C. C. Davis, H. R. Diston and others urged a substantial item in the loan bill to start work on the high-speed line for the northeast.

Referring to the thirty or forty square miles of undeveloped property in the northeast, Harold Evans declared:

"The northeast plan is not sectional. That area is one-third of the entire city. Surface feeder lines will never solve its problems. Other cities have found it worth while to develop new territory with high speed lines letting population follow. The city's problem now is to get the Broad street subway utilized to its fullest capacity at the earliest date.

"The people believe they are entitled to some sort of commitment at this time. It is a mistake to include only \$100,000 in a proposed loan bill toward starting this project; it will not meet the demands of the people at all. There should be a substantial amount to guarantee commitment by the city to this project at this time."

Director Myers during the meeting took occasion to say, "It is a mistaken impression that the Market street-Frankford line is at the limit of its capacity. Expenditure of about \$1,250,000 for lengthening platforms would increase that capacity between 33 and 50 per cent."

Morelton Inn

Purchase

The Morelton Inn, an old structure at Torresdale, located on the Delaware River, at Filler and Sills streets, has been purchased and is being converted into a residence by Paul Henon, of the firm of Hoffman-Henon Co., architects. Built as a club nearly half a century ago by General Edward de V. Morrell, who died in 1917, it was later occupied as a hotel, under the proprietorship of Mrs. Lydia H. DeMets. As the result of prohibition it closed its doors in 1919 and was sold recently to the present owners after Sheriff's sale proceedings. It is a three-story building, occupying a tract 205x488, irregular, assessed at \$36,000. Permit has been issued to Mr. Henon for repairs and alterations to cost about \$5,000.

Win Degrees at University

of Pennsylvania Graduation

Bachelor of Science in Education—Alice R. Bailey, Ida J. Draeger, Louis Floge, Mary J. Freeland, Miriam E. Herdegen, Elizabeth C. Lowmsburg, Mildred E. Reamer, of Holmesburg; Mildred A. Pierson, Dorothea E. Schulz.

City's Future Lies in

the Great Northeast

Initiating an extended campaign for the development of Philadelphia's Northeast, a striking two-page announcement appeared in The Public Ledger yesterday morning, with the caption, "Modern Transportation for the Greater Northeast Will Keep Philadelphians in Philadelphia." The announcement, which is the most striking presentation of the opportunities of the Northeast that has ever appeared in public print, is illustrated with a number of half-tones, including aerial views, is the first in a campaign in which, as stated, "it will be shown that the development of this section of the city is the greatest need confronting the whole city of Philadelphia." The case for the Northeast is presented as follows:

"Philadelphia's future, in a very real sense, lies in its great Northeast, extending roughly from Broad street eastward to the Delaware and northward to City Line. Further development of this great section—in the extension of building and business enterprises, and particularly in the construction of adequate transit facilities—will constitute actual dollars and cents assets to the city as a whole. Every taxpayer in Philadelphia will benefit individually from the rapid and thorough development of this great section of the city.

"Large tracts of available land now being rapidly improved (graphically presented in the picture on the pages) point to the Northeast as the home of Philadelphia's next million population; the resultant growth in land values and assessments will mean that Philadelphia's greatest increased revenue will come from this section. Its fullest realization waits on high-speed transit lines.

"Already the Northeast is an active, progressive district prominent in industry, varied in production—offering attractive opportunities for workers in a wide range of industries—with business centers expanding, creating, fulfilling the needs of its people; magnificent banks, churches, theatres, stores and splendid modern homes. It is bisected by what is perhaps the country's finest and most impressive boulevard, the main line of vehicular traffic with New York. Further development is now in progress and is certain to increase; the sooner it is brought about, the greater will be the advantages accruing to all of Philadelphia.

"Mayor Mackey has given his promise of more high-speed lines for the Northeast. The Frankford "L" has done much to stimulate progress in the district, but more is needed—much more, particularly in the way of feeder lines to the newly-completed Broad Street Subway.

"A \$20,000,000 appropriation for increased transit facilities for the Northeast, particularly the Roosevelt Boulevard Subway, as a feeder to the Broad Street Subway, would produce sufficient revenue on increased property assessments, it has been authoritatively estimated, to pay interest and sinking fund charges on all outstanding bond issues of the city for transportation purposes.

"Northeastward is the logical direction in which Philadelphia can grow—and benefit Philadelphians."

BODES WELL FOR N. E. HIGH-SPEED LINE

Mayor Mackey Orders Immediate Survey of Entire Proposition

IS ALL CUT AND DRY

Immediate survey of Transit Director Myers to determine the most practical route for the Roosevelt Boulevard extension of the Broad street subway has been ordered by Mayor Mackey, who promised start of construction work on the line within a year.

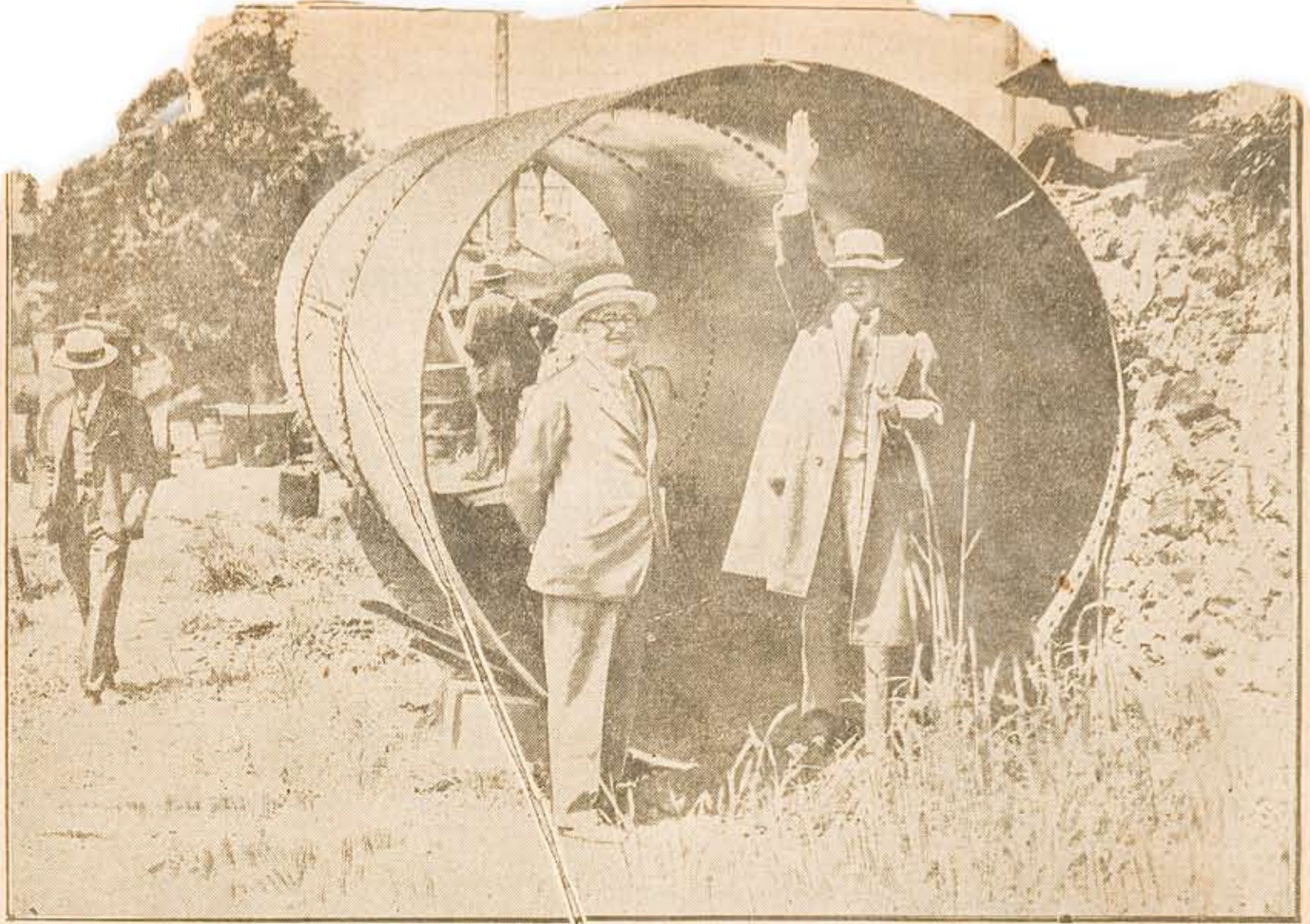
All snipe shooting by Councilmen at the boulevard project has been eliminated and the Mayor intends to have high-speed cars running along the boulevard before the close of his administration.

Final decision by engineers and approval by the public of the exact route should be obtained by the time the \$100,000 is made available in the fall loan for the preparation of definite plans for the subway-elevated, the Mayor explained.

The plans, he said, will then be completed in time to start construction work as soon as money from the May, 1930, loan is secured. Meanwhile, Director Myers definitely promised to have the plans completed by that time.

"There is now no question as to whether or when the line will be built," said the Mayor, "and I have full assurance from City Council that there will be no opposition to inclusion of a substantial amount in the spring loan of 1930 for the construction of this Administration project.

"Although I had hoped to have \$5,000,000 provided for the line in the fall loan this year, I now realize this is impossible, unless we should take part of the \$10,000,000 earmarked for the Locust street subway."



The 93-Inch Main of the New Water Supply Line from the Torresdale filtration plant is the largest ever placed underground in this city. Alexander Murdoch, director of the Department of Public Works, shows by his upraised hand the diameter. Beside him is Samuel M. Thompson, superintendent of municipal pumping stations.



How the "Big Ditch" in the Northeast Looks—The pipes are placed so that the top of the main is four feet below the street surface. An army of mechanics, laborers, steam shovels and traveling cranes is employed on the big project. Work began April 1, and about one-seventh of the main has been laid. A section of the ditch immediately north of the Pennypack creek is shown.

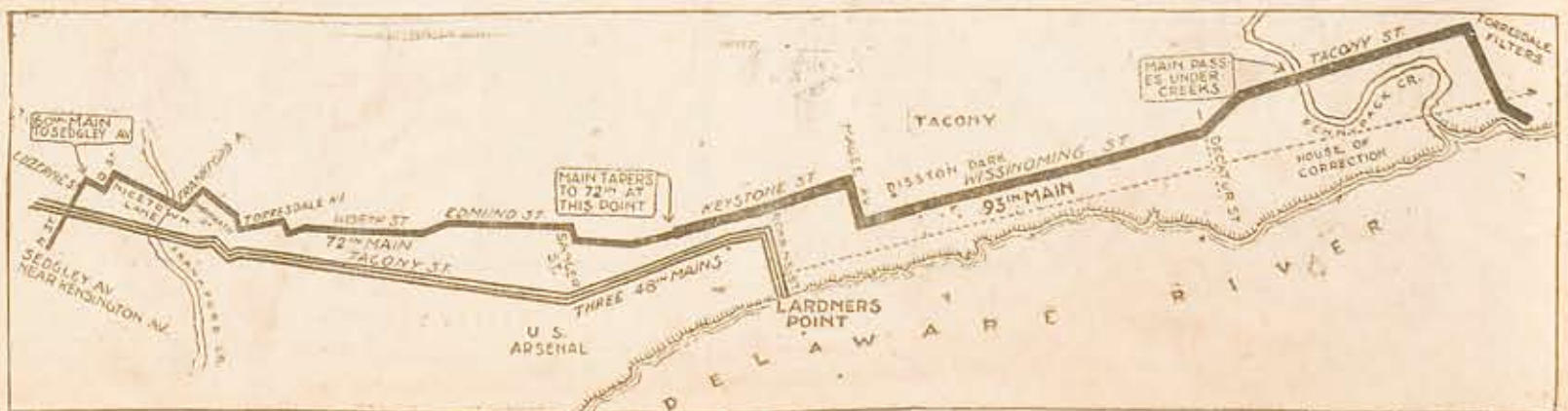


Diagram Shows Location of New Pipe Line, Costing \$1,600,000, now under construction. The main, indicated by the heavy black line, will run from the Torresdale filtration plant to Sedgley and Kensington where it connects with three forty-eight-inch mains. Through forty-eight-inch pipes is pumped water from the Lardner's Point station to three-fourths of the city. The new main, much of it ninety-three inches in diameter, is being constructed for emergency use.

NEW BANK OPENS WEDNESDAY

Holmesburg Trust Company Ready for Removal to Fine Colonial Edifice Just Completed

COMMUNITY RAPIDLY DEVELOPING

With a reception to its depositors and to the general public of the section it serves, the Holmesburg Trust Company will formally open its new home, at Frankford avenue and Rhawn street, on next Wednesday afternoon, May 15. The banking quarters will be opened to the public at noon, and will remain open until 9.00 o'clock. The bank will occupy the building for business on the following day.

Final touches now are being given to the interior of the handsome new structure—which will be an outstanding contribution to the architectural development of this part of our city. The installation of the fixtures and other accessories is going rapidly forward, and all will be in readiness early next week. The reception on Wednesday will afford an opportunity for the complete inspection of the banking quarters, including the massive vault which has been installed on the left side of the building. William M. Rowland, President of the bank, and the other officers and directors of the Trust Company will constitute the committee in charge of the opening.

Constructed in a style reminiscent of Colonial work, but at the same time distinctly modern in its handling of mass and detail, the new home of the Holmesburg Trust combines distinction and beauty with extreme utility. The exterior is of old Virginia red brick and Georgia marble. The convenience of its interior arrangement, the lighting and other features promise to give a new conception of real service to its customers.

In the new building is reflected not only the steady growth of the Trust Company, which was organized just twenty-two years ago, but the desire of the officers and Board of Directors to provide for the future business of the institution as well as to meet the demand of the present. The development of Holmesburg and the adjacent territory in recent years is an indication of the greater strides to come, and for these the new building is designed.

The improved facilities of the new quarters will place many conveniences at the disposal of the Trust Company's customers, and also will enable the bank organization to serve its 6000 clients with increased efficiency. The removal from the original quarters, at 8033-35 Frankford avenue, to the new building will mark another important step forward in a history already well supplied with proofs of exceptional progress. This progress is shown particularly in the record of total resources which now stand at \$2,780,000.00, and in the gains in capital, which has increased from the original \$125,000.00 to \$250,000.00, and surplus and undivided profits, which today are \$442,500.00.

Embodied in the new banking quarters are the most advanced principles in the construction of financial institutions, both from the standpoint of service and convenience.

The Colonial design was chosen as being most in keeping with the community, the origin of which dates back to Colonial times, as brought out in a beautiful and unusual mural decoration which adorns the directors' room. This mural, executed by Carolyn Haywood, a pupil of Violet Oakley, was taken from one of the earliest extant plans of the community, made at a time when the old toll bridge was still in use. At the bottom of the mural is a reproduction of the original plan of Thomas Holme, showing the parks provided for Philadelphia, under the original plan for the city.

In the years which have passed since its organization, the institution has been a factor in Holmesburg advancement, while this community has grown from a population of about 3500 in 1907 to between 12,000 and 15,000 in the territory served by the institution today.

Officers of the Trust Company are: William M. Rowland, president; Joseph H. Brown, Jr., vice president; Albert E. Green, secretary and treasurer.

The directors, in addition to the three officers, are: William Boal, J. Spencer Morrison, Charles A. Porter, Jr., James S. Griffin, J. Bruce Griffin, Warren E. Titus, John Barber, Edward M. Frost, Warner Walton, Rowland R. Comly, Robert F. Irwin, Jr., Hamilton R. Disston.



The glass factory of Gillinder & Sons, Inc., at State road and Devereaux st., Tacony, after a spectacular fire last night in which two firemen were injured. The four alarms were sounded within twenty-five minutes.

Coincident with the opening of the bank building was the acquisition of the original Charter of Holmesburg which is framed and attracted considerable attention hanging on the wall of one of the rooms. This charter dates back to the sixteenth century and was written in the style of that period, when letters were formed in the old English text which requires no little time to decipher today.

The Holmesburg Trust Company threw open the doors of their new Home at twelve noon on Wednesday to the eager waiting crowds.

On all sides the remark was heard, "Its bigger than I thought", and, "Isn't it Beautiful!"

The floral decorations surpassed description. There were amazingly beautiful floral bouquets, donated by the numerous friends of the bank. The interior of the Bank carries out the dignified, yet pleasant homelike atmosphere of old, Southern, Colonial times.

We are impressed with the details with which the design was carried out, even the bricks in the floor are laid with an uneven surface. The floors are of lumber of varying width, the fixtures are copied from a period forgotten by most of us.

Designed by Architects who have won special distinction for work of this kind, the building is different, departing radically from the old style atmosphere of banks. The strangers first impressing ist that of old southern hospitality.

One of the features of this new Home of the Holmesburg Trust Co. is the difference in size. From the outside it looks rather small, yet inside there is ample room for all departments.

In the basement there is a large well lighted room to be used for Building and Loan Meetings. A new factor of safety has been added to this room by the night deposit box. By this means all collections can be deposited on the spot, without leaving the room.

The Holmesburg Trust Company has more means of protecting the depositors money than some of the larger banks in the city.

Another entirely new idea is the complete Kitchen in the basement, to be used for any special occasion when luncheon must served.

There is also a luxurious private office for Mr. Rowland, the President

of the Holmesburg Trust Company, decorated in the simple, yet impressive style that is the theme of the whole building. There is a conference room for those who have business of extremely private nature to transact. On the second floor there is the Board of Directors Room, large and well lighted with ample seating capacity.

In this room there is a reproduction of the original plan of Holmesburg, as laid out by Thomas Holmes, the founder of this thriving community.

The massive Vaults, complete weigh seventy Five Tons — the door alone weighing sixteen tons. This door is made of three different kinds of steel, and is about three feet thick. The first layer is of a torch proof alloy, the second is of a drill proof chromium carbon alloy and the third is of the ordinary armor plate such as that used on battle ships.

One can be pretty sure that when something goes in that Safe it will not be taken out unless the right parties are present. Should some one try to burn the door through, an alarm will ring inside the vault as soon as the temperature goes up ten degrees inside, causing gongs to ring at the nearest Police Station and all through the Bank. Even a loud noise is sufficient to set off the alarms.

There are private rooms, or booths for the use of the safe deposit box holders, these are also of old Colonial style, the wooden partitions having knot holes in them and a finish that looks like that aquired by old, well seasoned lumber only after years of use.

The machines and equipment for carrying on the business of the bank is of the most modern and efficient type available.

The development of Banking Facilities, such as the Holmesburg Trust Company will now be able to render, is a gigantic stride forward in the development of the Northeast, and Holmesburg, already the fastest growing community in this part of Philadelphia.

FLAMES DESTROY TACONY FACTORY

Old Ladies' Home Endangered as Flames Sweep Glass Plant at State and Devereaux

TWO FIREMEN INJURED

A spectacular four-alarm fire swept the glass factory of Gillinder & Sons, Inc., State road and Devereaux st., Wissinoming, early today, doing damage estimated at \$250,000.

Two firemen were injured during the fire, which was fought six hours before being put out. The fire started at 12.10 A. M.

For a time the Old Ladies' Home, 350 yards from the fire, on State road, was threatened, when sparks were carried to trees nearby, but none of the 300 occupants left the building.

The fire destroyed all but one section of the plant. Only the fire-proofed office structure remained undamaged.

The firemen injured are Cornelius Freeman, forty-seven, 2357 E. Hazzard st., a hoseman of Engine Co. 33, Richmond and Kirkbride sts., who suffered a fractured arm when a section of the wall fell on him, and Charles Dover, thirty-three, 4936 Griscom st., a ladderman of Truck 20, Tacony, overcome by smoke. Both are in Frankford Hospital, but the condition of neither is serious.

It is believed the fire started in the kiln room, where the glass is turned out in a molten state and is formed in molds. An explosion spread the fire throughout the building and into other sections, firemen say.

A few minutes after the second alarm the fire had eaten through the foundations and the brick walls began to tumble inward.

Scores of firemen affected by the heat and smoke were treated by Drs. Ryan, Antrim, Cherner and Brunetti, police surgeons, and by internes who had accompanied ambulances from Frankford, Northeastern and Episcopal Hospitals.

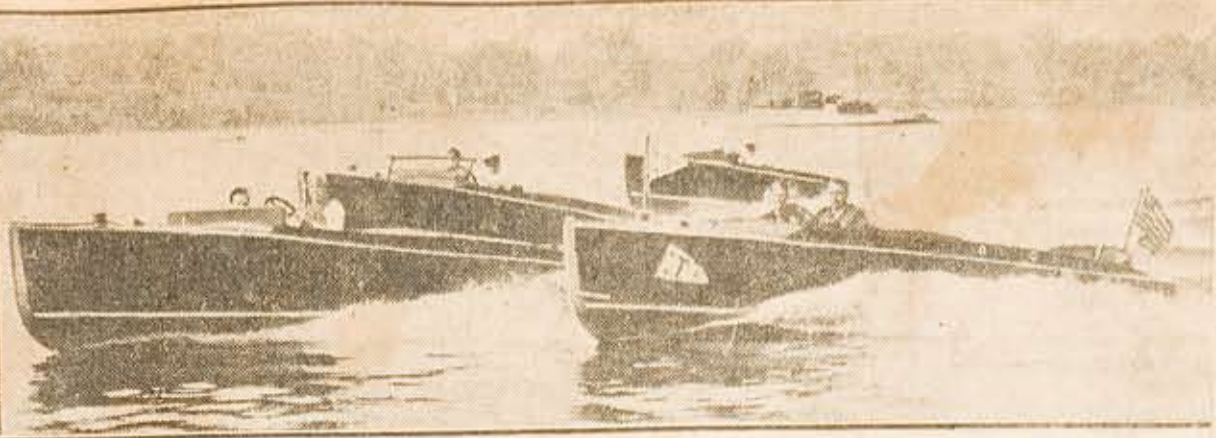
Two tall smokestacks remained standing and Chief Ross B. Davis feared they might fall on his men. They will be torn down.

Merger Proposed for Three Northeast Banking Institutions

The Board of Directors of Fox Chase Bank & Trust Company, Holmesburg Trust Company and Tacony Trust Company have agreed to merge under the name of County Trust Company of Philadelphia, subject to the approval of stockholders. Stockholders' meetings of all three institutions to a upon the proposal have been called for Monday, May 27. The new company will have capital and surplus of \$1,500,000, deposits in excess of \$7,000,000 and trust funds in excess of \$3,000,000.

The present offices maintained by the several organizations will be continued by the new company, and the officers will be as follows: Chairman of the Board of Directors, Jacob S. Disston; President, Charles H. Hoyer; Vice Presidents, William M. Rowland, J. L. Thornton, Joseph H. Brown, Jr., William C. Martin, Lewis Walker, Jacob M. Vodges; Secretary, W. V. Walton; Treasurer, Albert E. Green; Assistant Secretary and Treasurer, John C. Hildebrandt; Title Officer, John C. Geyer.

At the present time Charles H. Hoyer is President of Fox Chase Bank & Trust Co.; Jacob S. Disston is President of Holmesburg Trust Co. and J. L. Thornton is President of Tacony Trust Co.



Ramona II Victor In Speed Tilt For Wanamaker Prize

Lewis Pilots Speedboat To Close Win Over Baby Quirl on Delaware

Ramona II, the speedboat owned by H. Barton Lewis, skimmed over the thirty-mile sixlap course of the Delaware River Yacht Club at Torresdale on the Delaware Saturday afternoon to win the John Wanamaker, Jr. trophy race.

Ramona II had a four-minute allowance and finished in the elapsed time of 46:43 and the corrected time of 42 minutes 43 seconds. It won the thirty-mile even, emblematic of the Delaware River Yacht Club speedboat handicap, by about 100 yards over Baby Quirl, the property of Carl Mayer.

Baby Quirl made a good race out of it with its fourteen-minute allowance. It was timed in 57 minutes 48 seconds elapsed time and 43 minutes, 48 seconds corrected time.

The John Wanamaker entry, Paach, driven by James Anderson, started from scratch in its first race and finished third in an elapsed and corrected time of 44 minutes 13 seconds. There were only three boats in the trophy race.

Miss Behave, the property of Theodore B. Megargee, of the Anchor Club, of Bristol, won the first heat of the 120-horsepower speedboats when it covered the ten-mile course in 23 minutes 45 seconds. Comanche II, driven by Albert Penel, of the Trenton Yacht Club was second in 25 minutes 15 seconds.

The only other boat of the five to finish was Baby Gar, owned by William Freitag of the Westville Power Boat Association. Baby Gar was clocked in 25 minutes 40 seconds.

The second heat of the 120-horsepower speedboats also found Miss Behave a winner. Megargee's entry covered the ten miles in 24 minutes 8 seconds. Baby Gar was second and Comanche II, third. The latter got off to a bad start and could not catch up to the leaders.

Ramona II won its second race of the day, when it took the first heat for speedboats over 120 horsepower. The event, a fifteen-mile handicap affair, found the H. Barton entry a winner in 32 minutes 46 seconds.

X-RAY, the property of Dr. R. W. Davidson, of the Trenton Yacht Club, was second, with Peggy, owned by

RAMONA II SPEEDS IN TACONY REGATTA

A good-sized turnout enjoyed the races of the Keystone Yacht Club at Tacony on the Delaware river Saturday afternoon.

In the first heat of the speedboats, greater than 120-horse power rating, over a fifteen-mile course, Ramona II, owned by H. Barton Lewis, of the Delaware River Yacht Club, was the winner over Dr. R. W. Davidson's X-Ray from the Trenton Yacht Club. This event was run on a handicap basis.

Jim Thropp's Peggy, also of the Trenton Yacht Club, finished third and Flea, owned by Wayne Barker, of the Delaware River Yacht Club, fifth. Fleetwing, owned by Alfred Rose, of Bridesburg, did not finish the course.

In the opening heat for speedboats under 120 horsepower, from scratch, over a ten-mile course, Miss Behave, owned by Curt Megargee, of the Anchor Yacht Club, of Bristol, was the winner; Comanche II, coming in second.

g the Delaware River Outboard Motor Association Races sale on the Delaware. Entrants in the Chris Crafts 225-r event are shown speeding away on their fifteen-mile race

of six laps. Romona II, with Barton Lewis at the wheel, won. Wayne Barker (in inset), chairman of the Delaware River Yacht Club regatta committee, is watching the power-boats.

Lewis' Speedboat Romona II Wins Three 15-Mile Races

Captures Feature Events of Delaware River Club Regatta at Torresdale; Megargee's Miss Behave Scores in Point Trophy

Threatening thunderstorms and choppy waters of the Upper Delaware River proved small handicaps for H. Barton Lewis, of the Delaware River Yacht Club, who drove his new 225-horsepower Chriscraft to three of close victories in the feature events of the second outboard and speedboat regatta of the Delaware River Yacht Club at Torresdale yesterday.

The Romano II now has two stirring victories to its credit and stands as the season's outstanding speedboat of the Delaware. However, H. H. Demmert, with his Mol Tol, gave Romano II a terrific chase in each of the three fifteen-mile heats.

A newcomer cut an important figure in the 120-horsepower stock run-about class, the only other speedboat event on the program, when Theodore Megargee, flying the colors of the Delaware River Yacht Club, drove his new craft, Miss Behave, to victory in two out of the three heats for the point trophy.

Miss Behave Victorious

Not discouraged because he was beaten in the first heat by C. T. Ludington with his speedboat Disturber V by a few boat lengths, Megargee came back in beautiful style in the second heat, to drive Miss Behave to victory by almost the same margin. In the third heat, ten miles, Miss Behave nosed out victory by 2 4-5 seconds, with Mosely's Betty only nine seconds later in a startling finish.

The best outboard races of the year featured the regatta, which attracted many prominent boats from this section. Eight boats competed in the battle for Class C, outboard honors. W. J. Hewitt, of the Delaware River Yacht Club, bounced around the five-mile course in great style to win by only four seconds from Johnny Stiles, with his Hyhatter II, of the Ocean City Yacht Club. Hyhatter II came back in no uncertain manner in the next two events, the Class D outboard race, in which many of the Class C boats competed, and the outboard free-for-all event. Hyhatter II won both races in beautiful fashion.

New York Entry Wins

The first Gothamite to compete in an outboard event in this section this season captured the trophy for the Class B outboards. The boat was Here Tis IV, driven by Bill Wolfe, of the New York Yacht Club.

F. STOCK RUNABOUT CLASS 10 MILES PER HEAT			
Behave, Theo Megargee, Delaware Yacht Club	15.05	4-3	15.46
Disturber V, C. T. Ludington, Delaware Yacht Club	15.31	2-5	15.56
A. W. Mosely, Bridesburg	16.34	1-5	D.N.P.
J. P. CHRISRAFT CLASS 15 MILES PER HEAT			
H. H. Barton Lewis, Delaware Yacht Club	13.15	4-5	13.23
H. H. Demmert, Delaware Yacht Club	13.45	1-5	13.47
C. A. Troth, Delaware River Club	20.25	4-5	20.24
S B OUTBOARDS—5 MILES			
IV, Bill Wolfe, New York Yacht Club	8:00	4-5	
Collin, A. W. Collier, 10029	8:10		
Carrol Brooke, D. 1880	8:41		
Shelina, 10029			

CLASS C OUTBOARDS—5 MILES	
Bo. No. W. J. Hewitt, Delaware River Y. C.	7:19 4-5
Hyhatter II, John Stiles, Ocean City Y. C.	7:24
Gulf Pride, David Stritzen, Hainton, N. J.	7:33 3-4
Duke's Polly, Carl Vogt, Ocean City Y. C.	7:57 1-5
No. Name, Francis Benta, Trenton Y. C.	7:57 2-5
Boyd, Martin, A. W. Collins, Swarthmore	8:44 1-5
Baby Lindy, Joseph Metcalf, Red Dragon C. C.	8:47
Baby Hooton, Joseph W. Brown, D. R. Outboard Asso.	12:40 1-5
CLASS D OUTBOARDS—5 MILES	
Hyhatter II, John Stiles, Ocean City Y. C.	6:45

OUTBOARD FREE-FOR-ALL—10 MILES	
Hyhatter II, John Stiles, Ocean City Y. C.	12:45
Duke's Polly, Carl Vogt, Ocean City Y. C.	No time
Bo. No. W. J. Hewitt, Delaware River Y. C.	No time

Peggy Noses Out Ramona II In Speed Test on Delaware

Thropp Pilots 225-Class Craft to Victory in Two of Three Heats—Feature of Red Dragon Club Program

Jim Thropp's Peggy, flying the colors of the Trenton Yacht Club, raced to a brilliant victory in the handicap 225 H. P. speedboat class of the first outboard and speedboat regatta in the history of the Red Dragon Canoe Club. The races were held on the upper Delaware River at Edgewater Park, N. J.

Peggy took the first two fifteen-mile heats in stirring finishes from Ramona II, but a brilliant rally which gave victory to Ramona II in the third heat, was not sufficient to overcome Peggy's lead in points, and the victory in the feature event of the day was hers. Ramona II is owned by H. Barton Lewis, of the Delaware River Yacht Club.

Peggy, by the victory, ably took the place of the disaster-stricken speedboat Vindico, which prior to the opening of the regatta ran wild and was a complete wreck when she threw out her crew and raced wild to shore and mounted the bank to crash at full speed into a tree.

X-Ray Finishes Third

Dr. R. W. Davison's X-Ray, also from Trenton, was not running well and was third in all heats.

Comanche II surprised in the 110-horsepower speedboat class by coming back in the second and third heats after losing the first heat to Miss Behave, property of T. B. Megargee, of Trenton.

Outboards were in their glory for

the first time in the history of the Red Dragon Club. Races for all classes of boats produced splendid entry lists despite the threatening storm and the rough waters of the Delaware River. Several newcomers turned in victories in the various classes.

Debasco, driven by J. Huber, of the Upper Delaware Outboard Association, of Croyden, Pa., marked its debut in the racing game here with a hard-fought victory in the Class C

outboards over Baybo-Baby, driven by F. E. Mesick, of Wilmington. Baybo-Baby and Port, handled by Kenneth Hughes, of Wilmington, finished almost in a dead heat for second only a few seconds behind the winner.

Sea Sled Triumphs

Hughes, in the Class B event, had piloted his Port to a close victory by a margin of just eight seconds over Frank Genter's Comet, of the Upper Delaware Association, with George Smith's Freak third.

Half a dozen Red Dragon boats competed in the family outboard race, marking their first competition. Russell Page drove his Sea Sled, with her sixteen-horsepower Evinrude, to victory in a hard battle. Hoffman, with De Luxe, was second and Ralph Shaw, with Sea Boat, third.

Baybo-Baby, driven by F. E. Mesick, turned in two victories in the latter outboard races of the regatta, winning the Class D event rather

handily and then the ten-mile free-for-all, Huber's Debasco taking second in each race.

Summary:

225-HORSEPOWER SPEEDBOATS (Three fifteen-mile heats)			
Boat	Driver	First	Sec.
Peggy	Jim Thropp	13:29	15:15
Ramona II	H. Barton Lewis	13:45	15:52
X-Ray	Dr. R. W. Davison	Did not finish	
110-HORSEPOWER SPEEDBOAT CLASS (Three ten-mile heats)			
Comanche II	A. Demmert	12:46	11:23
Miss Behave	T. B. Megargee	11:50	12:05
First Edition	M. Godfrey	Did not finish	
CLASS B—OUTBOARDS (Five miles)			
Port	Kenneth Hughes	7:55	
Comet	Frank Genter	8:02	
Freak	George Smith	8:14	
Starboard	Hammond	Did not finish	
CLASS C OUTBOARDS (5 miles)			
Debasco	J. Huber	7:20	
Baybo-Baby	F. E. Mesick	7:42	
Port	Kenneth Hughes	7:43	
FAMILY OUTBOARD CLASS (5 miles)			
Sea Sled	Russell Y. Page	6:52	
De Luxe	H. Hoffman		
Sea Boat	Ralph Shaw		
Speedboat	Dr. Firth		
Speedboat	Dr. Firth		
Wawa	Tracy		

CLASS D OUTBOARDS (5 miles)	
Baybo-Baby	F. E. Mesick 7:05
Debasco	J. Huber 7:11
Mishaps	Earl Bunker 7:27
Port	Kenneth Hughes 8:02
OUTBOARD FREE-FOR-ALL (10 miles)	
Baybo-Baby	F. E. Mesick 14:10
Debasco	J. Huber 15:10
Mishaps	Earl Bunker 15:40

Water Collection and Distribution For Philadelphia Is Gigantic Task

Delaware River Supplied More Than Half of City's 342,000,000 Gallons Every Day During 1928 Throughout Electrified Torresdale Station, Which Had 110,000,000 Gallons Reserve Capacity

'Private Station' for 35th Ward, Hard Pressed to Supply Growing District, May Get New Pump Soon to Boost Present Peak Capacity of 8,000,000 Gallons a Day

Revived Electrically-Equipped Shawmont Plant, with Average Load of 21,000,000 Gallons a Day, Pumped Into Upper Roxborough Filters, has 29,000,000 Gallons Reserve

BECAUSE of the many respects in which Philadelphia's water system is different from most other metropolitan systems, the collection and distribution of water is a complicated operation, of which no clear conception is easily obtained without actual inspection and careful study.

When The Bulletin sought from Alexander Murdoch, Director of Public Works, the opportunity to make such a study and inspection, he immediately offered full co-operation, and instructed Chief C. Thomas Hayes, of the Bureau of Water to place all the Bureau's experts and all its records at the disposal of such a survey, as an undertaking for the general welfare of Philadelphia.

The basic mechanism of the water system is the equipment and method of operation for the mechanical process of collecting the water and delivering it to the tap in the home or shop of the consumer. The quality of water, how it is purified, the bacteriological and chemical processes and the high pressure fire system, fall in line afterward.

Now, with 129 square miles of Philadelphia served through 2,350 miles of pipe, at various elevations, from river level to 415 feet higher, and a dozen pumping stations on the job, the size of the operation begins to be apparent. Inspection of these pumping plants, in company with Superintendent Samuel Thompson, brought out some of the water problems about which the average Philadelphian never dreams, but of which he is entitled to full information.

The collection of water begins at three points on the Schuylkill and one on the Delaware, but the quantity taken from the Delaware exceeds that coming out of the Schuylkill. Of the 1928 average of 342,000,000 gallons of filtered water a day, about 54 per cent. came from the Delaware and 46 per cent from the Schuylkill.

Make Park of Torresdale Plant

The great Torresdale station up on the Delaware will be better known when the Bureau of Water completes its parking plans, and the place becomes a popular riverside resort with fine shade, lawns and shrubbery. This station is wholly electrified and the big pump house, with its six 50,000,000-gallon-a-day centrifugal pumps, and the four filter washing pumps, its tiled floors and brass railing, are taking in about 190 million gallons a day, so they have about 37 per cent. capacity in reserve.

In other words two of them could be shut down and the remaining four would deliver the 190 million gallons and then some. The contrast between this station, today, and the same station before it was electrified, is almost unbelievable. Neither would the people of Philadelphia believe how nearly the Torresdale station came, in 1926, to succumbing, after somewhat the same fashion as the Shawmont station to the intolerably inadequate equipment with which it was saddled.

The original equipment consisted of seven low-head centrifugal pumps, driven by seven vertical compound engines. This station only has to lift water about 37 feet into the sedimentation basin. In 1920, it was decided to revamp the station, but instead of putting in up to date equipment, single cylinder vertical uniflow engines were installed on the old pumps. By 1928, these engines were in such shape that in one case three sets of piston rings were replaced in four weeks.

Where the health and comfort of 2,000,000 people are at stake, nothing shows more plainly than a water works system, the grave danger of a cheeseparing policy. Nothing is clearer than that public safety demands long looking ahead, wise planning and ample financial provision for power and pipe line reserves and future supplies of water. Had Shawmont and Torresdale failed together, Philadelphia would have been confronted with a situation little less than appalling.

35th Ward Has Special Pumps

Down at Torresdale is another pumping station, known in the Bureau of Water as the Torresdale High Service. This was a part of the 1926 program, and contains two 4-million-gallon electric centrifugal pumps which were installed to push water out to Somerton and other high sections of the 35th Ward. These were expected to be ample for years, but the 35th Ward has come pretty near fooling the Bureau of Water.

The idea was to hold one of the pumps in reserve, but population has grown so that at times 5,000,000 gallons a day must be supplied and both pumps have to be thrown in. Fortunately, there is room for another pump and it is safe betting that the next one will be larger than either of the original two. Of course it would be possible to pump from Lardner's Point in emergency, but it's a long uphill drive to the far end of the district and under such conditions there would inevitably be complaint of lack of water.

The big Lardner's Point pumping station is next in the line from Torresdale. The filtered water from Torresdale comes down to Lardner's point, by gravity, through a conduit 13,809 feet in length between the end shafts and 10 feet, 7 inches in diameter. It was laid on a rising grade to its lower end, so to speak, because the outlet into the 21 foot shaft at Lardner's Point is ten feet higher than the intake at the bottom of the 127 foot shaft at Torresdale, in order to prevent air locks. This conduit has been, and still is, one of the danger spots in the water system; of which more later.

Lardner's Supplies Navy Yard

Lardner's Point station is high duty, pumping against 110 feet head, and shoots water clear down to the Navy Yard, out to Oak Lane, and generally into the north territory east of Broad st. and south of Roosevelt boulevard. But its equipment consists of twelve triple expansion Holly pumps which have been in service since 1907. And except for some help from the Queen Lane station, they carry the main load for Philadelphia, east of the Schuylkill. These twelve Holly pumps rate at 20,000,000 gallons a day, each, and occupy an engine room 171 feet long and 87 feet wide.

They are of 66-inch stroke and run at 20 revolutions a minute. And they are in such good shape that nine of them carry the normal load, with the assistance of one thirty-five-million gallon electric turbine pump, installed in 1916 to serve the district south of Lehigh av., which requires only 75 feet head, instead of 110. Broad st. is a sort of dividing line, west of which Schuylkill water is mostly provided as far north as Roosevelt Boulevard, and east of which Schuylkill water probably preponderates north of Roosevelt Boulevard.

The fact that Lardner's Point is steam-operated is against it, of course. Coal strikes and bituminous coal on anthracite stokers have given it many bad hours. Notwithstanding the excellent condition of the Edgmoor boilers and Coxie stokers, they cannot escape the delays inevitable to essential boiler and arch repairs. Clearly, in this stage of electrification, Philadelphia's water system will not be up to date until fully electrified with ample reserve pumps and duplicate electrical installations to meet all emergencies.

Repairs Handicap Operation

Happily, there are nine boilers, leaving five for reserve and repair, and there is coal storage for two months. But the question of reserve is in evidence. Ordinarily three of the big Holly pumping engines are down, one of them for major repairs. What better could be expected from engines that have been in constant use for twenty-two years? When a peak load of 200,000,000 gallons a day must be handled, a margin of 21 per cent. is too small. And with all pumps serviceable, the margin is only 28.

On the Schuylkill, water is collected at three points, Shawmont, Queen Lane and Belmont Pumping Stations. Unpleasant recollections still attach to Shawmont from the 1926 failure, the causes of which do not belong at this point in these studies. This station now compares with the big Torresdale station in its pump equipment and good order. It is equipped with two 25-million gallon electrical centrifugal pumps, in series, driven by 2,100-H. P. motors, which Director Murdoch, then chief of the Bureau of Water, installed to replace the steam and combination "plant," which, in 1926, gave Philadelphia an uncomfortable realization that slipping and juggling with the water was dangerous. There has been

a growing public opinion, ever since, that the Bureau of Water and the entire water system and its problems should be detached completely from political influence and committed to larger independence not only in planning and execution, but in handling its own finances.

The Shawmont plant, as now equipped, carries an average daily load of

approximately 21,000,000 gallons, pumped into the 25-foot raw water basin at Upper Roxborough filters, so that with 50,000,000 capacity it has a reserve of 38 per cent., electrically equipped and independent of the vagaries of steam boilers, fire boxes, or coal strikes.

Come down the Schuylkill to about 600 feet below Wissarickon creek, to the Queen Lane pumping station originally equipped with four Southwark triple expansion pumping engines, which were removed in 1921 and 1922, and replaced by four turbine-driven centrifugal pumps with reduction gears. They are of forty-million gallons capacity, each, and pump against a head of 275 feet up to the Queen Lane filtering plant, where the actual water level in the sedimentation basin is 238 feet above the river.

Slight Reserve at Queen Lane

Against an average load of 110,000,000 gallons a day, the rated capacity is 160,000,000. This looks like a thirty-per cent. reserve. But the fittings in these big pumps are not everlasting. The impellers consist of heavy bronze castings, fastened by seal and case rings into the pump casings. These have to be renewed, when the meters show that the pumps have worn so they are beginning to let water slip, instead of pushing it ahead. This means perhaps three weeks' work, and while the pump is out of commission, the reserve disappears. There is no actual reserve in any pumping station that is not equipped to provide reserve over peak requirements, both for water and for repairs.

In this station again, steam is the reliance. The eight 300-H. P. and three 500-H. P. boilers are in good condition, with power stokers. The forced draft fans and feed pumps are virtually new, and in fine shape. But there is only provision for one month's supply of coal. And it is unnecessary to reiterate the comparatively greater desirability of electrical pumpage for the entire system.

The Queen Lane Station pumps to the Queen Lane Filtering plant at Queen Lane and Fox st. Any citizen who wishes to observe the comparative qualities of steam and electricity

for pumping water can do no better than turn his steps to the electric pumping plant at the Filters, known as Queen Lane Booster, and see the motor driven pumps in service there since 1926. In addition to the four motor pumps for wash water for the filters, there are five electrically driven centrifugal pumps for distributing filtered water.

Complete Station at Queen Lane

While water from the clean water reservoirs at Torresdale, Belmont and Roxborough flows mostly by gravity, much of the filtered water from Queen Lane filters must be pumped to Chestnut Hill, Roxborough and Oak Lane. The installation consists of one 20-million gallon, two 15-million gallon and two 7½-million gallon pumps, and the power and hookup displays a flexibility from the standpoint of service that might desirably be introduced throughout the entire water system.

Normally this station is tied in with the Oak Lane station, completed in 1926 to serve the district taken over by purchase from the Philadelphia Suburban Water Company. At Oak Lane are three motor pumps, one of 10-million and two of 7½-million gallons rating. Just now, the larger pump and one of the others are providing high pressure for the hilltops of Ogontz. Ordinarily one 7½-million gallon pump with a tie-in from Queen Lane does the trick.

But should Roxborough High Service go out of business, Queen Lane Booster can use a 15-million gallon pump as a Booster and deliver water to Roxborough and Chestnut Hill, and still tie in with Oak Lane and even boost it to supply the whole district. The Queen Lane Booster plant possesses still another flexibility of utmost importance; its ability, in emergency, to shove water by way of Girard av. into West Philadelphia. It has actually sent 29,000,000 gallons a day by this route. Which brings us to the Belmont Intake Station and the west side of the Schuylkill.

The original Belmont station, located just south of the Columbia bridge on the west bank of the Schuylkill, was equipped with twenty-six internationally fired 125-H. P. boilers.

Plans are under way for demolition of the Legion property, at 8046 Frankford avenue, and erection of a three-story building with stores in the first floor, Legion meeting room on the second floor and a meeting place for the newly-organized Masonic Lodge in Holmesburg on the third floor.

Court Upholds Decision Refusing Burial in Cemetery

Refusal of the Mount Sinai Cemetery Company to permit the burial of Mrs. Sarah Nunez Weyl in the cemetery at Bridge and Cottage streets was upheld by Judge J. Willis Martin, of Common Pleas Court No. 5.

Mrs. Weyl died on April 27, 1928. For sixteen years prior to her death she had been a member of the First Church of Christ, 40th and Walnut streets. Judge Martin said the evidence disclosed she had withdrawn from the Jewish faith and become a Christian Scientist.

Her husband, Simon Weyl, owner of a lot in the cemetery, testified she had not abandoned her Jewish tenets but "only took up Christian Science for the healing." In deciding the case Judge Martin relied entirely upon the cemetery company's charter and its rules and regulations.

LOCAL BOY IS BUGLER FOR CAMP HAPPY

Camp Happy Starts Season Of Joy Giving To Youngsters; Full Program

EVERY DAY A HAPPY DAY

Camp Happy is started on a full summer's program to give joy and health to thousands.

Miss Martha Swan is chief dietitian, and a local young fellow, Dick Carroll, of 6740 Tulip street, Tacony, is the camp bugler, and puts his whole 14 years into the merry meal-time Medley.

Council appropriates \$35,000 annually for foodstuffs, \$8,000 for personal services, and \$2,500 for maintenance and repairs at the camp. The city owns everything there, the total investment built up year by year, being actually \$100,000 of city money, but the plant is worth twice that at current market prices, land and buildings.

A typical day's program is as follows:

- 7.00 A. M.—Reveille. Wash, dress, hang blankets out to air.
- 7.30—Line up in front of cabins. March to headquarters.
- 7.35—Colors. Morning exercises.
- 8.00—Mess call. Breakfast in large dining hall.
- 9.00 Inspection. Children previously make beds.
- 9.10—Play. In woods, games to be mild. Sick call for those needing attention.
- 10.00—Milk call. All children receive milk.
- 10.00 - 11.55—Recreation, separate winning periods in pool.
- 12.00—Assembly and mess call.
- 12.00-2.30 P. M.—Compulsory rest, ordered by councilors.
- Inspection as at 9.00. Milk at 10.00.
- 55—Recreation, separate winning in pool.
- treat. Mess call.
- Entertainment

FIFTY BUGLE CORPS

atered for Frankford Legion Post
211 Great Military Pageant on
May 25th

UNIQUE SPECTACLE TO BE STAGED

(By William D. Tyson)

Nearly fifty bugle corps from as many Posts of the American Legion in Pennsylvania, New Jersey, Delaware and Maryland will compete for prizes at the Yellow Jacket Stadium, Frankford avenue and Devereaux street, on Saturday afternoon, May 25. The contest will be held under the auspices of the Champion Bugle Corps of Frankford, Post 211, the American Legion. The Frankford corps have held the championship of the Department of Pennsylvania for five consecutive years and brought to Frankford the third honors at the National Convention held in San Antonio, Texas, last year. The local corps will not compete but will act as host to the visiting corps, many of which are prize winners in independent contests and conventions in New Jersey and Delaware.

The champion Bugle Corps of the State of Delaware will endeavor to capture first prize of the Frankford Military Pageant and will journey here from Wilmington. The champion of Delaware is the Bugle Corps of Delaware Post 1, of Wilmington, and is composed of thirty-six buglers, twenty side drummers, four bass drummers and four cymbal men. They will wear their blue and gold uniforms and will make an excellent appearance on the field. Besides being champions of Delaware, they won first prize at a contest in Coatesville and another, first at Chester. The Delaware corps was one of the fifteen high corps at the National Convention at San Antonio and are at present raising money to attend this year's convention at Louisville, Kentucky. They have sixteen hundred dollars in their fund to date. Three paid instructors are at present drilling the Wilmington boys in the Armory in their home city, which, by the way, is the finest armory in the country. Their well-known six-foot drum major will lead the corps on the field and their playing and drill will be one of the many attractions of the day.

New Jersey is also sending her State champions and that corps is from Shoemaker Post, 95, of Bridgeton, N. J., who won the championship at the State convention last year at Bridgeton. First honors had been previously held by the Post in Palmyra who will also appear in Frankford. The Bridgeton Legionnaires won first prize in a contest at Wilmington, Delaware, and won cups at Chester and Camden. They will appear in their distinctive uniforms of green coats and tan trousers, puttees and tan trench helmets. It will be one of the larger corps in the contest as they number seventy men, forty-four buglers, twenty side drummers, four bass drummers and two cymbalists. Like the Wilmington corps it will be their first appearance in Philadelphia. Bridgeton is well known for their famous drill which will be one of the most spectacular on the field.

From our neighboring community of Tacony will come the Bugle Corps of William D. Oxley Post, 133, with the flashy blue West Point uniform trimmed with white. Their snappy color guard is well known in many cities. The Taconites have won many cups and trophies and have attended every State convention since the organization of the corps. Their trophy case at the Post Home, Disston and Ditman streets, in Tacony, show that they have won at contests in Norwood, Chester, Wilmington and Springfield. The corps contains twenty-four buglers, eight side drummers, two double bass drummers and a cymbal player. They have appeared in Frankford before and many of their townspeople will be on hand to cheer them.

Continuing the description of the participating bugle corps already published in this paper, one of the most spectacular will be that of Robert Mader Post, No. 269, of Palmerton, Pa. They have twenty-two buglers, eight side drummers, two bass drummers, two cymbalists and a drum major. The uniform will be dark blue coats, double-breasted trimmed with yellow; horizon blue breeches; Sam Brown belts and black puttees. Polished brass trench helmets will be worn. May 25 will be the first appearance of the miners in Philadelphia. The Palmerton Legionnaires and their friends will motor to Frankford in convoy.

Dressed in white whipcord with white overseas caps will be the bugle corps of George N. Althouse Post, No. 39, of Norristown, one of the larger corps in the contest. The Norristown boys have forty buglers, twenty side drummers, four bass drummers and four cymbal players and are well known for their military drill. Accompanying the corps will be the famous drill team from Conshohocken Post. The two units are drilling regularly at Valley Forge in preparation for the Frankford pageant. Norristown and Conshohocken will be well represented and a host of backers will be on hand to applaud their efforts.

The bugle corps of William E. Hare Post, No. 206, will be the attraction from Lansdale, Pa. Their uniform is patterned after that worn by the Russian Army before the World War, one of the most distinctive in Europe. Navy blue blouse with two rows of polished buttons; tan breeches with a blue stripe and tan-peaked caps trimmed with gold. The corps is made up as follows: twenty-two buglers, twelve side drummers, one bass drummer, a cymbal and a drum major. The bugles used by this corps are the long parade type. The Lansdale Legionnaires have won prizes in their own town and also in a contest at Pottstown.

Through the courtesy of the management of the following named theatres, slides, advertising the pageant are being shown on the screen: Frankford, Forum, Windsor, Oxford, Liberty, Lindley, Conley, Fern Rock and Great Northern. The Frankford Legionnaires appreciate the assistance given them by the various playhouses.

Tickets for the contest are on sale every evening at the Frankford Post Home, 4521 Paul street, for \$1.00 each and may also be obtained from any member of the Frankford Corps. James Butterworth is in charge of the sale. The supply of reserved seats is limited. Buy yours now.

J. Wayne Steele, chairman of the Frankford Corps announces that many distinguished guests accepted invitations to be present.

BUGLE CORPS COMPETITION

Class A—Over 30 Men.

Post	Total Points
Wilmington, Delaware Post	90.7
Bridgeton, Shoemaker Post	89.2
York, Pa., York Post	88.2
Norristown, G. N. Althouse Post	86.7
Freeland, Post 473	84.4
Lancaster, Post 34	84.0
East Orange, Post 73	77.4
Allentown, H. P. Lentz Post	70.0

Class B—30 Men and Under.

Post	Total Points
Trenton, Elkins-Oliphant Post	90.5
Philadelphia, Olney Post	88.3
Philadelphia, Greenwood Post	84.0
Perkasie, Hartzell-Crothorn Post	82.4
Doylestown, Atkinson Post	82.0
Palmyra, F. M. Rodgers Post	81.7
Nazareth, H. V. Knecht Post	81.2
Chester, Stevenson Post	80.8
Lansdale, Hare Post	79.3
Norwood, J. W. Cross Post	77.7
Schuylkill Haven, Baker Post	76.0
Springfield, Post 227	75.5
Media, C. T. Smith Post	74.7
Paulsboro, Carson Post	74.6
Glenolden, Murray Stuart Post	73.9
Camden, Fairview Post	73.1
Wildwood, Croker Post	72.9
Philadelphia, Oxley Post	71.4
Slatington, Delke Post	69.8
Philadelphia, Kensington Post	69.7
Camden, Thoirs Post	68.3
Wayne, Anthony Wayne Post	67.8
Philadelphia, Houston Post	67.7
Palmerton, Mader Post	67.6
Lehighton, Shoemaker Post	63.9

Other Prize Awards

Best Drum Majors—Chester, Pa.; Wilmington, Del.; Paulsboro, N. J.
 Man-Miles Contest—York, Pa.; Lancaster, Pa.; Freeland, Pa.
 Best Equipped Corps—East Orange, N. J.; Lancaster, Pa.; Wilmington, Del.
 Best Out-of-Pennsylvania (not main prize winners)—Palmyra, N. J.; East Orange, N. J.; Paulsboro, N. J.
 Best in Philadelphia (not main prize winners)—Tacony, Kensington.
 Youngest Corps—Kensington, Philadelphia; Wildwood, N. J.

Thousands View Military Pageant

Delaware Post First in Bugle Corps Competition at Jackets Stadium. Great Night Parade Along Crowded Avenue.

Another "first" must be scored for Frankford as a result of the great military pageant and Bugle Corps' Contest staged here last Saturday, under direction of the champion Frankford Legion Bugle Corps, for the event was the first of its kind in this section of the country. Members of the Frankford Bugle Corps especially, as well as the rank and file of Frankford Legionnaires, had every reason to be well-satisfied with the pageant and parade, as it was one of the most outstanding and colorful events in the history of the town. The thousands of citizens and visitors who crowded the stands at the Yellow Jackets' Stadium, to witness the competitive drilling, and the huge crowds who massed in holiday spirit along the flag-bedecked avenue for the parade at night, received thrills of pleasure and pride as those well-trained and disciplined bodies of musicians passed in review. The weather was splendid and the whole affair was conducted throughout upon a scale of magnificence seldom equaled.

Marching and countermarching, with unceasing and spirited drill music, the Bugle Corps, appeared one after another upon the greensward, and went through their evolutions, under the critical survey of the judges. The judging was upon the basis of 20 points for uniforms, 20 points for rhythm, 20 points for repertoire, 15 points for marching appearance, 15 points for maneuvers and 10 points for cadence. That there was no lagging at any time was evident as the cadence was the U. S. Army Standard of 128 steps per minute. Constant applause marked the work of the various contesting corps, as each had some individual characteristics which won the admiration of the more than six thousand spectators. A great spectacle came toward the end when all the corps massed upon the field and marched together for the benefit of the moving picture and movie-tone companies present.

The judges were Lieutenant Joseph Frankel, director of Frankel's Symphony Band; Captain George O. Frey, Philadelphia Municipal Band Master; Captain A. L. W. Gordon, U. S. Marine Corps; Lieutenant Harry Sheetz, West Point, Class of 1923; Captain F. C. Shaffer, West Point, Class of 1918; Lieutenant T. L. Waters, West Point, Class of 1921; and Captain H. Pennley, U. S. Marine Corps.

The general committee of Frankford, Post No. 21, Bugle Corps, included George W. Toland, C. Russell Murphy, John J. Keegan, Fred M. Boetfner, James H. Butterworth, Henry C. Whittling, Robert O'Neill, John B. Swann, Jr., and J. Wayne Steele. At no time during the day did the Champion Corps appear as a body until late at night they marched with full membership at the end of the big parade, receiving an ovation all along the line not only for their natty appearance in their uniforms patterned after the Canadian Mounted Police, but also as public recognition and appreciation for their direction of the contest and pageant.

The honored guests who occupied boxes reserved at the stadium were Admiral J. L. Latimer, Commandant of the Philadelphia Navy Yard; Major General W. C. Neville, Commander U. S. Marine Corps; Major General, William G. Price, Commanding 28th Division; Colonel L. S. Sorley, Chief of Staff, 79th Division; William H. Matthews, Commander of Department of Delaware, American Legion; Herbert H. Blizzard, Commander of Department of New Jersey, American Legion; Charles A. Gebert, Commander of Department of Pennsylvania, American Legion; A. L. Magee, Adjutant, Department of Maryland, American Legion; James J. Deighan, Adjutant of Department of Pennsylvania, American Legion; Honorable Harry A. Mackey, Mayor of Philadelphia; Edward Martin, Auditor General of the State of Pennsylvania; Herbert S. Royle, State Representative; James A. Dunn, Assistant Director of Wharves, Docks and Ferries; Clarence K. Crossan, of City Council and representatives of the

local newspapers, and the members of the business men's committee. All of the guests were taken to the Torresdale-Frankford Country Club for dinner by the entertainment committee composed of Captain Clifford K. Fowler, Post Commander Laurence R. Dunn, George W. Toland, chairman of the General Committee and several Past Commanders of Post No. 211.

The judges were dined at the Northeast Shrine Club, escorted by other Past Commanders of the Post.

All traffic on Frankford avenue was suspended from 8.00 to 10.00 o'clock at night, and great crowds had an unobstructed view of the parade, of which Captain Clifford K. Fowler, of Frankford Post, was marshal. Heading the line were five or six artillery field pieces, and other equipment of the 108th Field Artillery, P. N. G., hauled along by caterpillar tractors and manned by a full complement of artillery men. A viewing stand for the official guests was located in Overington street. Signal men wig-wagged for each Bugle Corps which was given every opportunity to present its best stunts as it passed in review.

Throughout the day each individual member of the Frankford Bugle Corps, had his important duties. Every visiting Post was assigned a member who attended to the reception of the visitors, their refreshment, and transportation to and from the stadium. He stayed with his assigned corps until parade time.

Great financial aid to the success of the day came from the Business Men's Committee which raised a considerable fund toward the expenses of the day. This committee consisted of Ralph Seaman, chairman; Benjamin Starko, George Ross and Paul Dorn.

The Bugle Corps of Frankford Post No. 211, was organized in 1922 with men and now has membership of 100. The officers are: Henry C. Whittling, musical leader; C. Russell Murphy, drillmaster; John B. Swann, Jr., assistant drillmaster; Elton E. Wid, sergeant drummer; Howard C. Kno, sergeant bugler (champion bugler, partment of Pennsylvania, 1928). A sketch in the souvenir program of the day, gives the following review:

One of the most active and biggest assets of Frankford Post is their Champion Prize-Winning Bugle and Drum Corps. During March, 1922, Comrade Harry Whittling, the leader of the Bugle Corps and two other comrades suggested that a Bugle and Drum Corps be formed and on March 31st, 1922, said organization was formed

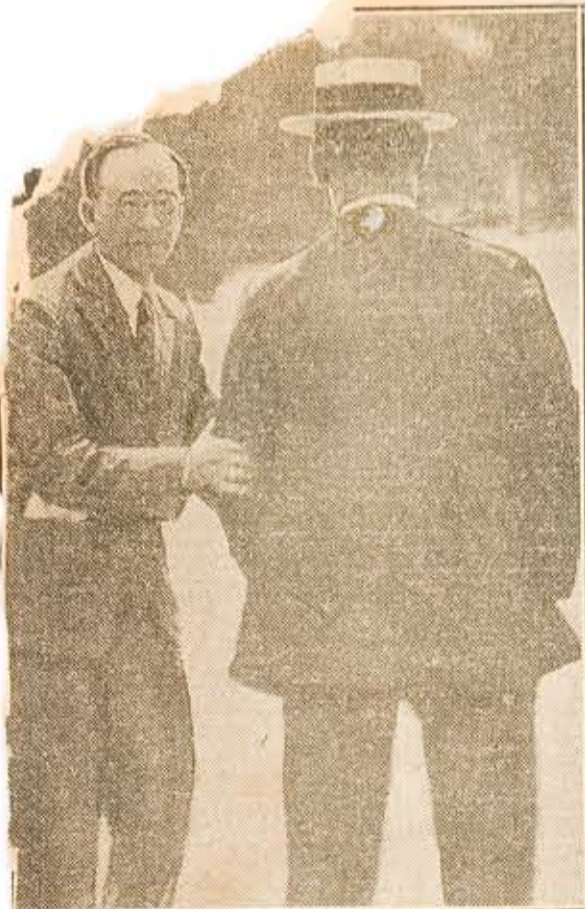
with eight members, with only one bugler and one drummer with past experience. April 6, 1922, the first regular practice was held with ten members, each bringing his own bugle and drums being loaned by Col. Decher, Spanish War Veterans. The ever faithful Women's Committee, at that time under the supervision of Mrs. Frank Embery, later purchased drums for the Corps and the Corps purchased a uniform for every man.

The Corps steadily grew and at their first public appearance during the Fraternal Parade held in conjunction with the opening of the Frankford "L" on November 10th, 1922, they were loudly applauded all along the line of march. They have appeared numerous times since that date and every week find the boys diligently attending their practice. The Corps now consists of 15 buglers, two bass drummers, four tenor drummers, twelve side drummers, two cymbal players and a Color Guard. All Legion members and in good standing of Frankford Post No. 211.

On February 22, 1924, the Corps captured the First Prize and all points for playing at the Annual Ball of Philadelphia County American Legion, held in the 103rd Engineers Armory, against the strongest competition in the city of Philadelphia.

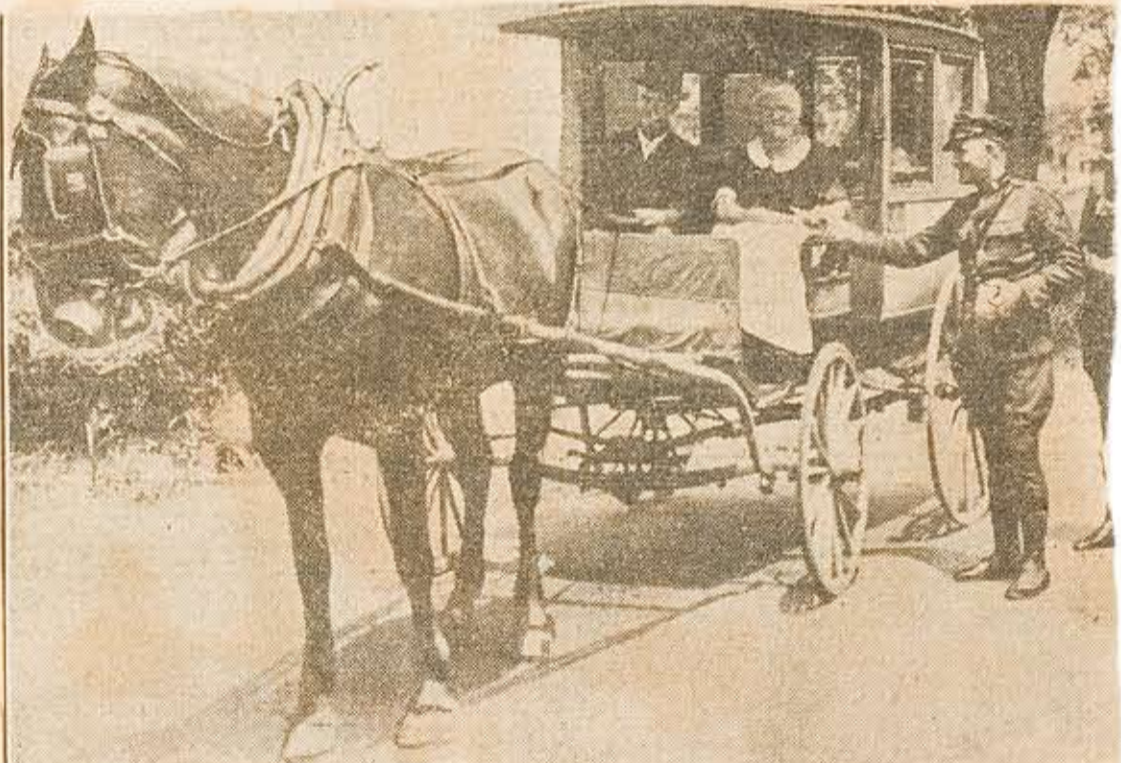
August 23, 1924, this same Corp journeyed to Greensburg, Penna., and captured the First Prize of \$200 in conjunction with the Annual State Legion Convention. They competed with other crack Bugle and Drum Corps from all parts of the State and received commendation of officials at the Convention. The Corps then wore regulation uniform of the Army Navy.

The following four years Frankford Bugle and Drum Corps won State Championships as follows: 1925 Erie; 1926 at Stroudsburg; 1927 at York and 1928 at Uniontown, and also 1928 journeyed to the National Convention at San Antonio, Texas, where they were awarded the Third Prize in competition with the crack corps from over the country.



THREE ARMED BANDITS YESTERDAY LINED UP A. T. Lippincott (left), cashier; C. K. Jenks, teller (center, with Corporal Rodgers), and two girl bookkeepers. They were taken to the station and a patron into a back room and proceeded to rob Cornwells State Bank, Cornwells Heights, of \$5000. Right: Troopers questioning Elmer Vansant, who was the driver of the car with license number of bandit car.

SEVEN MILLION TWO HUNDRED AND FIFTY THOUSAND questionnaires were distributed yesterday on trains, busses and to autoists in a survey of Philadelphia's suburban population in co-operation with the Regional Planning Federation. Above you see State highway patrolmen handing out questionnaires at Torresdale entrance to city.



"Just Twenty Years Ago."

From The Dispatch, May 7, 1909

The discontinuance of the sale of the six-for-a-quarter strip tickets by the Philadelphia Rapid Transit Company on Tuesday affects hundreds of Frankford riders who will in the future be compelled to pay a straight five-cent fare. The Transit Company, in an open statement, explained the position of the company with regard to the increase in fares and made several conditional promises of betterments, including the building of the Frankford Elevated road. In this connection their statement says:

"It will naturally be asked what definite promise of extensions can be given to the public, and the first thought will be the proposed elevated road to Frankford. At no time since the contract was made has the Rapid Transit Company had the money or credit to finance this enterprise. It will take about five million dollars to build and equip such a road and provide it with power. If with the improved credit this change in charges should give it is possible to finance this enterprise by a popular sale of bonds in the manner provided by the contract, this company stands ready to build and operate such a road; or if the proposed amendment to the State Constitution is adopted, enabling such public enterprises to be built on city bonds, we are prepared to enter into a fair arrangement with the city for their operation on terms which will meet the interest and ultimately retire the principal of such bond issues."

When reference to the Frankford road was made to Mayor Reyburn, however, the latter did not give much encouragement to the idea. On this subject he is quoted as follows:

"There will be no need for a Frankford Elevated. When the Reading Railroad's Ninth street elevated road is completed there will be a local system of elevated roads."

way. Ever since I was eight years old they have been talking about bringing Frankford to Philadelphia. I went up there to see the place and had to ride in a coach over a plank road. Frankford was an old settlement, about as old as Philadelphia itself, if not older. Then they were talking about bringing Frankford closer to Philadelphia, and they are still talking about it. But Frankford will never be directly connected until the open sections are built up."

(Dispatch Editorial, May 7, 1909)

If Mayor Reyburn is correctly quoted, he sees no need for an elevated railway to Frankford, believing that the Reading Railway, when elevated, will meet the needs of this section. Most Frankford people will conclude that the Mayor is unfamiliar with transportation conditions here, and that his attitude is not in line with the necessities of the situation. The Reading road has been hauling limited numbers of passengers at 25 cents the round trip for some time, with a running time usually exceeding thirty minutes. The difference in running time and the considerable excess in the cost of the trip hardly places the railway company in the position of a competitor of the surface lines. What this section needs to bring about future development is a quick and cheap method of going to and from the centre of the city. If the fare on the Reading was 15 cents or less, there might be some reason to delay the erection of an "L," but with present conditions the only possible solution of the transit problem is an elevated line with fast service and five-cent fare. The subject is an all-important one, which should not be lost sight of by any who are interested in the development of the Northeast.

Named by Governor



HENRY F. WALTON, JR.

PHILA. MAN GETS STATE JOB

Fisher Appoints H. F. Walton, Jr., to Securities Corporation

Governor Fisher yesterday announced the appointment of Henry F. Walton, Jr., son of the former Speaker of the State House of Representatives, as a member of the Pennsylvania Securities Corporation. He succeeds Walter J. Fallows, of this city, who recently resigned.

Mr. Walton in 1921 was appointed an examiner for the State Banking Department, and in 1924 was named investigator for the Bureau of Securities and placed in charge of the Philadelphia office. Educated at Episcopal Academy and the Wharton School of the University of Pennsylvania, he was a member of the City Troop during the World War and later was commissioned a first lieutenant of infantry of the Pennsylvania Reserve Militia. He has a wife and two children and lives at 123 West Springfield avenue.



THIS PHOTO of prison officers at the Philadelphia County Prison was taken by Joseph W. Belt, of West Chester, in 1897, when the new prison was opened. Of the group, only three are now alive. (1) Charles F. Sorber, (2) William H. Heston, general Superintendent of County Prisons, and (3) George Watson

“Just Twenty Years Ago.”

From The Dispatch, January 15, 1909.

The Robert Cornelius estate, one of the handsomest country seats in the Northwestern section of the city, and located on the Bristol Pike, in the Forty-first Ward, opposite North Cedar Hill Cemetery has been purchased by a syndicate, headed by Thomas Tansy and Louis Weber, for \$150,000. George T. Sale was the broker in the transaction. The estate, on which a fine stone mansion is located, comprises 75 acres, and embraces the area bounded by the Bristol Pike, Edrich street, Dark Run Lane and Benner street. The former owner was a prominent gas fixture manufacturer, and took an active interest in horticulture, the mansion being surrounded by many fine specimens of trees, which he obtained during his travels around the world. The purchasers intend to locate a brickyard on a portion of the land, which is rich in deposits of fine quality of clay. In the future it will be cut up into building lots and disposed of to builders. The assessed value of the land at the suburban and city rate is \$75,000.

Wrecked Auto Found in Quarry

A mystery confronted police of the late road and Longshore street station on Sunday when they probed into circumstances which surround the wrecking of a sedan at the bottom of a 90-foot stone quarry on Welsh road of Frankford ave. Investigation revealed that the license plates on the had been stolen Saturday from automobile of Charles Eaton, of 334 North Gratz street.

Discovery of the sedan's fragments was made Sunday morning by James Fulhern, a watchman. The auto had been smashed to bits and even the license plates were broken.

Following a trail which led across the Pennsylvania Railroad tracks nearby, detectives deduced that the occupant or occupants of the car started it in the direction of the quarry and then leaped to safety before it rolled over the brink. Police questioned residents a quarter of a mile away, but none had heard the crash.

22nd YEAR FOR HOLMES. BANK

Holmesburg Trust Co. Closes 22nd Year—Elections Held For 1929

The Holmesburg Trust Company has completed its 22nd successful business year. In looking back it has been found that this been the most successful year in the history of the Company, both from the standpoint of effort and the results accomplished. The capital stock of the Company has been increased from \$125,000. to \$250,000. and the surplus fund increased to \$400,000. The new office of the Company located at the corner of Frankford avenue and Rhawn street is well under way and rapidly taking form. The Company, ever alert to sense the needs and demands of this growing community, opened an office at 7316 Frankford avenue, near Cottman street, in the Mayfair section, to bring the facilities of a strong, well managed financial institution to this rapidly growing community. This branch has been favorably received by the merchants and residents of Mayfair, who have found it useful and convenient for their banking requirements.

At the annual meeting of the stockholders, in December was held the election of Directors for the ensuing year. The following Directors were unanimously elected to serve: Wm. Boal; J. Spencer Morrison; Chas. A. Porter, Jr.; Jas. S. Griffin; J. Bruce Griffin; Jos. H. Brown, Jr.; Warren E. Titus; John Barber; Edw. M. Frost; Warner Walton; Rowland R. Comly; Robert F. Irwin, Jr.; Wm. M. Rowland and Albert E. Green.

The meeting was followed by a buffet luncheon which was also attended by the business men of the community. At the re-organization meeting of the directors the following were elected to serve as officers for the ensuing year: Wm. M. Rowland, President; Jos. H. Brown, Jr., Vice-President and Asst. Secretary; Albert E. Green, Secretary and Treasurer.

Calendars are being distributed at the office of the Company.

Many of our town's old residents are very much interested in the demolition of the old Washington House. About eight feet below the surface is solid rock. The hole of the old well from which the pump was removed many years ago can be seen as the excavation proceeds.

Harry Griffith has moved from 8014 to 8019 Frankford avenue. 8014 Frankford avenue has for many years been the site of a roofing and heating place, it having first been started by John Morrison. The property has recently been sold, and one of the chain stores is going to lease a one-story building to be built on the site. Harry Griffith will continue to operate a heating and roofing shop in the rear of these premises.

Charles H. Campbell, of Ashburner street, and Frank H. Day, of 8448 Frankford avenue, have gone on the Police Pension, after having served thirty and thirty-two years, respectively, most of their time in this district.

Stockholders Annual Meeting at Northeast National Bank

The annual meeting of stockholders of the Northeast National Bank of Holmesburg in Philadelphia was held on Tuesday, January 8, 1929, when the following officers were re-elected: Mr. C. John Birkmann, president; Dr. William A. Bennett, vice president; Mr. Clarence L. Doney, cashier; Mr. John E. Fritz, assistant cashier; Mr. Wilhelm F. Knauer, trust officer.

The president, Mr. C. John Birkmann, stated that the institution had enjoyed a very satisfactory growth during the ten and a half months that it had been open for business, and that during this time deposits had increased \$407,720.71. He also stated that the present temporary quarters were found inadequate to take care of the increasing volume of business and that the construction of a new bank building had already been started on the property adjoining the present location. The new building is to be of modern architecture with the latest facilities for the convenience of customers.

In addition to the re-election of the Directors, Mr. George B. Birkmann was elected to the Board.

The report of the condition of the bank at the close of business, December 31st, showed resources as follows: Loans on collateral, \$346,465.84; commercial paper, \$124,588.43; U. S. Government securities, \$52,994.35; stocks and bonds, \$164,447.91; real estate owned \$25,000; furniture and fixtures, \$3,709.07; cash and due from banks, \$71,676.07; other assets, \$4,683.46; total, \$792,567.86. The liabilities include: capital, \$200,000; surplus, \$50,000; undivided profits, \$14,000.49; and deposits, \$529,195.12.

Judges Investigate Conditions at Holmesburg County

Five Common Pleas Judges on a committee to investigate conditions in the County Prisons will make a personal inspection of the Holmesburg jail and obtain from prisoners and keepers testimony relevant to the probe. This was decided on Tuesday at a meeting of the committee in City Hall, during which the Board of Prison Inspectors was ordered to proceed at once with the erection of two new wings at Holmesburg for which a councilmanic appropriation of \$750,000 is available.

Construction of the proposed new buildings of the county prison at Holmesburg by inmates is advocated by the Pennsylvania Prison Society, which contends that in addition to saving money for the county, it offers opportunity for improving the moral and health of the prisoners. A communication pointing out the economic value of such a plan, and showing how it has been working out in various parts of the country, was sent to the Board of Judges of Common Pleas Court and Board of Prison Inspectors by the society. There is available \$750,000, appropriated by City Council on March 15 for improvements of county prison buildings.

Survey Gives Interesting Statistics for N. E. Philadelphia

The January issue of "The Northeasterner," the journal of the Northeast Philadelphia Chamber of Commerce contains an interesting article on "Merchandising Aspects of the Northeast Section of Philadelphia," written by F. R. Cawl, Ph.D., Assistant Professor of Merchandising, of Wharton School, University of Pennsylvania. The conclusions of the article are based upon the proposition that a study of a community will prove a great aid to the retailer in deciding upon the stocks of merchandise to be carried. The figures are part of a general survey. Prof. Cawl says, and were obtained by using investigators who visited every tenth home in every section of the city.

The Northeast survey showed a total of 38,510 families, with a total head-of-the-family income for each family of \$87,842,360, or an average income for each family of \$2,281.03. The article says that "it is interesting to note that there are 38,510 families in this section and that in almost 45% of them the head of the house makes between \$1,000 and \$1,999 a year. Over 36% more fall in the \$2,000 to \$2,999 group. This means that in 80% of the homes of the entire district, the head of the house makes less than \$3,000 a year. Add to this the fact that in another 15 1/2% of the families the incomes are between \$3,000 and \$4,999 and you have left a mere 2 1/2% who make more than \$5,000 a year."

Over seventy-nine million dollars of the total is produced by families in which the head of the house makes less than \$5,000 a year.

Another statistical table of the survey shows that "One hundred and forty families pay between \$10 and \$19.99 a month rent, and the average for this group is \$14.64. Eight hundred and twenty families pay between \$20 and \$29.99 a month for rent. One-third of the families pay between \$40 and \$49.99. Less than one-third pay more than \$60 a month and only about three and one-half per cent. pay \$100 a month or more."

The educational statistics of the Northeast section show that in 11,770 homes, some one has attended or is attending high school. This means that in almost one-third of the homes of the district you have a high school grade of intelligence. However, the number of homes in which there are high school graduates in this district is only 7,180. When we look at the college graduates, we note that there are hardly 2,700 homes out of 38,510 where there is a college graduate.

The occupational analysis of Northeast Philadelphia, referring to the heads of families, is given as follows: Executives, 2,300; Professions, 1,460; Merchants, 300; Shop Keepers, 2,590; Salesmen—Class A, 1,630; Salesmen—Class B (Shop), 1,420; Transportation 920; Building Trades, 1,900; Lumber and Woodworking, 250; Metal Trades, 3,590; Printing Trades, 580; Textile, 2,100; Miscellaneous Labor, 8,890; Office Clerical, 2,900; Public Service, 1,390; Agriculture, 30; Unskilled Labor, 3,870; Domestic and Personal Service, 60; Retired, 1,310; Widows, House-keeper, Etc., 1,020. Total, 38,510.



At the prison no information could be obtained. Officials who answered the telephone insisted nothing out of the ordinary had happened and that everything was lovely. Repeated inquiries failed to elicit any more definite information.

Din Heard All Night

For neighbors living within a block of the prison along Torresdale avenue night was made hideous. The din rose and fell throughout the long nocturnal watches. It seemed as if demons had taken possession of the prison across the way.

Morning dawned and with it breakfast time. This appeared to goad the rioters into renewed fury. The cries of "Food! Food! Food!" grew into a shrieking volume.

Suddenly there came a terrific hammering at the great wooden door. Then a splintering sound. The wood parted and splintered, leaving a wide crevice. The prisoners, armed with pointed tools made from the sides of their steel cots, had shattered the wood.

As guards hurried forward to stem any advance, a blazing mattress was thrust through the opening. Up went a screen of fire and smoke which forced back the officials. Another mattress, also blazing merrily, came through, then a third and a fourth. The smell of burning mattresses filled the prison, causing prisoners in other cells to cough and choke.

Everything of an inflammable nature upon which the mutineers could lay their hands was ignited and shoved through the opening, forming an impassable smoke barrage. Some of the barricaded men could be heard coughing as the acrid billows blew back into their narrow enclosure.

Police Help Asked

Things began to grow worse. In the meantime, an extra guard of twenty men had been brought from Moyamensing prison, but the reinforcements failed to make any impression. Superintendent Bennett finally decided it was time to call the police. He notified Superintendent of Police Mills.

The police chief on his own initiative dispatched sixty policemen under the command of Inspector George Fritz and Captain Edward Hubbs, drillmaster. He instructed them to look over the scene, and before taking any definite action return a report.

Shortly after arriving at the prison Fritz notified Mills of the seriousness of the situation. Mills in turn notified Director of Public Safety Schofield, who ordered instant action. Major Schofield, with Superintendent Mills and Chief of County Detectives Patrick J. McKewen, hastened to the jail to take charge.

Twenty additional policemen were summoned and also a squad of ten detectives, directed by Inspector William Connelly. Tear gas and mustard gas bombs were assembled and the invaders donned gas masks.

Jeers Bring Bombs

The mutineers were ordered to come forth. They renewed their jeers. "All right," commanded Major Schofield, "let them have it."

Bombs were hurled into the barricaded section. They burst in crackling fusillades, and the fumes spread. Bomb after bomb was tossed forward from the trained hands of the gas squad.

The hubbub grew deafening, as the prisoners felt their eyes begin to smart and then fill with tears. With eyesight rapidly blurring their throats burning with the odor, they staggered against each other and tried to push forward.

Singly and in groups they began falling, blinded by the fumes. For three hours, with short intermissions, the barrage was kept up.

When it was over not a mutineer was standing.

The bluecoats, still in their gas masks, began carrying out the fallen. They were taken into the hospital quarters, where artificial respiration was applied. Many had inhaled such quantities of gas they were forced to be put in bed and given a treatment



Director of Public Safety Schofield (in lower picture) is shown leaving prison entrance after tear-gas bombs had been used to suppress outbreak at Holmesburg. In the doorway behind him Patrick J. McKewen, chief of county detectives, can be seen. The upper picture shows some of the 150 policemen summoned when the outbreak got beyond control of prison guards. Behind them, in the doorway, William B. Mills, superintendent of police, can be seen emerging from the jail.

Wing Left a Wreck

The scene of their late barricade was chaos. It was found the mutineers had ripped open mattresses, broken the flimsy prison chairs, and played havoc with everything that was breakable. Anything that might have been used as a weapon had been seized.

Superintendent Bennett gave out a meagre account of what had happened. He confined himself to stating that the disturbance had been created by prisoners in three wards. Included among these, he said, are a number of men who work in the shops.

"We thought at first the men might be cell-crazed," he said, "but we know that a number of those leading in the noise have been employed in the shops and so get exercise."

It was also reported that certain of the ringleaders had been taken from the hospital and locked in solitary confinement pending an investigation.

Things have not been going right at Holmesburg for some months, it has been reported at various times. Charges of bad food have been numerous and also charges of cruelty to prisoners.

Beating of Men Rumored

Among the latter charges there have been accusations that negro prisoners have been used by the authorities to beat white prisoners and force them into submission. Whenever a "tough guy" was committed to the institution the first move towards disciplining him was to bring in the "strong arm" squad and administer a brutal drubbing, it has been charged.

Overcrowding is another complaint that has been levelled. Whereas there are more than 1700 prisoners in custody, there are only accommodations for 1200. It is said that the

four men have been forced to sleep and live in a small cell.

There is not enough work to go around at Holmesburg and many of the prisoners are forced to sit idle in their cells day after day.

Director of Public Safety Schofield, commenting on the outbreak, said he would not attempt to express an opinion as to the causes.

No Jailbreak Attempted

"There was no attempt at a jailbreak. Of that I am certain," he said. "The prisoners appeared to have no such idea in mind. I talked to some of them later and their greatest complaint was concerning the food. I know some of these men; in fact, I prosecuted a number of them when I was assistant district attorney."

"I also noticed the place was terribly overcrowded. Some men were living four in a cell. I believe this trouble has been brewing for months. I would say that about \$3500 damage was done in the outbreak."

Superintendent Bennett left the prison about 5.30 P. M. He refused to make any statement, saying that he was tired out. Furey Ellis, a member of the Prison Board, who also left about the same time, announced the situation would be considered at tomorrow's meeting.

In the meantime, a police squad of ten men under Inspector John Blackburn is remaining at the prison as a safeguard against further disturbances.

The mutiny, the attempts toward covering up, the causes—in fact, all the underground stories that have been going the rounds about conditions at Holmesburg—are said to be due for an investigation. There is more than a possibility, it is said, that

January Grand Jury will go into the matter.

Jury Probe Considered

Judge Frank Smith, of Court of Common Pleas No. 5, who is presiding over the panel, announced he is considering ordering an investigation. He added, however, that he is contemplating no immediate action.

"Of course, everyone is interested in prison conditions," he said. "I am specially interested in them and the mutiny in the prison. There may be some action later."

Although the riot lasted for the best part of twenty-four hours, there were no serious casualties among either guards or rioters. When it was over the fallen prisoners were searched, but no firearms were found on them. The only weapons they had were chair legs, broom handles and pieces of metal ripped from their cots.

According to what could be learned—and not a great deal of information was forthcoming—the actual outbreak had its inception at noon Friday when the first mess shift was being served in the long dining hall. The first shift comprised the 600 mutineers.

Mutineers From Three Wards

The prison is built in the shape of a wheel, with spoke-like corridors from a hub. Each spoke is a cell section or ward. The mutineers came from wards D, B and I, which are on the west side of the great stone-walled enclosure.

At the present time there are 1700 prisoners in Holmesburg. Normal accommodations are provided for only 1200, which means there are 500 more prisoners than there is room for.

From this the condition of overcrowding can be well imagined.

The shift from the three wards filed into the dining hall, each shuffling figure carrying his tin cup, tin plate and pewter knife, fork and spoon. They marched past the serving tables and were doled out the food that was ready for them.

In that motley crew of 600—they all are white men, the negroes being in other wards—were three comparative newcomers, men who have had the limelight on them in recent weeks. One was Matthew Patterson, former leader of the Nineteenth Ward; the others were former Police Captains Charles W. Schoenleber and William C. Knoell. They represented part of the grist from the graft mill of the racket Grand Jury.

Muttering Begins

The hungry men started to eat. Some began to grumble at once. Others took a few mouthfuls and then stopped. Several spat it out on the floor. Trouble was beginning.

Suddenly as if by signal they arose from their seats at the pine tables and began shouting. One of them sent his food-laden plate flying through the air. In a trice food was being dashed to the ground, hurled this way and that, and pandemonium had set in.

Guards came running from all over the prison. Shouts for order were bellowed into unbearing ears. The din became terrific as the convicts vented spleen that had been gathering for weeks.

Finally, after nearly an hour, the mob of six hundred was forced backwards into the wards. Instead of converging into their respective corridors, however, they rushed into D ward and took up position.

A great oaken door studded with iron marks the entrance to this corridor. Before the guards could enter to lock them in the cells, the rioters pulled this door shut and secured it.

Neighbors Notify Police

Throughout the afternoon they held this position against attack, all the time bellowing jeers and insults. The cry, "We want food! We want food!" arose above all others.

As night approached the din died down for a time, but began again about the usual hour for dinner. In the meantime, John E. Bennett, superintendent of the prison, arrived, and attempted conciliation.

His pleas fell on deaf ears. He begged the convicts to come out and get their dinner. The mention of food precipitated an even louder din, if possible.

terrific noise as the convicts rattled doors and beat on with anything handy could outside the prison. Excited who feared a jail break, the Electrical Bureau in ask what was wrong.

CELEBRATE 60TH WEDDING ANNIVERSARY

Mr. and Mrs. Daniel S. Starkey Hale and Hearty—Have Farmed All Their Life

The Starkeys have been a long-lived race, and this longevity seems to be shared by the wedded partners they have taken, down through the generations in which they have lived and farmed in Northeast Philadelphia.

So Daniel S. Starkey and his wife Louisa Beadley Starkey, find themselves hale and hearty on the sixtieth anniversary of their wedding, which they celebrate on Saturday, March 9, in their home in which they have lived for fifty-eight years, at Welsh road and Roosevelt Boulevard.

They will be, on this diamond wedding anniversary, surrounded by thirty-five of their immediate relatives. The thirty-five is practically the entire number, for there has never been a death in the Starkey family of the present generations, not counting, of course, deaths of infants of less than a few months.

All of these thirty-five relatives live within a radius of three miles of the home where the elderly couple will celebrate. The direct descendants of Mr. and Mrs. Starkey will form the majority of this gathering of relatives, there being four children, eleven grandchildren and eight great grandchildren. All of them are healthy and have apparent prospects of living to the ages of the couple who will celebrate. Mr. Starkey being 88 and his wife 86 years old.

As an example of Starkey healthiness neither the last influenza epidemic nor the one during war times found any victim among the Starkeys and none of them was at all seriously ill with the disease.

The Starkeys are truly sons of the soil of Northeastern Philadelphia. They have tilled the earth in the vast expanses of what is the 35th Ward for generations back to Colonial times.

Daniel Starkey's elder brother, Samuel, aged 95, and his wife, will be present at the celebration. Although their home at Grant avenue and the Roosevelt Boulevard, is a mile away, they are physically able to walk to the house where the anniversary will be held if relatives do not insist on conveying them in an automobile.

Daniel Starkey yesterday expressed full confidence that he and his wife would equal, if not exceed, the record made by his father and mother, Mr. and Mrs. Daniel S. Starkey, Sr., who, before they were gathered to their forefathers, had celebrated their sixty-ninth anniversary.

Daniel S. Starkey farms, as he has, one all his life. At least he directs the operation of a hundred-acre farm, surrounding his house, the entire operation being conducted by

his son, T. Corwin Starkey. The other sons and daughter do not farm as an occupation, although Benjamin B. Starkey's calling is closely allied to agriculture, he being executive secretary of the Philadelphia Flower Show, and for years has been a prominent figure in floral business circles. L. Cheston Starkey is instructor in engineering in the Northeast High School, and Mrs. Charles H. Thomas is the wife of a Philadelphia publisher.

The house in which Samuel Starkey resides is the original Starkey home, and has been so inhabited for nearly a century. In it the elder Starkey brothers were born, and so have many of their progeny.

The Starkeys have been market gardeners for generations back. Some of the earliest recollections of Daniel S. Starkey, Jr., are, as a small boy of starting off with his father at midnight to travel to some of the old market houses in Philadelphia, reaching their destination after dawn. As he grew older, Daniel, Jr., made the journey alone, driving his wagonloads of fresh produce, and as time went on, his wife and sons accompanied him. Mr. and Mrs. Starkey

Exactly twenty-two months since the first Sunday School started by the Rev. Sydney Goodman and less than seven months after the ground was broken, the Diocesan Mission of the Church of the Resurrection on Rowland street between Englewood and Wellington street was on Easter Day dedicated and organized as a parish.

Bishop Thomas J. Garland officiated at the 10.30 service which included the Dedication, Holy Communion and Confirmation Class of seventeen. At 2.30 the Sunday school had a special service with the Rev. Dr. Llewellyn Caley as speaker for the occasion. At 7.30 there was a service with Mr. John C. Roak, Lay Reader, in charge.

The new building which will house all the religious and social activities of the parish is the work of the architectural firm of Frank R. Watson, Edkins and Thompson, 1520 Locust street. It is of Gothic design and serves a two-fold purpose in that it is adequate for the present needs of the parish and later will become a unit of a larger scheme to consist of a church parish house and rectory. The architects submitted drawings for a one-story plan which was accepted and work has begun with the H. John Homan Company as builders.

The mission building is raised above the existing grade to allow for a boiler room which has been built with a view to housing the entire heating apparatus for the buildings contemplated in the future. In the main floor is a kitchen and service counter and a choir room for use in connection with the present chapel and for use in the same capacity for the future church.

The chapel seats upwards of 125 people and by opening the doors leading to the social hall the capacity is increased to 300. Outside walls are of local stone and the inside is finished with stone tile which will take care of any sort of decoration desired when the building is converted to parish uses as a part of the entire church scheme. The cost of the building was \$36,625.00.

Bishop Garland often expressed to the Rev. Sydney Goodman how impressed he was at the enthusiasm of the members of the congregation who have been holding services in a small house pending completion of the new building.

Easter Week has been a succession of services and meetings, the Rev. Dean Taitt spoke on Wednesday and the Rev. Charles DuBell on Friday. There will be a supper served by the ladies on Saturday evening.

The Starkeys were marketmen and women—and, as the old Philadelphia expression goes, they "stood in the market" every Friday and Saturday. They had stalls at times in the old Ridge Avenue Market, in the Spring Garden Markets, and in the Market that once stood on Broad street near Ridge avenue.

The Starkey garden products were noted in those days, when Philadelphia's supply of fresh vegetables came mainly from the "Neck," in extreme South Philadelphia, from the "river land," in what is now the Bridesburg area, and from the northeastern section where the Starkeys have lived and farmed.

The trip to the city from the Starkey farm to the markets consumed nearly half a day, Daniel Starkey reminiscences of going to the city to get loads of manure from the old horsecar stables and the breweries and walking the entire distance home beside his team.

Market gardening reached a high state of cultivation on the Starkey farm. Daniel Starkey was the first in this section of the country to grow asparagus. It was a novelty and only within the reach of the epicure. Mr. Starkey had as regular customers the fashionable hotels and clubs of those days. Once he produced an enormous stalk of celery, three feet high, 36 inches in circumference and weighing 70 pounds, with 58 separate stalks. This he sold to the late Dr. Richard Filbert, then a prominent resident of the Northeast, who had it sent to Washington and served at

TRANSCONTINENTAL RACE

Two Hundred Runners to End Third Day of Big Coast to Coast Run in Frankford April 2.

BIG PROGRAM TO BE ARRANGED

The General Committee in charge of the Transcontinental Foot Race, held a meeting on Tuesday evening, March 19, in the Board room of the Northeast Philadelphia Chamber of Commerce. Twenty-two members being present, representing the districts of Mayfair, Tacony, Wissinoming and Frankford. A representative from C. C. Pyle, who is sponsoring the race also met with the committee.

Publicity plans were made and posters and folders will be distributed immediately. Newspaper publicity will also be given and the whole affair broadcast generally.

Two hundred runners representing many nationalities will be included in the race. They will run forty miles each day and arrive in Northeast Philadelphia on April 2. The committee has planned a route down Frankford avenue to Tyson street, to Torresdale avenue, to Frankford avenue to the headquarter's tent at Frankford avenue and Pratt street. This takes in the communities of Holmesburg, Mayfair, Tacony, Wissinoming and Frankford, and gives as much publicity to the Northeast as is possible. At the headquarters the runners check in. A number of them will be introduced and a first-class entertainment is provided, a charge being made for this feature.

This race is being sponsored by C. C. Pyle, the race promoter, and will extend from New York City to the Pacific Coast. Mr. Pyle first suggested that it be run through some part of Philadelphia, as Frankford, and the communities got together and endeavored to cover as much of the Northeast as was possible under his plan.

The Boy Scouts of the district will feature as patrols. The outfit will be housed in the section. The Mayfair community taking care of this part of the work.

The matter was under-written by the Northeast Philadelphia Chamber of Commerce as they felt the feature would not only give publicity to the section, but would attract thousands of people from other sections of the city and outlying districts to Northeast Philadelphia. The race will only touch Philadelphia through the Northeast as the runners on leaving will run to the westward and not through the center of the city. The visitors will number more than 300 and should be of some benefit to the local merchants. The whole plan is a co-operative movement on the part of the communities for general benefit.

The General Committee officers are: C. C. Davis, chairman; B. E. Efling, treasurer; F. T. Wilson, secretary.

Publicity—Andy Newton, chairman; J. J. L. Merget, Wayne Steele, Will S. Gibson, C. P. Polk, F. M. Killebrew, Ralph Seaman, Wm. McKane.

Route and Site—W. Hepworth, chairman; L. F. Castor, Jr., H. C. Stephens, J. L. Scanlon, Raymond Adams.

Annual Reunion Of Johnson Family

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The sixteenth annual reunion of "The Johnson Family" was held on Memorial Day at the home of Mr. and Mrs. George Stevens of Holmesburg.

There were ninety-eight present, including four visitors, this being the largest attendance recorded in the history of the association. The families represented were from Holmesburg, Tacony, Frankford, Bryn Mawr, Cornwells, Newtown, Horsham, Johnsville, Davisville, Hatboro, Camden, Haddon Heights, Collingswood, and Williamsport, Pa. Dinner was served at two o'clock, after which the regular business meeting was held, including roll call and collection of dues. There was then some vocal and instrumental numbers rendered, after which the gentlemen proceeded with their annual quoit match, while the ladies enjoyed their annual chat. After complimenting the host and hostess on their eloquent hospitality, the guests departed, hoping for the same attendance next year, when they will go over the bridge, to Collingswood, to be entertained by Mr. and Mrs. Wesley Johnson, and Mr. and Mrs. Alan Shabler.

B. Frank Wharton, of 4310 Rhawn street, retired from service at the County Prison, on May 1. He has for the past few years been keeper of records. Mr. Wharton has a very creditable career while at this prison institution. He started as watchman when the building was being built in 1897. When the prison opened in January 1897, he was employed as a guard. In action of having Mr. Wharton retire at this time was by the Prison Board. Before leaving, the other guards presented Mr. Wharton with a smoking stand, a pipe and a handsome arm chair.

Housing and Lodging—Joseph Candy, chairman; C. H. Dunker, S. Sparks, William Terry, J. L. Digory, J. G. Beerer, H. Rothstein, Maurice Bourse.

Patrol and Policing—Bertram Le chairman; S. K. Hingley, C. K. Foller, Ralph P. Winters, H. R. Disston, Thomas Scott.

Finance—W. M. Rowland, chairman; F. B. Baldwin, R. Reinard, R. L. Shepard, E. C. Fisher, Lawrence Siddons.

Racers Pour Into Northeast

Attract Large Crowd To World's Big Sporting Event—Mayfair Is Host To Weary Participants Of Coast-to-Coast Race

The grand transcontinental foot race has come and gone through the northeast.

Crowds lined the avenue Tuesday to watch the weary plodders wend their way to the Pacific.

After a grand show held in the "Big Top" at Pratt and Frankford avenue, the participants retired under the able escort and direction of the Boy Scouts, Troop 84, to their night's lodging as guests of the residents of Mayfair.

The Mayfair Improvement Association has offered a prize to the hostess of the winner.

The Northeast Chamber of Commerce and other

Business Men's and Taxpayers Association of Frankford, Mayfair Improvement Association, Frankford Athletic Association (Frankford Yellowjackets), Wissinoming Improvement Association, American Legion Post 211, Holmesburg Improvement Association, Tacony Manufacturers Association, Frankford Halloween Group, Tacony Business Men and Boy Scouts. C. C. Davis was chairman of the committee, with Frank T. Wilson, secretary.

Dr. R. B. Willrich, of Frankford President of the Chiropodist Society of Pennsylvania and a group of Philadelphia Chiropodists assisted Dr. S. H. Treims, the official Chiropodist of the Transcontinental Foot Race examining and caring for the runners who

Hend member iv.

CHURCH 241 YEARS OLD

Pennypack Baptist Congregation
Marks Anniversary Tomorrow

The Old Pennypack Baptist Church, Krewstown road and Meeting House lane, Bustleton, the mother church of many Baptist churches in this section, celebrates its 241st anniversary tomorrow.

Emigrants from Ireland and Wales, taking advantage of William Penn's offer of religious tolerance, settled in Lower Dublin on the banks of the Pennypack in January, 1688, and founded this church from which has grown Baptist churches not only in this State but in New Jersey, Delaware and Maryland.

The interior of this old building, with its hand-worked, straight-backed, uncomfortable pews, the high pulpit and winding Colonial stairs leading to the balcony around the walls, instills a deep reverence.

Surrounding the church is the old burial ground, said to have been an ancient Indian burial place, dotted with its tombstones, many of which are crudely hand-chiseled and written in words spelled according to euphony. Many legends are connected with these grave markers, some of which are written in Welsh dialect.

Many members were baptized in the Pennypack creek at "Baptismal Rock," a short distance from the church. Many times the ice had to be broken to make the ceremony possible.

In 1885, the Rev. Charles Warwick built the Lower Dublin Baptist Church on Bustleton av., which now has "Old Pennypack" under its care. Services were then discontinued in the old church.

Dr. Emory V. Hunt, president of Bucknell University, will be the speaker at the services tomorrow morning and afternoon.

The Local Poor Institution

Many people have moved to our great Northeast in the past few years and are continuing to come and at the present time, one has to stop with amazement while looking out over the three wards which comprise the poor District of the Oxford and Lower Dublin Poor Board. These new residents of the 23d, 35th and 41st Wards should know of the great institution located in the 35th Ward situated on a piece of ground of about 125 acres, bounded on the south by Cottman street, on the north by Pennypack Park, on the east by Frankford avenue, and on the west by the Boulevard.

The Poor Directors are elected by the voters of the wards and handle the collection and distribution of the poor tax funds. They are not under the City's Health or Charity Department, but in many instances patients are cared for by the city and board paid for by the Board of Directors.

The Board has adopted new methods for the year 1929 for the collecting of poor tax both for the year and also the delinquent list. They now have a collector in all of the three wards and every effort will be made this year to collect this poor tax.

Many Improvement in Poor Institution at Holmesburg

The regular monthly meeting of Oxford and Lower Dublin Poor Board was held on Thursday. The Home at the present time is taking care of all the inmates possible. During the past year the Board have had to make many changes in their equipment. New mineral floors for the entire building were needed, new steel lockers to replace forlorn wooden closets, gas has been installed and two kitchens equipped with new modern gas ranges, work tables, sinks, urns for making coffee, all baths and toilets new modern plumbing. The men's room and women's sitting room have had all new chairs to replace old and worn out ones. The building has been repainted inside when needed, and all iron beds re-enamelled and many other things done to help make the inmates comfortable and happy.

The directors have now under consideration plans for a new and modern Home to take care of the ever-increasing population in the three wards. A committee has been appointed to carry on this work of the Board with idea of saving a men's department, women's department, department for man and temporary place for the

Building Activity in Northeast for 1929

A real estate review in the Sunday Public Ledger by John C. Hare says:

The present year will probably witness much house building in the vicinity of Rising Sun avenue, all along its length from the point where it enters the Thirty-fifth Ward, from the Roosevelt Boulevard till it emerges from the ward above Fox Chase. Rising Sun avenue, which was a country road a little over ten years ago, is developing rapidly into a business street, on which many modern stores have been built, which are yearly gaining in trade, due to the new population that is settling in its vicinity.

Many new houses have been built close to Rising Sun avenue during the last year and more are planned for the present year. Ground close to the avenue is held at high figures and is rapidly advancing in value, due to the fact that it is coming into demand by house builders.

Another great housing development is also looked for along the line of Frankford avenue, from Frankford to Holmesburg. Considerable ground has been sold along Frankford avenue between these points and during the last year it has been put into shape for building operations. The W. H. W. Quick tract and the Forrest Home tract, above Cottman street, will be the scene during the year of much house building activity. Half a dozen builders are getting ready to develop ground on both tracts, purchased during the last few months, and from present indications the building line will be pushed close to Holmesburg before the year closes.

Torresdale Avenue Activity

Building activity along Torresdale avenue, which has been well maintained during the last few years, will probably be greatly increased in volume during the present year. Practically all of the house builders along Torresdale avenue and its vicinity are preparing to increase their output greatly within the next few months. The Torresdale avenue line, which connects with the "L" road at Margaret street, is probably the best feeder to the Frankford "L" road. It serves a territory which is rapidly being built up and in which a great addition to the resident population may be expected within the next few years.

These three diagonal avenues, Rising Sun avenue, Frankford avenue and Torresdale avenue, are three main arteries of travel along which the development of a large part of the Thirty-fifth Ward and of the Forty-first Ward is progressing. The Roosevelt Boulevard is another, but housing development along the Boulevard has not yet got fairly under way. The development through the Northeast section, as it always does in any section, seems to follow close along the line of the great arteries of travel.

Better transportation to the upper part of the Roosevelt Boulevard is necessary to allow of the full development of great areas of vacant ground lying along both sides of the Boulevard, and this will probably come in a year or two, being provided for in the vast program of improvement recently presented to City Council, which calls for the expenditure of \$100,000,000 in public improvements in that section of the city within the next few years.

Space for 1,000,000 Population

It needs no prophet's eye to visualize the great development in the Northeast section, which has already begun and which is bound to gain yearly in momentum. The Northeast if often vaguely referred to by many who have little appreciation of the territory included in the description. The Thirty-fifth Ward alone is almost as large as all the six West Philadelphia wards, including within its boundaries ample room for dwellings for a million more of the city's population. Necessarily, the greatest expansion of the city in the next ten or fifteen years will be in that direction. West Philadelphia is almost solidly built up.

It is good policy for the city to help along the development as much as possible by liberal appropriations. Many have questioned the wisdom of building high-speed lines which carry thousands of potential home owners and taxpayers beyond the city limits. There is no question of the wisdom in the development of the

Guide Lights Put on W C A U

Antenna Towers at Byberry

By an order of the Federal Radio Commission, received recently, Station WCAU, owned and operated by the Universal Broadcasting Company, has been granted a construction permit to install a 10,000-watt transmitter.

This will make it one of the most powerful stations in the East.

The transmitter of WCAU is located at Byberry. The present 1000-watt equipment will be retained, but will be used only in case of emergency.

Lights have been installed on top of the antenna towers at Byberry. The towers are in the path of air-mail and aerial passenger routes into the North and South. These steel towers extend 200 feet into air and it was deemed advisable to install lights as a protection for aircraft travel.

Single red-globe lights are on each tower and are the standard equipment blinking lights used throughout the United States to warn aviators of the danger of flying low at that point. These lights are so powerful that they can be seen for a radius of three miles from an airplane. An automatic time clock has been installed to turn on these lights at sunset and off at sunrise.

The operator in charge of the broadcasting station will turn on these beacons should adverse weather conditions such as fog, rain or snow cause abnormal darkness or poor visibility during the daytime.

Progress of Sewage Plans

in Northeast Philadelphia

Mayor Mackey's plan for the organization of a City Planning Commission to direct the growth and needs of the city during the next ten years so as to save the taxpayers millions of dollars, got under way on Saturday last, with the mailing of invitations to 300 representative citizens to attend a preliminary meeting at City Hall on January 14 at 3.00 P. M.

In connection with the planning of further extensive steps in the city's intercepting sewer system and disposal plants, Mayor Mackey on Saturday outlined the work done in the past few years to rid the Delaware and Schuylkill Rivers of sewage pollution. The report says, in its relation to the Delaware:

"The first requirement of the program was the completion of work in the Northeastern section of Philadelphia to remove the pollution within tidal range of the Torresdale intake of the Philadelphia water supply. Since 1923 City Council has made available the sum of \$15,000,000. Previous to this time there have been constructed and placed in operation the sewage treatment works at Wheatstheaf lane and Richmond street to a capacity of 60,000,000 gallons daily, and the work during recent years has been the construction of the conduit system to pick up the sewage flowing in the main sewers and convey it to the treatment works at Wheatstheaf lane.

"From the money appropriated since 1923 there have been constructed the Wingohocking main sewer from west of Palethorp street to Frankford avenue; the Tacony Creek intercepting sewer from the Wingohocking sewer to the city line at Cheltenham avenue, and a connection made with the drainage system of Cheltenham township by which Tacony Creek is maintained in a clean condition throughout its entire length; the intercepting sewer connecting the Oak lane section; the Upper Delaware collecting sewer from the treatment works at Wheatstheaf lane northward to the Pennypack Creek; a large sewage lifting station at the treatment works and a grit chamber at the same location. This work has been completed at a cost of \$8,558,000."

Retires After Twenty-two

Years' Park Guard S

Sergeant John Agnew, of the mount Park Guards, assigned Roosevelt Boulevard duty, has retired on pension after twenty-two years service with the guards. For ten years of his term of service he was assigned to duty at Pennypack Park. Guard Agnew's promotion to Sergeant, in 1924, followed his heroic rescue of a Holmesburg boy, Walter Clare, from drowning in the ice-covered waters of Pennypack Creek, after the lad had coasted down the bank and been carried to the center of the stream before his sled broke through the ice. The guard had to run some distance, cross a bridge to the opposite side and swim to the boy, breaking the ice as he made his way to the exhausted lad who clung to the broken edge of the ice. For this act the guard was presented with the Bok award of \$1000 for heroism, and promoted to Sergeant. Upon his retirement Guard Agnew was presented with a valuable gold wrist watch by the guards assigned to the Roosevelt Boulevard, as a token of their esteem.

Police Raiders Capture Prisoners

and Liquor in Northeast

Squadrons of district police and raiders attached to Mystery Squad No. 1, in charge of Captain Taylor, invaded all sections of the Northeast late Saturday night, interrupting two noisy parties and seizing 135 prisoners and a large quantity of liquor found in speakeasies and clubs which were doing a thriving business just before midnight. Raiding squads conveyed to the State road and Longshore street station 115 men and women arrested in raids upon private dwellings, where merrymaking festivities were being conducted. In the first of the raids launched by Captain Dwyer, of that station, seventy-two persons were apprehended when police surrounded a house on Khawn street and compelled a throng to climb into waiting patrols.

So congested were conditions, that any police summoned a half dozen motor vehicles from adjacent stations in an effort to expedite the transportation of the prisoners to the State road station. Two hours later, Dwyer directed his men to a dwelling in Willsinoming where they gathered up a quantity of liquor and forty-four negroes, who were creating a disturbance there.

Man's Body Found

in Poquessing Cree

Two boys canoeing in Poquessing Creek at Torresdale, late Wednesday afternoon found the body of an unidentified man about 50 floating in the water. In a coat pocket \$309.72 was found.

Except for what appeared to be a recent scar on the face, there was no signs of violence and the clothing was devoid of possible means of identification.

The lads, Francis Comegys, 17, 8314 Frankford avenue, and Webster Evans, 11, of Grant avenue, Torresdale, went to the creek after school and about 4.30 P. M. discovered the body. Summoning help from neighbors, the lifeless form was taken from the water. A physician said the man had been dead from three to five days.

The body was dressed in a gray coat, blue trousers, lumber jacket, light hat and light brown shoes. The man was of light complexion, about five feet eight inches in height and weighed about 145 pounds. Police believe they have a clue to the man's identity from the missing person's list.

Committee Fails to Consider

Pennypack Park Extension

When the Pennypack Park extension was omitted from consideration by Council Committee on Parks Tuesday and only three park land were brought up and approved Cecilman Crossan expressed indignation over the procedure, and said: "Relying on the good faith of the Mayor when he assured us these deferred would all be considered together, not at all, I informed my people by my bill taking additional land Pennypack Park would be consistent with the rest. Now I find that of them come out of the box, am not informed. The Mayor t

Motorcycle Officer James Maxwell, connected with the 27th District, and who is accomplishing much in riding this section of dangerous speedsters and reckless drivers, offered a quart of his blood to save the life of a woman who was dying in the Frankford Hospital. Officer Maxwell submitted to the operation Friday, and came out of his trying ordeal fine. The woman thanks to his generous

recovered and

REPORT SHOWS ACTIVITIES THROUGH STATE

Knauer and Ewing Detail Work of Alcohol Permit Board and Prosecutor's Office

Important Court Rulings, Revocations, Padlocks Here and Elsewhere Among 1928 Accomplishments

Accomplishments of State authorities in the enforcement of the prohibition laws during the first year of the administration of Governor John S. Fisher were revealed yesterday when a report of the activities of the Pennsylvania State Alcohol Permit Board and the Attorney General's office during 1928 was made public here.

The report, prepared by Wilhelm F. Knauer, Deputy Attorney General for Eastern Pennsylvania, and Robert M. Ewing, Deputy Attorney General for Western Pennsylvania, sets forth in detail the work of State enforcement agencies under the authority invested in them by the Snyder act of 1923 and its supplement, the Alcohol Permit act of 1926.

Important judicial decisions, closer relationship with Federal and local authorities, numerous permit revocations, citations for violations and successful padlock proceedings are among the many achievements of State authorities shown in the report, which has been forwarded to Governor Fisher by Attorney General Thomas J. Baldrige. The report was made public here yesterday by Mr. Knauer.

Accomplishments Listed

The following are some of the important accomplishments of the Permit Board and the Attorney General's office, as shown in the document:

Ninety padlock suits were filed in ten counties. Of these, nine were against breweries, one against a drug store and eighty against night clubs, cafes, saloons and restaurants.

All except five of the latter in Philadelphia. At present six of the establishments have been padlocked, five restrained and two suits against breweries dismissed. Twenty suits are pending.

There were inherited fifty uncompleted cases in Allegheny county and Pittsburgh saloons. Of these, thirty have been completed and injunctions issued, and contempt proceedings have been brought against ten resulting in imposition of fines from \$200 to \$800.

Efforts were made to the various counties in the State, where District Attorneys, judges and local authorities cooperated with a view to obtaining cooperation with such agencies. Cooperation was obtained in many cases.

Seven revocation proceedings were brought before the Alcohol Permit Board. In seven cases the permits were revoked, while six cases are

pending. On March 27, 1928, Lieutenant Samuel O. Wynne, Federal Prohibition Administrator for the Fifth district with headquarters in Philadelphia, was detailed to the Attorney General's office in Pennsylvania for aid in the enforcement of the prohibition laws.

Philadelphia, at that time, had 1185 saloons and 13,000 "speakeasies," according to the city police census, which were raided only, boldly and fearlessly selling intoxicating liquor. It was also

the centre of the alcohol trade, with gangsters and bootleggers largely in control of the police force, as later shown by the Grand Jury investigation.

"Protection was bought and no sincere effort had been made to enforce the law. No padlock proceedings had been brought to a conclusion in the Federal or State courts by local authorities during the entire year previous. The efforts of the Federal prohibition officers were being wasted. Colonel Wynne was the first to bring this condition to the attention of the public.

"He did this vigorously and courageously. His appeal to the State for assistance was immediately answered with legal assistance instructed to bring proceedings in the State courts to close by padlock places in which intoxicating liquor was being sold.

"Beginning with April 31, 1928, and continuing until October 23, sixty-five cases have been instituted by the Attorney General on behalf of the Commonwealth of Pennsylvania. These proceedings were directed against the most conspicuous violators.

Night Clubs Closed

"Of this number, fifty already have been padlocked, while five have been restrained from future violations and have been ordered to change the character of their business. There are now twelve cases awaiting final hearings.

"Included in the places padlocked are well-known night clubs and cabarets. Of these the Venetian Cafe, located at the northwest corner of Twelfth and Filbert streets, is best known. This establishment had conspicuously violated the law ever since prohibition became effective and all previous efforts to close it had failed. The entire four-story building is now padlocked. Another well-known place closed is the bar at Zeissel's Cafe, 820 Walnut street, owned and operated by Samuel Griffin, famous as the 'millionaire cop,' former member of Unit No. 1. The Court also padlocked the Club Alabam, located at the southeast corner of Broad and Bainbridge streets. Proceedings are now pending against the Club Lido, at southeast corner of Broad and Rodman streets, and the Juniper Cafe, at 114 North Juniper street.

"Proceedings were also directed against well-known centrally located restaurants resulting in padlock orders closing McGee's, at 21 South Sixteenth street, the Kent House, at Hicks and Ranstead streets, Dunleavy's, at 819 Ranstead street, 'Burg Foo' Nest, at 307 South Broad,

and the Fox Grill, at 9 South Sixteenth street. The owners of the latter place had evicted the tenant, changed the character of the place and leased the property to legitimate business before the action was started. Upon hearing, the Court ordered the premises padlocked unless a bond was filed. The owners complied by filing a bond.

"Four actions were directed against plants where denatured alcohol was being redistilled for beverage purposes. These actions were brought under the Alcohol Permit act. The Court made orders in each case to abate the nuisance.

"The remaining cases were brought against the more prominent saloons scattered throughout the city. These proceedings all resulted in orders padlocking the building and placing thereon a conspicuous notice of the Order of Court, with the exception of five places, where the court took into consideration the efforts of the owners of the property to eliminate the existing nuisance and change the physical characteristics of the building. In these cases restraining orders against future sales of intoxicating liquor were made.

First Drug Store Padlocked

"The first proceedings against a drug store under the Snyder act was directed against the Steuton Pharmacy, located at the southeast corner of Broad and Spruce streets. Whisky and gin were boldly sold at this place without prescription. It was the source of much of the intoxicating liquor for the nearby night club parties. It had been raided five times in as many weeks by the city police without results. The Federal agents, however, during this time had been making regular purchases of gin and whisky in quantities, and finally, upon raiding the premises, found a supply of non-permit whisky and gin. Proceedings were immediately brought before Judge James G. Gordon, Jr., in the Court of Common Pleas No. 2, to padlock the premises. After hearing, the court on November 15, 1928, handed down an opinion ordering the premises padlocked for one year. An appeal has been filed and awaits arguments.

"All of these proceedings were based upon reports of violations made by Federal agents. In every case the evidence submitted by them was sufficient for the court to determine the place a nuisance and order its abatement. In addition, the secretarial work in preparation of the notices and investigations to determine ownership and descriptions of real estate and service of the bills and orders, was all faithfully prepared and performed in the office of the Federal administrator.

"Most of the proceedings were brought before Judge Harry S. McDevitt, who at this time has disposed

thirty-nine cases, and Judge Gordon, who has disposed of six cases. The courts extended every facility to bring these actions to a prompt conclusion, often conducting the hearings after their regular routine work had been completed. In addition, they refused to consider an application to delay the proceedings. Judge Gordon in his opinions in the Venetian Cafe case and also the Steuton Pharmacy case, has contributed to the decisions already obtained for law enforcement."

Mr. Knauer's report also shows that padlock proceedings were brought against nine breweries. Five of these places already have been closed, three suits were dismissed and one awaits final hearing.

The breweries padlocked are the Deppen, Reading and Fisher plants at Reading, all of which have since been closed by the Federal Court; the Foch Cereal Beverage Company, in this city, and the National Brewing Company at Steelton.

Action Against Breweries

The decisions handed down against the Reading and Fisher plants are considered of the utmost importance, as they provided for the destruction by State police of all the machinery in the two plants at the cost of the defendants. This apparatus was worth more than \$250,000, the report states. The decree also provided for the destruction of some 10,000 barrels of beer in the plants.

The Alcohol Permit Board also acted against these plants. The permits to manufacture near-beer held by the Fisher, Reading, Deppen and Foch plants were revoked and their bonds of \$10,000 ordered forfeited, the report states. Several of the cases have since been appealed.

In the last year thirteen revocation proceedings were brought before the board, of which Mr. Knauer is the attorney. In seven of these cases the permits have been revoked, while action is still pending against six of the establishments.

Among the plants whose permits were revoked was the Quaker Industrial Alcohol Company, in this city, which has been mentioned many times during the present Grand Jury investigation as the source of supply for bootleggers all over the country. The permits had expired when the action was started, but bonds in the total amount of \$30,000 were ordered forfeited for violations during 1927.

Other establishments whose permits were revoked include the Bethlehem Cold Storage and Beverage Company, in Bethlehem; the Penn Distributing Company, in Philadelphia; the Delaware Beverage Company, in Easton; the Mall Beverage Company, in Wilkes-Barre, and the Superior Beverage Company, at Lancaster. A number of these plants have filed appeals, which as yet have not been acted upon.

In addition to his padlocking activities in Philadelphia, Mr. Knauer, according to his report, took the time to secure padlocks to the doors of five establishments at Old Forge, Lackawanna county.

Full Co-operation Sought

Prefacing his report with short introductory remarks, Mr. Knauer makes the following observations on the work accomplished by the State in 1928:

"Every effort has been made to secure co-operation and united effort, wherever helpful, on the part of all law enforcement officials, including city, county and national officers. With this in mind, district attorneys in the counties and the Federal administrators have been given assistance whenever requested, and, generally speaking, this co-operation has resulted in mutual helpfulness."

Mr. Ewing, acting in Western Pennsylvania, filed twelve padlock suits, two of which were against breweries, his report shows. These suits against establishments in Allegheny, Westmoreland, Clinton and Washington counties have resulted so far in the handing down of seven padlocking orders. The other cases are pending.

In addition, Mr. Ewing succeeded in obtaining padlocks for thirty-five places in Pittsburgh. These were among fifty cases filed in 1924 which never had been completed. Several had been laid aside because of the death of the judge who had heard them.

Mr. Ewing makes the following comment in his report:

"It has been my purpose to cooperate wherever possible with the district attorneys and judges of the several counties with a view to assisting where assistance is desired. With this in mind, I have visited and conferred with the district attorneys of Westmoreland, Washington, Greene, Butler, Lawrence and Mercer counties.

"In the month of September, 1928, in company with Major Lynn G. Adams, superintendent of the Pennsylvania State police, I visited the district attorneys and the judges of the courts in Butler, Lawrence, Mercer, Clarion, Indiana and Warren counties, and the district attorneys of Venango, Erie and Cameron counties, and we found in most every instance very favorable reaction to our offers of assistance, and already the same has borne fruit in that advice has been asked in several instances as to procedure and requests for assistance in the prosecution of not only criminal but injunctive cases. In general, it is my opinion that marked advancement has been made along the lines of law enforcement and that the groundwork has been laid for the future."

SEE PROGRESS FOR 1929

Improvement Plans on Large Scale for Philadelphia to Include Northeast.

CROSSAN ASKS HIGHSPEED LINE

City officials on Saturday gave a forecast of municipal affairs during 1929, and were enthusiastic over the prospect of municipal development. Mayor Mackey said in part:

"The outlook for the new year is most encouraging. Municipal improvements under way and those to be carried on will stimulate progress and add materially to the development of the municipality.

"These improvements include the completion of the Broad street subway to South street, the beginning of work on the Ridge avenue loop and the start of the construction of the Convention Hall. Parkway development, extension and improvement of our highway system, construction of main and branch sewers, building of bridges and the carrying out of a plan for the general development of the city will be part of the city's program.

"This comprehensive program will be worked out by the general committee of more than 300 active and patriotic citizens whom I will appoint soon after the first of the year and who will begin to function immediately."

Councilman Clarence K. Crossan, of the Northeast district, said:

"The Northeast has one great outstanding requirement—a high-speed transit connection to the Broad street subway. Personally I am looking forward to 1929 with the full expectation that Philadelphia will authorize and commence that construction during the new year."

NEW OFFICIAL FOR HOLMESBURG COUNTY PRISON

J. W. Bennett Made Asst. Supt. in Charge to Succeed C. F. Sorber

REID NOW PRISON AGT.

Announcement was made last Thursday by the Board of Prison Inspectors of the resignation of Chas. F. Sorber, assistant superintendent in charge of the Holmesburg prison, the convict department of the county prisons.

Mr. Sorber's resignation has been accepted as of January 1 and John W. Bennett, heretofore a prison agent, has been appointed in his place.

The assistant superintendency at Holmesburg pays \$5,000 a year. Both that prison and Moyamensing are under the general superintendency of William H. Heston, but he spends most of his time at the latter institution, Passyunk avenue and Reed street, which is for untried prisoners.

Sorber has been in charge at Holmesburg six years. Before that he was a keeper for twenty-seven years. He is therefore eligible to a pension.

Bennett, the prison agent, has been the point of contact between prisoners, their families and the court. He has held the post for several years and is popular among those with whom he has had dealings.

John D. Reid, who has been a keeper, was appointed to the post of prison agent, which pays \$2,500 a year.

Dr. Joseph M. Reeves, 1916 Spruce st., president of the board, and all of the members, have been averse to discussing the conditions which led to Sorber's resignation.

A member of the board, however, said that rumors of trouble at the prison originated with discharged convicts who did not relish prison discipline, and were entirely without foundation.

QUELL MUTINY OF HOLMESBURG PRISONERS



Picture shows the Philadelphia County Prison at Holmesburg, where 600 prisoners defied the officials for nearly twenty-four hours, as members of the police tear gas squad were leaving the jail after quelling the riot. At the upper right is Superintendent of Police William B. Mills, and at lower left are Chief of County Detectives Patrick J. McKewen (left) and Director of Public Safety Schofield, who directed the work of the police. In the oval is John Gibson, of Paxon street, near Greenway avenue, a released prisoner, who described the jail as a "hell hole."

POLICE END RIOT AT HOLMESBURG WITH TEAR GAS

600 Prisoners Hold Out Against Guards for 24 Hours, Demanding "Food"

Mutineers Smash Locks, Burn Mattresses and Keep Up Din All Night; Grand Jury Probe Likely

By GEORGE H. DIXON

Many unconscious, others choking painfully, and all temporarily blinded, a gasping horde of 600 prisoners was tear-gassed into surrender yesterday after a mutiny that had existed intermittently for twenty-four hours in Philadelphia county prison at Holmesburg.

Throughout the night, while prison officials assured all outside inquirers that nothing was amiss, the rioters held possession of the west wing of the jail, where they twisted cell bars, smashed steel locks, burned mattresses and splintered a heavy wooden door.

The insurrection reached menacing proportions yesterday morning as the

prisoners threatened to advance on the guards, and a hurried call for assistance was sent to the police. Prison officials up to that time had attempted to keep the outbreak from public knowledge.

Police squads under the personal command of Director of Public Safety Schofield reached the jail at 10 A. M. armed with tear gas tanks and hand bombs. For nearly three hours the choking, blinding gas was forced into the barricaded section until not an insurrectionist remained on his feet.

Police Enter in Masks

Playing hoses before them to extinguish the burning debris in the corridor, police with gas masks then advanced on the barricade and took over the mutineers' territory. The air seemed alive with the choking, biting fumes that had done the vanquishing.

Human bodies, breasts heaving spasmodically, lay strewn about the floor in that cramped space. Some men had fallen on top of their fellows. Others had dropped face downward. Legs and arms were interwined,

giving the appearance of a great serpentine mass.

Into the prison hospital were carried the men who for hours previously had been jeering, threatening, yelling demons of malicious indignation. Singly and in pairs they were brought back to consciousness and headaches.

They were a pallid lot. For two days most of them had gone without food—bad food having been the complaint which precipitated the mutiny. On empty stomachs they had been belabored with gas.

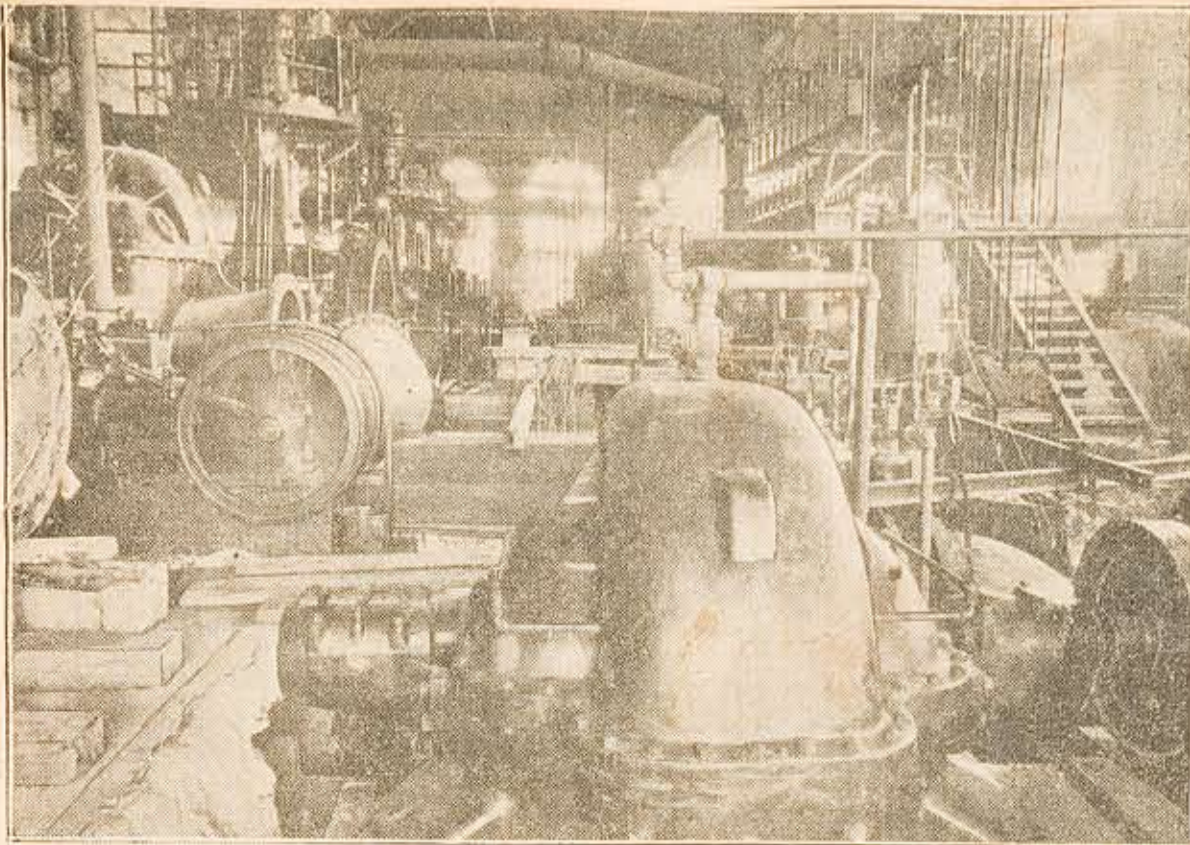
Investigation Started

Those who were not too ill were sent back to their cells. The rest were kept in the hospital. Meanwhile, officials of the prison and police heads began an investigation into the source of trouble.

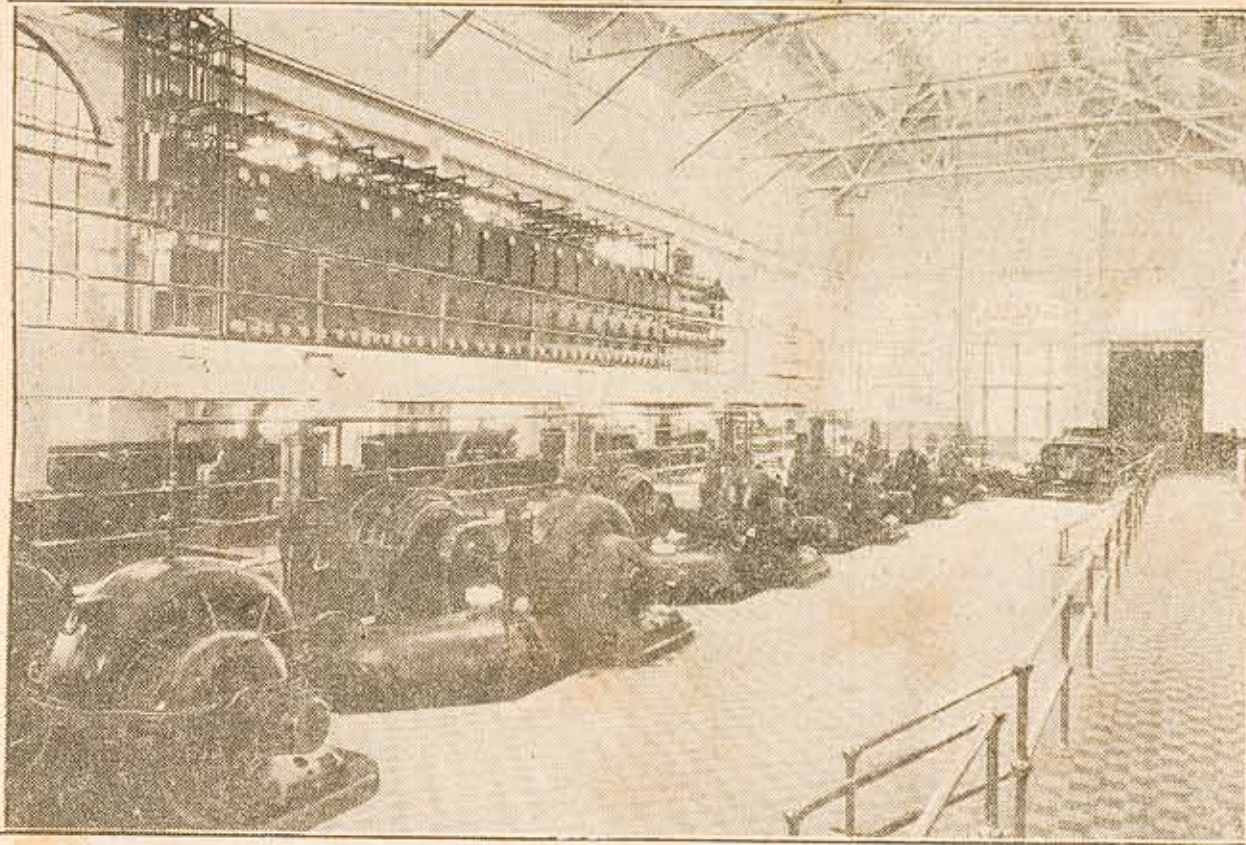
No definite statements were forthcoming from members of the Prison Board. Furthermore, they indicated there was little likelihood of comment until the thing has been threshed out fully. A special meeting to consider the situation will be held at Moyamensing Prison at 2 P. M. tomorrow.

From the rioters, however, came sufficient information as to what it was all about. Throughout the time of the mutiny their shouts were of food, of bad food, "maggoty" food, food unfit to eat. They heaped insults and imprecations against the kind of victuals they had been receiving. "We want food, decent food!" the title cry rose and fell.

Contrasting Old and New Equipment at Water Bureau's Torresdale Pumping Station



The original low-head centrifugal pumps, driven by seven vertical compound engines, which were used at the Torresdale plant until three years ago, before the station was wholly electrified. The seven old steam engines pumped water for an area for which the station now pumps about 190,000,000 gallons a day, including about 37 per cent. capacity in reserve.



The same station after electrification, showing the six great 50,000,000-gallons-a-day pumps in service. Two of the huge pumps could be shut down and the remaining four would take care of the 190,000,000 gallons and more. The tiled floor and shining brass railings are in sharp contrast to the plant of three years ago, which nearly succumbed to the inadequate equipment.

and the unique combination of two Bethlehem Steel Co. horizontal 10-million gallon pumps, one Worthington 17-million, and three Holly pumps of 10-million gallons a day capacity each, a total of 67 M. G. D. rating.

Poor Supply in West Philadelphia

By comparison, the installation operating at this moment offers interesting evidence of the neglect, for many years, of succeeding city administrations to ensure the people of West-Philadelphia adequate quantities of water. There are three 22-million gallon steam turbine pumps, powered with six Wickes vertical boilers. The pumps have been in ceaseless operation for seven weeks, without any opportunity for shutdown, and it takes five of the six Wickes boilers to drive the pumps, leaving only one in reserve.

The shortcomings of this particular plant probably constitute the worst spot in the water system. Just how great they are and what the Bureau is doing to correct them will be dealt with later. But the responsibility that rests on this antiquated pumping station may be better realized when one understands that it supplies the Belmont filters at City Line and Belmont av., from which all Philadelphia, west of the Schuylkill is supplied. A boiler that has stood up twenty years on a 12-hour day basis is considered to be due for replacement. The Belmont boilers have seen fourteen years of service, on a 24-hour basis, as hard as they could be kept going.

There is a booster pumping plant at Belmont filters to maintain pressure for distribution, and another at 8300 Germantown av. and two stations that handle water in Roxborough, one

known as the High Service, at Minerva and Lex and the other known as Roxborough Booster, at Lex and Port Royal, but these are concerned with filter operation rather than with distribution.

Mr. C. Geppert has purchased the Land Title and Trust Company two plots of ground in the Foran Development, consisting of one on the south side of Sheffield, extending from the east side of Erdrick street to the side of Walker street, and the other on the corner of Sheffield avenue and Crispin street, 80 feet on Sheffield and 100 feet on Erdrick street.

The City of Philadelphia is taking bids on a bridge, of ornamental design which will span Pennypack Creek from Winchester avenue to the intersection of Rowland and Cresco avenues. There is an appropriation of \$220,000 available for the work, which must be completed in 210 days.

An extension of time has been given and the bids for the Welsh road bridge are not due until August 20. On the hill near Crispin street the bridge will be painted in white and bed

Bids to be Taken on

Pennypack Park Bridge

After a delay of eighteen months, plans for the Welsh road bridge through Pennypack Park and over Pennypack Creek have been approved by the Fairmount Park Commission. The Department of Public Works on Wednesday advertised for bids on the project and proposals will be opened August 12. Welsh road, one of the most important of the main east-west arteries crossing Roosevelt Boulevard, long has been condemned as dangerous, principally because of its steep grade through the park. The Park Commission had withheld approval of the span because of a difference of opinion regarding the width of sidewalks across the bridge, which will cost about \$225,000. The project includes changing the grade of Welsh road so as to remove a dangerous dip and permit the city to cut through several blocks. The bridge, will

Historic Byberry

Byberry is now popularly applied to the Philadelphia Hospital for Mental Diseases at Byberry, but formerly Byberry was one of the thirteen townships and fifteen other units of Philadelphia county whose corporate existence ended with the approval of the Consolidation act of 1854, that brought into existence the new city of Philadelphia, coterminous with the county.

Byberry was in the extreme north-eastern part of the county bounded by Poquessing Creek and Bucks county on the east and northeast, Montgomery county on the northwest, and Moreland township on the west and southwest.

Its greatest length was about five miles, greatest breadth two and a half miles and area 4700 acres.

It was first visited by a few Swedes, but was not practically settled until 1675, when four brothers, Nathaniel, Thomas, Daniel and William Walton came there from Byberry, near Bristol in England, and gave the place the name of their native home. Five years later, on arrival of the ship Welcome, they were joined by Giles Knight, his wife, Mary, and his son, Joseph (the future sponsors of Knightville), John Heart, Richard Collet, Captain John Rush (from whom was descended the celebrated Dr. Rush), and others and the "township" of Byberry was established shortly after. So pleasant was the locality considered that it was surveyed as a possible site for the City of Brotherly Love, and, for a long time after, a popular nickname for Byberry was "Old Philadelphia."—The Inquirer.

Public Statement by Boulevard

Pool Management

In another column the Boulevard Recreation Company, proprietors of the Boulevard Pools at Roosevelt Boulevard and Tyson street, through the president, Charles H. Schroder, makes an important announcement regarding the pools, which are without doubt the finest-equipped and most carefully-managed pools to be found anywhere in the East.

In his announcement, Mr. Schroder stresses the thoroughness and care under which the entire plant is operated. "The pools, four in number," he says, "have a total capacity of 1,500,000 gallons. The total capacity of these pools is completely filtered every eight hours or a complete filtering of 4,500,000 gallons of water every 24 hours. This is accomplished by our own \$50,000 filter plant. Three times each day our own organization makes chemical tests of the waters in all 4 pools and three times each week a prominent firm of chemists make complete bacteriological tests. Reports of these tests are posted at all times at convenient places about the various buildings so that you, the public, may know at all times the pureness of the water we are furnishing you to swim in. You can note from these reports that the water in The Beautiful Boulevard Pools is several hundred per cent. purer than the standards prescribed by the U. S. Government for drinking water. Our own complete laundry plant, capable of washing and sterilizing 12,000 suits and towels each day, is another safeguard to the public. Our beach is amply policed and protected by life guards at all times."

The Boulevard Pools, beautiful in their appointments and surroundings, and aptly termed "the seashore of the Northeast," represent an investment of \$700,000, in which have been incorporated every safeguard and convenience possible for the protection and pleasure of the public, so that they may enjoy in safety one of the greatest of outdoor health-building recreations, in water purer than drinking water with pleasant surroundings. The pools opened for the season May 25 and have operated every day since.

Starting with this Thursday, August 1, special swimming and diving events will be held every Thursday evening at the Boulevard Pools.

Housing Map Shows Growth of Great Northeast Section

(From Evening Bulletin)

Northeast opportunity for better transportation service is amply explained and warranted by the housing spot map of the Philadelphia Housing Association, the section of which relating to the Northeast section is reprinted with tabulated figures in the current issue of the "Nor'easter."

Northeast Philadelphia, as it is recognized by the Northeast Chamber of Commerce, is defined as the territory north of Allegheny avenue to the county line, and east of Fifth street to the Delaware. The survey of the Housing Association extends these lines somewhat. Of the twelve districts into which it divides the city, District three includes Port Richmond and Bridesburg, Wards 25 and 45; District 4, Frankford, Ward 23; District 5, Wissinoming, Tacony, Holmesburg, Torresdale, Ward 41; District 6, Lawndale, Bustleton, Somerton, Ward 45; District 7, Olney, Oak Lane, Logan, Ward 42; District 8, North Philadelphia, Tioga, Falls of the Schuylkill, Wards 33, 38 and 43.

The greater part of these six districts, and particularly so far as housing construction figures are concerned, is properly within the scope of the Northeast problem.

Sixty Per Cent. of New Homes Occupied

Within these six districts are the locations for 5,958 of the 7,649 permits for one-family dwellings issued for the entire city last year. Out of 3,350 of such dwellings completed, 1,954 were within the bounds of these districts. And still more significant of the trend of population in that direction, out of these completed new homes sixty per cent. were occupied at the end of the year, while out of the 789 single family dwellings completed last year in the rest of the city, but 386, or 41 per cent., were occupied when the year closed.

District 7, in the Housing Association's survey, including Oak Lane, Olney and Logan, the 42d Ward, was the leader with 2,498 permits granted, 1,079 houses completed and 702 occupied at the end of the year. The Sixth District, Lawndale, Bustleton, Somerton, the 35th Ward, was a close second, with 2,079 permits, 875 houses completed and 609 occupied. But there was home building in each of the districts, the Eighth showing 600 permits, 308 completed and 153 occupied, nearly all of this building being in the far northeastern corner of the district, properly appertaining to Frankford, while the Wissinoming-Tacony-Holmesburg district reported 551 permits.

On the spot map of the Housing Association, no other section of the city approximates the number of dots which color the Northeast—each dot signifying ten new one-family houses—save Germantown, although Roxborough and Overbrook make a better showing than other sections of the city.

32,187 Homes Added in Five Years

In the last five years permits have been granted for the erection of 32,187 one-family dwellings in these eight districts which comprise the northern part of the city, east of the Roxborough-Germantown boundaries. A city population of from 100,000 to 150,000 has established its homes in North and Philadelphia within the past five years.

The original housing survey made by the Housing Association was for the year 1923, and the work has now become an annual service which is of the greatest value, not only in furnishing a ground work for the study of the city's housing problem in its progressive stages, but as reference data for builders, real estate developers, and their financial backers. By means of its spot map the trend of population is clearly indicated, and through its figures a measure of housing supply and demand is gained.

This survey of the Housing Association, prepared by Mr. H. A. Moul, consulting engineer, under the direction of Mr. Bernard J. Newman, the managing director, is a work of rare value, adding, by comparison and analysis, real meaning to the bare statistics of building permits. Mr. Moul resides at 5118 Saul street, Frankford.

Another Shortage of Water Hits Residents in West Torresdale

Mass-Meeting Held in Academy Heights to Draft Plea to City for Relief After Lightning Wrecks Pumphouse and Well

Residents of Academy Heights, west Torresdale, are again in the clutch of a water shortage. The water system has not functioned since Saturday night. Buckets and tubs set out to catch the rain have augmented the water for daily needs, trucked in by automobile from a mile away.

At an emergency meeting of the West Torresdale Improvement Association held last Monday night at Academy road and President street a delegation was named to call upon the Board of Health in City Hall and seek relief. Conditions are intolerable, speakers said, and a demand for the city to avert the danger of a water famine in the future will be made.

John Gimple, who owns the artesian well supplying the district, and who was in court following the water famine of July 7, 8 and 9, when an agreement was reached before Judge Henry, of Lebanon, sitting for Judge Martin in Common Pleas Court, which led to the water being turned on again, is not to blame for the present water famine.

Lightning struck the well-wrecked pumphouse and put the distributing arrangements out of commission during the storm Saturday night.

To perspiring and indignant neighbors, trudging in the heat past the Gimple home on Sunday to fill their buckets at a creek, the well owner explained he would have the well functioning again as quickly as he

could find workmen to make the repairs.

More than thirty families are affected by the failure of the well. Arthur Draving and John Hendricks, who addressed the meeting, declared the city should be compelled to link up the district with the city mains. No one expected relief from the famine for another two or three days.

Another meeting has been called for tonight at Red Lion and Academy roads, when an effort will be made to obtain speakers from the Bureau of Sanitation and Housing, which was active in bringing relief during the famine of July. Councilman Clarence K. Crossan will be among the speakers.

During the former Academy Heights drought, when Mr. Gimple shut off the water because he was operating the well at a loss, Councilman Crossan put the blame for conditions squarely up to Director Murdoch, whom he charged with diverting money which was to have given the section city water to other municipal purposes.

The water was turned on in Academy Heights at 6 o'clock Tuesday night.

Relief for Water Shortage at West Torresdale

Immediate relief from the present water shortage is to be given the 250 residents of Academy Heights in West Torresdale. Herbert M. Packer, chief of the Division of Housing and Sanitation, of the Department of Health, announced Tuesday that he has assumed charge of the water system supplying the affected section which has not functioned since Saturday night.

Residents of Academy Heights have depended on its water supply from an artesian well, owned and conducted by John Gimple. The water system was put out of commission during the storm Saturday night when lightning burned out the two motors used in pumping the water from the well to the Heights.

Mr. Packer said the system will be forced to function until connections are made with the city water mains. The laying of new pipes will be started after the money is available from the new loan after September 17, Councilman Clarence K. Crossan said recently.

About 35 families are affected by the water shortage. They include some 300 persons, most of them living on Glenn, Avalon and President streets.

Monday night alarmed citizens held an emergency meeting of the West Torresdale Improvement Association at Academy road and President street. Arthur Draving and John Hendricks, who addressed the meeting, declared the city should be compelled to link up the district with the city mains.

City Takes Over Water Service at Academy Heights

Academy Heights water-supply problem seemed settled last Friday when Chief Hayes, of the Bureau of Water, announced that his bureau, on behalf of the city, has taken over the artesian well which provides the Academy Heights section of West Torresdale with water.

Mr. Hayes took this action after he was notified by Herbert M. Packer, chief of the Bureau of Housing and Sanitation, that the well, owned by John Gimple, developer of the section, was again out of commission.

Mr. Packer took charge of the well early last week after the residents of the section had been without water since Saturday night, September 7, when lightning damaged the pump which sends water from the well into the pipes.

On Friday after a conference with Director of Public Works Murdoch, Mr. Hayes communicated with J. Benson Lewis, president of the West Torresdale Improvement Association, and informed Mr. Lewis that the Water Bureau would take over the Academy Heights water system, if the residents of the section agree to pay the water rental rate in effect throughout the city.

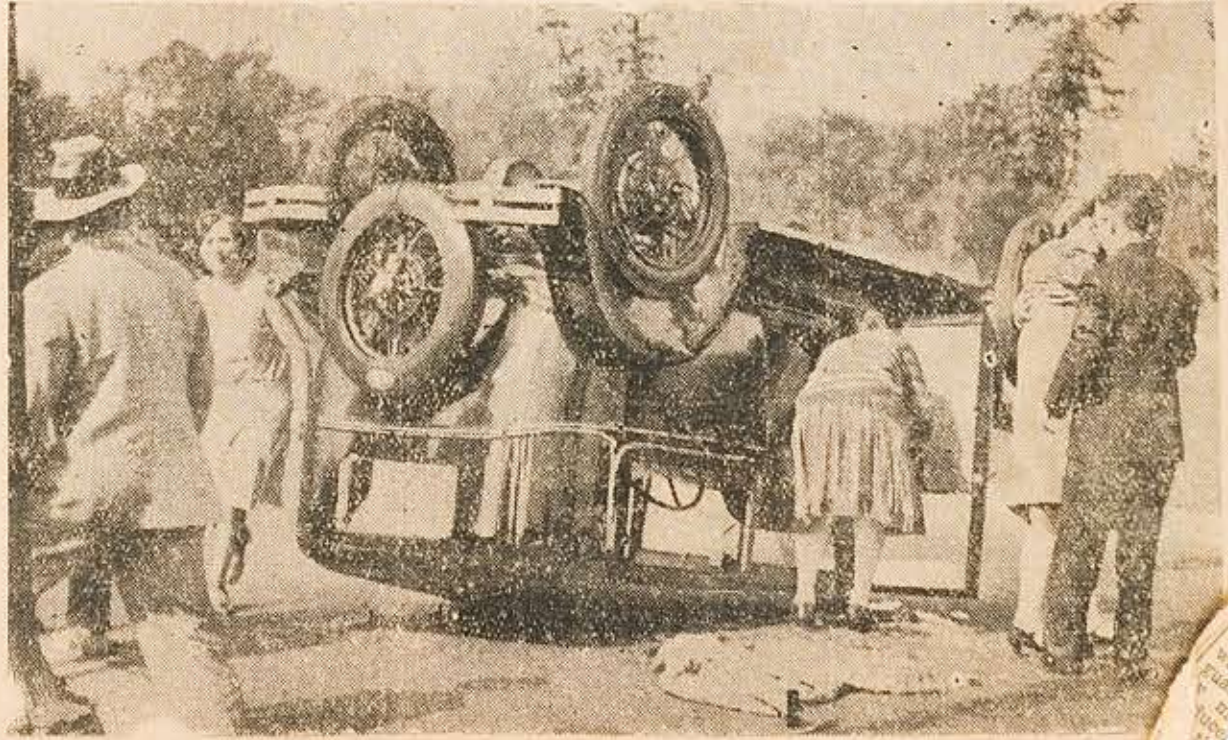
The water was turned on in Academy Heights, at 6.00 o'clock Tuesday night, ending the famine which started last Saturday night.

More than 200 jubilant residents staged an impromptu parade following a meeting of the West Torresdale Improvement Association at Academy and Red Lion roads.

Construction of the Welsh Road Bridge over Pennypack Creek was made possible on Saturday, when the contract was signed by Director Murdoch, of the Department of Public Works. The Welsh Road Bridge will be built by Horridge, Elcock & Hall, whose bid, \$176,825, was lowest of those submitted. This span will open up a vast territory in the northeastern part of the city to development through extension of transit facilities in what is now an almost isolated area.

Thomas Cartledge passed his aviation examination and now has a private aviator's license. He took the test at Pitcairn Field last Saturday. He has been taking his flying course at the William Penn Airport on the Roosevelt Boulevard.

ACROBATIC POSE OF AUTO AFTER MISHAP



Mrs. Catherine Schaffer, of 4752 Rorer street, one of the four women slightly injured when the chine overturned on Roosevelt Boulevard at Welsh road, shown peering into the car. The two women in photo were hurt also.



ENDING OF LIEF ERICSON" was re-enacted yesterday by Philadelphia Sea Scouts at their base, Torresdale. The scouts were in and used regular Viking ship. At the left we have Edward Gregull, as Lief Ericson, jumping off the ship to land on American soil, while at the right Lief Ericson is planting the Viking flag on "New England" soil

Men and Things

Salaries Voted to "Directors of the Poor" By Act of the 1929 Legislature May Not Bless Pockets of "Managers" and "Guardians" in Three of the Four Local Independent Poor Districts

WHEN the Legislature of the present year, in its closing hours, passed a bill granting directors in the four independent poor districts of Philadelphia a salary of \$500 a year, it was conjectured that lively contests would occur at the September primaries for poor board nominations in those districts. However, since the new law has been carefully scrutinized doubt has arisen as to whether it applies to more than one of the existing districts, and at any rate an interpretation of the act by court will be necessary.

Application of the law hinges upon the words "directors of the poor" contained in the new act. It reads that "the salaries of directors of the poor in poor districts of counties of the first class is hereby fixed at \$500 per annum for each director, payable out of the funds of the poor district."

The Germantown poor board was incorporated in 1809 as the Managers for the Relief and Employment of the Poor of the Township of Germantown. Roxborough's poor officials likewise are "managers" and not "directors." That district was incorporated in 1833 as the Managers for the Relief and Employment of the Poor of the Township of Roxborough. There is a fourth independent poor district which, however, does not have an almshouse. Originally this was Bristol Township, which corresponds to the present 42d Ward, in the Oak Lane region. The official name of that board, given in 1823, is Guardians for the Relief and Employment of the Poor of the Township of Bristol.

From earliest times these township poor officials have served without salary, except that in late years a modest per diem has been allowed the secretaries and treasurers. The chief of the directors, or managers, or guardians, was a dinner at the month-meetings. Thus there was little incentive to wage a political battle for office. Sometimes in the two districts, Germantown and Roxborough, the Independent Republican Party set up a ticket to oppose the incumbent. As a rule, the incumbent was a begg-

Continuance of the independent poor districts was stipulated by the act consolidating the city of Philadelphia, in 1854. They could be abolished only by ordinance of Council indorsed by a majority vote in the districts. As public sentiment in all four of the independent districts has always been strongly in favor of the old method, no proposition to eliminate any of them has ever been submitted to the voters. But numerous attempts have been made in the State Legislature to repeal the incorporation of the districts and to merge them with the city's system of caring for the destitute.

Both the advocates of scientific welfare work and the proponents of efficient municipal administration have declared that maintenance of these independent districts within the city involves duplication of effort and waste of public funds. Nevertheless every time a "ripper" measure has appeared in the Legislature it has stirred up storms of protest in the districts. The most famous fight was that of 1909, when, following the passage of a "ripper" bill in the State Senate, public meetings in denunciation of the measure were held in Germantown, Frankford and Roxborough, and several hundred citizens traveled to Harrisburg to present their protest before the Legislature. The culmination was that the House defeated the "ripper" by 99 to 52.

The last movement to abolish the districts was in 1921, when City Council asked the Legislature to pass a bill to that effect. The bill was introduced but not enacted.

In order to maintain these districts, the local taxpayers must pay a higher tax rate than prevails in the remainder of the city. In the allotment in the city budget four cents of the \$1.95 of taxes collected for each \$100 of assessed valuation is apportioned for the care of the destitute. Therefore in the wards included in independent poor districts the city tax rate is \$1.91 on each \$100 of assessed valuation. However, both in Germantown and in Frankford the district poor tax is six cents on the \$100. Thus the taxpayers in these districts pay an additional two cents on the \$100 to maintain their almshouses.

The high regard felt by the people of the independent poor districts for those ancient institutions is evidenced by several legacies that have been left to the poor boards. The Germantown board has a trust fund of \$10,000, the income of which is used to buy coal for needy families. This was a gift of Philip R. Freas, who died in 1887 after having published a newspaper in Germantown for a half century. Miss Ellen Kinnier, who died in 1921, left \$8,000, the greater part of her estate, to the Germantown poor board, with no instructions as to its use. Two members of the Rittenhouse family bequeathed \$1,000 each to the Roxborough poor board. Receipt of one of these bequests, in 1858, made it possible for the board to dispense with the levying of a poor tax for the ensuing year.

The real estate of the three districts which own almshouses was ac-

quired many years ago when it was situated far from business or residential localities. Now this property is worth many thousands of dollars.

The Germantown almshouse occupies six acres in the fashionable west side of Germantown, at Rittenhouse street and Pulaski avenue. In close proximity are huge apartment houses and high-class dwellings. The almshouse buildings consist of the men's and women's departments, a hospital and a stable and a garage. Extensive vegetable gardens cover the greater part of the grounds. Here some of the food that is consumed is produced, and the men of the almshouse help to cultivate the gardens. Throughout the buildings the utmost cleanliness prevails. State welfare department officials who visit the almshouse are quick to note the absence of the "institution smell."

Before the incorporation of the present board there were overseers of the poor in Germantown, as well as in other townships. In colonial times destitute men, women and children were placed in the custody of residents, the overseers asking for bids and awarding the contract to the citizen who made the lowest charge in each case. In 1775 the Germantown overseers built an almshouse on Rittenhouse street, west of Germantown avenue.

This was vacated in 1871 upon completion of the older part of the buildings now in use.

Both the Oxford and Lower Dublin and the Roxborough almshouses are situated amidst pleasing environment on the borders of the city's park system, the former close to Pennypack Park and the latter on the edge of the Wissahickon section of Fairmount Park.

Upon the incorporation of the Oxford and Lower Dublin district, in 1807, embracing the territory north of Frankford creek to the Bucks county line and extending in the other direction from the Delaware river to the Montgomery county line, the directors bought 135 acres along Pennypack creek, near Holmesburg. The farm house on the property was occupied as an almshouse until 1867, when a larger building was erected. Twenty-seven acres of the almshouse property were added to Pennypack Park in 1909, the poor board receiving \$21,000 for the land.

The present is the third site which the Roxborough almshouse has occupied since the incorporation of the district, in 1833. The board first bought the former Plow tavern, at Ridge avenue and Righter street, with a farm of twenty-one acres, extending down to the Schuylkill, and there established the township almshouse. Roxborough township then embraced approximately the present Twenty-first Ward. In 1847 Manayunk became a borough, and consequently was no longer part of the Roxborough poor district. To give Manayunk its due share of the township property, the almshouse and farm were sold and the proceeds divided between Roxborough township and Manayunk borough. Manayunk bought the almshouse property, and

for several years conducted it as the Manayunk almshouse, even though it was in Roxborough township, while the latter township housed its destitute charges in the same almshouse and paid their board to Manayunk. In 1850 Roxborough township established its own almshouse on a forty-acre farm on Livezey's lane, but a quarter of a century later the almshouse was transferred farther north to a large farm on Shawmont avenue, on the slope running down toward the Wissahickon. In 1921 the Roxborough Poor Board sold the Fairmount Park Commission eleven and a half acres of its land, which was added to Fairmount Park. The city paid \$42,106.80 for the land.

The Guardians for the Relief and Employment of the Poor in Bristol township—the present Forty-second Ward—have always placed their charges in institutions elsewhere, paying for their maintenance out of the township poor tax. As is done in the other independent poor districts, they also provide what is termed "outside relief"—that is, coal, food and clothing for needy families whose condition does not warrant sending them to an institution. The annual expenditures of the Bristol township board amount to about \$20,000.

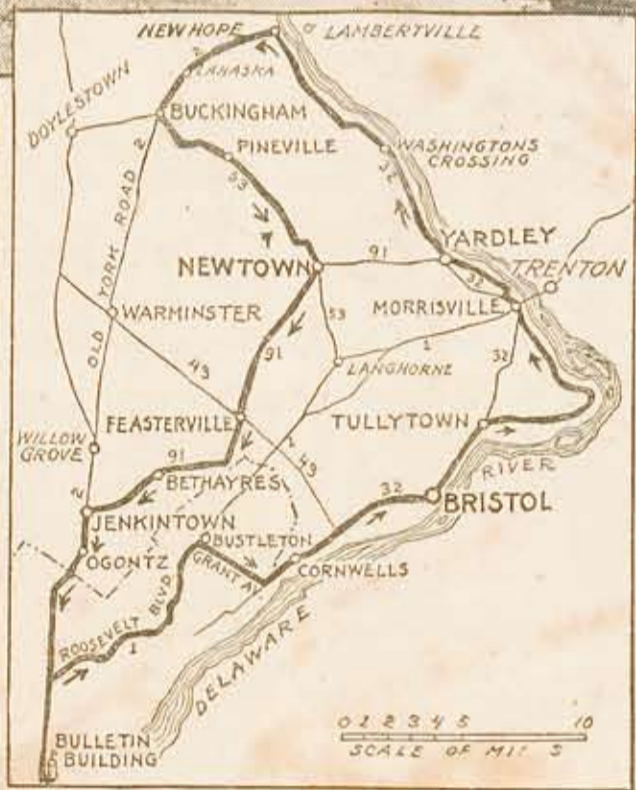
Each of the poor districts spends a large share of its funds for the board of mental patients in the State Hospital at Norristown and elsewhere. The Germantown board's total yearly disbursements are in excess of \$150,000, of which about \$50,000 is paid to other institutions that care for wards of the Germantown district.

The receipts and expenditures of the Oxford and Lower Dublin districts are nearly the same as those of Germantown. Usually there are seventy to eighty persons in each of these two almshouses. The Roxborough almshouse rarely has more than twenty occupants. The last annual report of the Roxborough board showed a population of eighteen in the home, while twenty-seven patients were maintained in the Norristown State Hospital. The total expenses of the Roxborough district last year were \$21,000. In each district some income is derived from payments made by residents who are not wholly destitute.

Germantown's Poor Board numbers nine members, three being elected in alternate years, to serve six years each. The Oxford and Lower Dublin board consists of eight members, while three members constitute the Roxborough board. Before Manayunk severed itself from the township the board had six members. Then it was divided. Ever since then each member of the Roxborough board has been able to hold an office, there being a president, secretary and treasurer. The board spent \$900 last year for salaries of its officers.

County Poor Directors throughout the State have long received a salary, though in many instances their responsibilities are not as great as those of the Germantown and Frankford districts. However, the County Poor Boards consist of but three members.

E. W. HOCKER.



Delaware River Towns North of Philadelphia sighted on tour. Dredges at work forming bays along the shores of the river near Pennsbury, upper left of Founder's manor. Bristol Police Headquarters, lower left, in building built in two months to house municipal offices in 1831. Map, lower right, shows roads toured. Account of trip appears on page 5.



Mrs. Caroline Dreckotter, of Willits rd., Holmesburg, who is celebrating her 90th birthday at her home today with an informal reception. Affectionately known as Mommy Drex, she is one of the oldest residents of the 35th Ward.

Joseph D. Snowden, of Holmesburg, retired from active duty yesterday and was placed on the pension roll of the Pennsylvania Railroad. Mr. Snowden has been connected with the Accounting Department of the railroad for 53 years.

Ground was broken during last week at Colonial avenue and Bristol pike for the new mission church of the Holmesburg Baptist Church. Mrs. Charles Cocker, as originator of the project, had the honor of breaking ground.

WATER ENGULFING LAND ONCE PENN'S

River and Sand Diggers Cutting Away Estate Once Owned by Founder on Delaware

SAVE SPOT FOR MARKER



Historically inclined sightseers have worn no paths to this spot as to the revered Mt. Vernon home of George Washington. And in a few years it will be impossible to view the former rich acres of Pennsbury for with the march of industrial progress these fields and hills which once knew the founder as owner and for a few years as occupant will disappear beneath the waters of the Delaware River.

A company has purchased what remains of the estate and will shortly begin opening up channels by means of which dredges will excavate the sand deposits under the farm lands. Parts of Penn's original estate are already under water and the sand is being removed for various industrial purposes such as the making of concrete. But the company has promised the Bucks County Historical Society that it will set aside a portion of the land upon which is to be placed an appropriate marker. The marker will probably indicate the location of the Penn estate and will stand long after the waters of the river flow over the Founder's homestead. Colonel Henry D. Paxon, of Holmcoug, Pa., vice president of the Bucks County Historical Society and member of the State Historical Commission, and Charles Henry Moon, of Langhorne, have been in communication with the company concerning the setting aside of the marker site.

With Pennsbury as his goal the Pathfinder this week rolled north on Broad st. to the Boulevard, turning right there and proceeding to Grant av., where again turning right we proceed to Frankford av. and upon that highway turning left. An interesting side trip, but one it is needless to take unprovided with a pass signed by Judge J. Willis Martin to visit the oldest social club in the world.

We come to the entrance to the club, on our right. A short distance north of the club Street road to the left brings us back to Frankford av. which by this time, at Edgington, becomes known as the Bristol pike.

The "Schuylkill Fishing Club of the State in Schuylkill" was founded in 1782 and its "castle" stood on the west bank of the Schuylkill river just north of the Girard av. bridge. Damming of the river and the coming manufacturing plants to the banks of the river forced the club to move its headquarters to the Edgington location. Judge Martin is the club's governor. Its other officers are a sheriff, a coroner and a secretary. The members are called citizens. Interesting trophies in the possession of the club include its seal, a pewter platter once used at the board of William Penn and various mounts of fish and other game captured by the members. But the club is not open to visitors and cannot be seen without special permission from the Governor.

Continuing to scenes less rigidly guarded from the gaze of the curious we proceed on the Bristol pike to Bristol, pulling up at the old Municipal Building in the centre of the town on the Bristol to Morrisville highway. The building is a tiny one with a diminutive clock tower perched atop it and we are not surprised to learn that it was erected in 1831 in six weeks. It seems some public spirited citizen in his will directed \$200 be set aside for the purchase of a clock for the borough's Municipal Building. The legacy remained forgotten and unused until six weeks before the validity of the stipulation in the will would have expired. At that time Bristol had no town hall and in order to gain the clock money it was hastily decided to build one and one was just as hastily erected and the clock duly installed in its tower. The mechanism of the clock was simple and its accuracy was unrivalled for ninety years. A few years ago the Municipal Building was remodelled into a police headquarters. The clock was removed and the more valuable parts of it are now in the possession of Christopher Webber, of Bristol.

Continuing on the Bristol pike we come to Tullytown and a mile beyond the town turn right over a gravel road, Penn's Manor road, proceeding over a winding course by it to the lane which leads to the gates guarding the Robert Crozer mansion, built on the site of the original Penn manor. Here a marker has been erected by the Bucks County Historical Society which relates all that is known concerning the farm we are now on.

The manor house was erected in 1682-83 upon plans laid down by Penn himself and with materials which he had sent from England. The original manor contained some 8,000 acres. Through it into the Delaware river.

to America. Welcome Creek. The manor contained all the land in the angle of the river where it turns from its eastwardly course to flow south and west. In the river in full view of the Penn house stood Newbold's Island.

Level and fertile today these lands offer us excellent facilities for farming as they did in the closing days of the seventeenth century. Even before the coming of Penn the utility of the fields as farm sites tempted twenty-four of the leading Swedish settlers, the founders of the original white colonies on the Delaware within the confines of the present State of Pennsylvania, to seek the allocation to them of this land. These settlers petitioned the colonial court to grant them lots on what six years later became with the arrival of Penn the Governor's manor.

Penn, we read, was disappointed with the structure erected for his occupation and directed various changes be made. Among the "modern" conveniences of the day with which the house was fitted was one which is believed to have been responsible for its quick decay. On the roof was constructed a lead reservoir for catching rain water. This leaked and caused the house to become uninhabitable. It was torn down during the days of the Revolution and the land passed to the ownership of Robert Crozer. He erected on the foundations of the old manor house a new structure. That also passed and a

third house which still stands was built. In a few years the present house and all the lands identified as having been the home domain of the Founder will disappear. Deep inroads have already been made in the lands bordering the river adjacent to the Penn estate. Except for the marker to be placed by the organization interested in preserving historical associations all trace of the Penn lands will have passed in another fifteen years.

The day is young and instead of turning to the left as we drive from the Crozer farm which would have retraced the route by which we entered the Penn estate we turn right and following the road for a short distance come out upon the banks of the Delaware.



"Clock House," Edgington
This winding road, now crossing a golf links, a mere cart track through tilled fields but always returning to the river's banks brings us into Morrisville and continuing on through the town by the river road we reach New Hope, where we turn left on the Old York road, following it to...



Old Town Clock, Bristol



New Baptist Home on Roosevelt Boulevard

Military Telegraphers Led Hazardous Life in Civil War

As the World War demonstrated the value of the artillery barrage, the airplane in the American war, perhaps the most dependent conflict preceding era, beyond question the importance of the electric telegraph. At that time, Prussia, among other nations, recognized the possibilities of the telegraph in the control of large bodies of troops. It was left for Napoleon, Beauregard, Grant, Jackson, Lee, to give practical proof of its indispensable assistance as an administrative agency and as a vital factor in military operations.



(Copyright, Patriot Pub. Co.)

One of Grant's Field-Telegraph Stations

This photograph shows one of Grant's Field Telegraph Stations at Wilcox Landing, Va., in 1861. Over field lines maintained by the U. S. Military Telegraph Corps, Grant received daily reports from four armies numbering a quarter of a million men and directed their operations over an area of 750,000 square miles.

In the World War, the Signal Corps of the Expeditionary Forces covered 1,990 miles of permanent pole lines with 28,000 miles of wire; put 230 miles of wire on French lines and installed 40,000 miles of additional lines. In addition 20,400 miles of wire were leased from the French. On Armistice Day, 396 telephone lines were serving nearly 15,000 telegraph offices. By August, 1918, the number of telegrams handled by the E. F. Signal Corps had reached 100 million in a month.

At the outbreak of the Civil War the North and the South utilized to the fullest extent the commercial telegraph systems already existing, and built additional military lines as they developed. It is estimated that the Federal Government consumed no less than 15,000 miles of wire, which were sold to private companies after hostilities ended.

In 1861, three principal companies—the Western Union, the American and the Southwestern—connected the leading cities and many towns and villages of the North and South, and the Western Union was even then engaged in the construction of its overland line to California.

Abraham Lincoln never underestimated the value of the telegraph. There being no telegraph office in the White House, the President made daily calls at the office in the War Department, and spent much time in the cipher room. Not only did he visit the office to send and receive messages concerning the progress of the war, but he also formed the habit of doing much of his important writing in the little room outside that containing the clicking telegraph instruments.

Every general of the Northern armies had at least one military telegrapher at headquarters, and as the war

progressed this number was increased. Telegraphers were called upon for the most hazardous duty in maintaining communications from headquarters to outlying units. Casualties were extremely high. Notwithstanding the relatively small number of operators in service at the front, casualties in the Northern armies alone numbered more than 300, or about one man in twelve.

At that time the Military Telegraphers' Corps was not officially a part of the newly organized Signal Corps, though cooperation between the two branches naturally was close. Telegraphers frequently were called upon to construct lines under fire, to remain at their instruments in exposed positions, to maintain communication during battle, and even to penetrate enemy lines for the purpose of tapping wires and thus gaining information of the enemy's movements.

Wiretapping was practiced both by the Federals and the Confederates. The latter usually worked in a sympathetic community. Despite their daring skill the net results often were not great, owing to the Union system of enciphering important messages.

One very daring exploit was that of C. A. Gaston, confidential operator with Lee. While Richmond and Petersburg were being besieged, Gaston entered the Union lines at City Point, near Richmond, and for six weeks remained undisturbed in the woods, reading all messages which passed over Grant's wire. Though unable to translate the cipher dispatches, he obtained much information from messages in plain text. One dispatch, re-

porting the shipment of 2,586 beehives resulted in the capture of the entire herd by the Confederates.

The first members of the Military Telegraph Corps were David Strouse, David Homer Bates, Samuel M. Brown, Richard O'Brien and William B. Wilson. Thomas T. Eckert, afterward President of the Western Union, who rose to the rank of brigadier general, became first manager of the telegraph office at McClellan's headquarters in 1861, chief of the War Department office and superintendent of telegraph lines in the region of the Army of the Potomac, and eventually Assistant Secretary of War. Col. Robert C. Clowry, also later a president of the Western Union, likewise was prominent in the work of the Military Telegraph Corps.

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"There is every reason to expect that the already apparent growth of this section will bring the bridge a constantly increasing proportion of the total traffic over the Delaware," the survey said. "The minimum limits, it is believed, can be set at not less than 7.5 per cent. in the year of 1929-30 and 8 per cent. in the year 1934-35.

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7,000 pounds gross weight	\$.59
7,001 to 13,000 pounds	.75
13,001 to 20,000 pounds	1.00
Double-deck bus	1.00
Passenger bus	.60
Horse-drawn vehicle	.50

Horse and rider, led horse, mule, cow, hog or sheep, all at owner's risk 25
 Motorcycle 25
 Bicycle 10
 Foot Passenger05
 No vehicles over 20,000 pounds allowed except by special permit.
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The engineers in charge of construction are Modjeski, Masters & Chase. Ralph Modjeski is designer and engineer of Delaware River Bridge.

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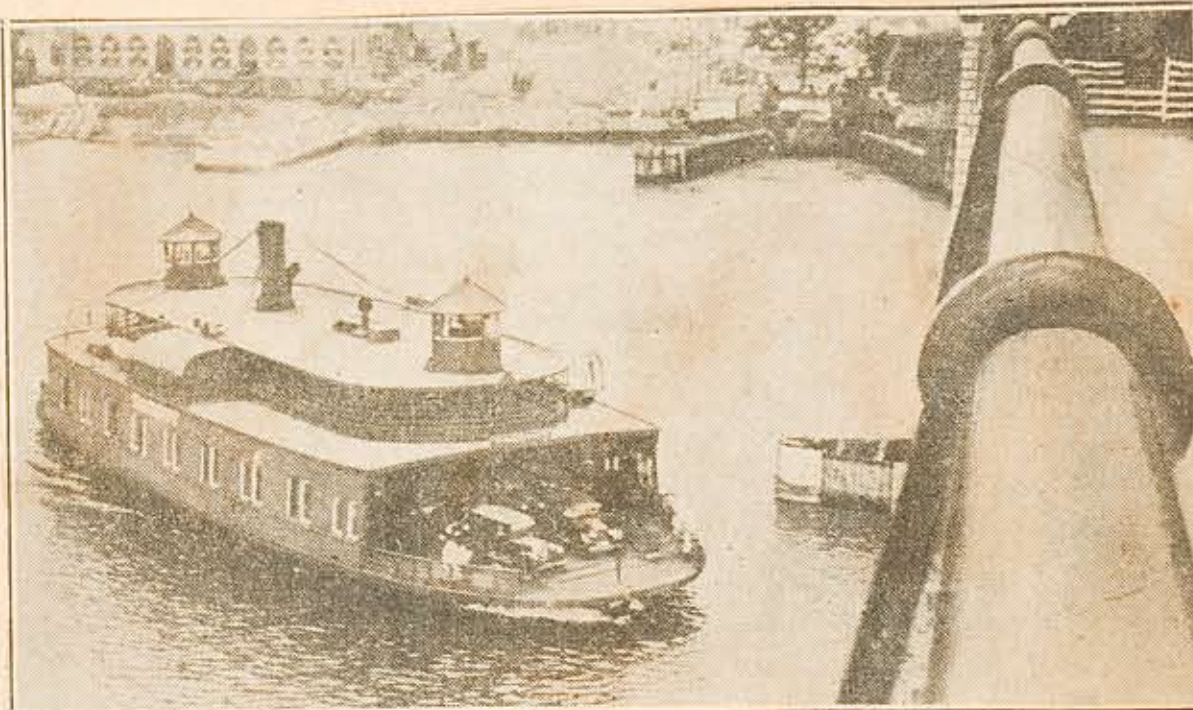
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Mayor Mackey said, "What is needed now is proper highways in Philadelphia leading to the bridge and home-sites that will be as attractive as those offered by our neighbors in New Jersey."

Lieutenant Governor James congratulated the bridge builders on a noble undertaking. The advantages of the bridge will be felt over a wide area in both Pennsylvania and New Jersey, he said.



LOSES ONE JOB BUT GETS ANOTHER! Ferryboats Tacony and Palmyra, which were put out of business by new Tacony-Palmyra Bridge, have found a new owner and will be put into ferry service between Chester, Pa., and Bridgeport, N. J., in about six months. Picture shows the Tacony making its last trip on day Tacony Bridge opened

CROSSING THE DELAWARE

PRIVATE enterprise has thrown a new bridge across the Delaware at Tacony and Palmyra to connect the two States that are divided by that broad river and to offer a new highway to the sea. The bridge will be opened today with ceremony and celebration and at midnight will start to take toll of those who use it.

Its prospective effect on traffic and the business development of Burlington County and the northeast section of Philadelphia is of interest and importance. When so impressive a waterway as the Delaware forms the State frontier, the bridges that cross it inevitably compel the tide of trade and traffic into definite channels. The new bridge has no rival between Trenton and the great Philadelphia-to-Camden span, and it will, therefore, affect the present prosperity and future development of twenty miles of riverside territory.

The element of competition hardly seems to enter into the operation of toll bridges in these days of mounting highway traffic. More bridges mean more business, and no great riverside city has yet found reason to complain of too many connecting links with its neighbors. Bridge construction is under way everywhere, and everywhere bridge traffic mounts toward capacity at a rate that outstrips expectations of the bridge builders. This is true of the great Philadelphia bridge, where traffic is years ahead of the calculations made when it

was contemplated. It is true of the Holland Tunnel to New York, a daring engineering enterprise which had to fight for its life for a while against the pessimism of those who could not conceive that it might eventually pay its way. The suspension bridge now under construction from Jersey to the upper end of Manhattan and many projects for tunnels into New York are other evidences of a new bridge-building era intended to meet the actual needs of these swift and restless times.

The bridge that towers between Philadelphia and Camden will not find its load much lightened by the Tacony-Palmyra span six miles up the river. There is ample business for both, or there very soon will be. There will be, of course, considerable diversion of week-end holiday traffic, which will avoid the city's congestion and shorten its route to the shore. But this is already a consummation devoutly to be wished. This year's records on the big bridge promise that soon the city streets will not be able to absorb the traffic of a peak day as fast as it can cross the river. Problems of congestion and control are becoming acute both in Philadelphia and Camden. It is in line with the best principles of city planning to provide that through traffic shall skirt the cities rather than be crowded into them, and the new toll bridge will render real service in this respect. And it will open to the northeast city and to a large section of New Jersey a future full of promise and fit.

ARMY-NAVY BOULEVARD

After election the members of Major General Charles H. Muir Garrison No. 165, Army and Navy Union, want to see if the proposed boulevard which is to be called the Army-Navy Boulevard which starts at Torresdale avenue and Devereaux street across a field to Keystone and Levick streets to the Tacony-Palmyra bridge goes through.

This organization has a large sign reading, Proposed Army-Navy Boulevard.

It has been promised to the ex-service men. If it goes through, the Army and Navy Union and the business men of Tacony and Wissinoming will place a large town clock at the entrance to the boulevard. This organization, which took part in the opening of the new bridge, had a large float in line, but were caught in the storm and their silk flag was damaged and the pole broken in half. Mr. M. Tobin, 5916 Torresdale avenue, put the flag in first class condition for the ex-service men of Wissinoming, and the Army and Navy Union wants to thank him for what he did.

Realtors Say Tacony-Palmyra

Bridge Will Aid Building

That the greatest benefit to be derived from operation of the Tacony-Palmyra Bridge, which opened last week, will be reflected in the establishment of a Greater Northeast, is the opinion of prominent Philadelphia realty and building men.

"Naturally, real estate will very favorably feel the effect of operation of the bridge, and, in this respect, the real benefit of the bridge will develop," Philip N. Arnold, president of the Philadelphia Real Estate Board, said in an Inquirer interview. "This is so because real estate development affects virtually every line of business. It brings into a community an increased number of residents, the presence of which creates new business and necessitates the establishment of increased business places of various kinds. Without population, no business can survive and this may be considered the crux of the situation when one thinks of the great improvement which the opening of this bridge means first to the northeast section of the city and secondarily to all parts of the city."

"Increased business, increased population and a greatly accelerated development are certain to accrue to the northeastern section of Philadelphia as a result of the opening of the new Tacony-Palmyra bridge," said Albert M. Greenfield. "The dedication of the new span is bound to attract to Frankford and its environs a flow of business and population that will have a tremendous effect upon the future growth of that section."

"The Tacony-Palmyra Bridge is certain to add to the development of the already fast-growing Northeast and this development will be reflected not only in business volume, realty values and population but also in the relation that the Northeast bears to the rest of the city."

"The new bridge undoubtedly will prove a boon to realty and building in the Northeast," Morris Brooks, chief of the Bureau of Building Inspection stated. "Our records show that during the first six months of 1929, in the area immediately affected by the bridge, more than \$18,000,000 worth of new construction work was started, the majority of which went into new homes. Anticipation of the opening and operation of the bridge, I believe, influenced a lot of this activity and now that the bridge is a reality the volume of building in the Northeast, especially in the small house field, should expand rapidly."

It was pointed out that in educational facilities, amusement houses, financial institutions, commercial houses and residential structures, the Northeast is totally independent of other sections.

New Span Great Boon

to Motorists in North

and Northeast Phila.

Motorists in the north and northeast sections of Philadelphia and in the suburbs beyond will benefit greatly in the saving of time and avoidance of congested city traffic by the opening of the Tacony-Palmyra Bridge.

Through the co-operation of Dudley O. Corning, chief of the Philadelphia Bureau of Highways, and of Engineer Williams, of the New Jersey State Highway Department, approaches on both sides of the bridge were put in shape to handle the initial volume of traffic.

On the Philadelphia end, State road, which runs at right angles to the bridge outlet, has been widened and paved over its entire width from Disston to Comly streets.

Levick street, which leads directly on to the bridge, has been partly improved to handle three lanes of traffic.

Disston street, one block to the right as the motorist leaves the bridge on the Philadelphia side, has been widened and paved from State road to Torresdale avenue, one block. The other block, from Torresdale avenue to Frankford avenue, is paved for two lanes of traffic with dirt shoulders.

Comly street, one block to the left of the bridge as the motorist leaves on the Philadelphia side, is paved for two lanes of traffic with dirt shoulders. This street probably will be used as an alternate entrance street with Levick street for motorists coming from points south of Levick street.

When the Philadelphia street-improvement program is completed all streets at the bridge entrance will be widened and paved. At present, according to Chief Corning, facilities actually are better for handling traffic at the Philadelphia end of the Tacony-Palmyra span than are those at the Delaware River Bridge.

Herculean efforts by New Jersey Highway Department engineers enabled the completion of a temporary roadway, 7400 feet long, leading to Cinnamon road, which connects with the White Horse Pike at Berlin.

The road is hard surfaced for a width of twenty feet, with five-foot shoulders. A new concrete road is being constructed which will replace the temporary roadway, eliminating the Pennsylvania Railroad grade crossing in Palmyra.

Present plans for this permanent road call for its junction with Cinnamon road near Evesboro, by-passing Moorestown. Traffic then will enter the White Horse Pike at Berlin.

Torresdale and Frankford avenues will be the main feeders for traffic to the new bridge on the Philadelphia side.

BRIDGE TO BOOM THE NORTHEAST

Tacony - Palmyra Bridge Thought To Be Big Boost In Northeast's Growth

The Northeast, it is believed, will be greatly benefited by the Tacony-Palmyra Bridge opened last Wednesday.

Arriving at a time when other huge projects are being considered for the betterment of the Northeast, the new bridge is a particularly welcome improvement.

Some months ago Mayor Mackey approved a \$100,000,000 improvement program for the Northeast, and the starting of work on this massive project marked the beginning of a new era for a section already one of the city's leading centres. The construction of a high speed transit line on the Roosevelt Boulevard, a feeder line to the new Broad street Subway, improvement of Pennypack Park and sewer and street extensions, are features of the proposed plan.

Realty in the district which will be particularly benefited as the result of this programme materializing, and through operation of the new bridge, is valued for taxation purposes at more than half a billion dollars. Its actual value is greatly in excess of its assessed valuation. While a tremendous amount of new construction has been under way in the Northeast for a number of years, there still are vast acreages to be improved.

Of the districts in the Northeast area, the Thirty-fifth ward is the largest, and in realty the most valuable. It comprises approximately thirty-three and one half square miles and is assessed for the current year at \$111,885,100. The greater part of Roosevelt boulevard, the Lincoln highway route to New York, extends through this ward. Development in that district has been phenomenal.

The Forty-first ward, in which is the new Forrest Home development in Holmesburg, embraces more than six square miles and is assessed at \$45,028,900.

PALMYRA FERRY EMPLOYEES BECOME BRIDGE GUARDIANS

Old Boats Soon Will Churn Way to Chester to Ply Between That City and Bridgeton

Symbols of a fast disappearing mode of transportation, two weather-beaten ferryboats are tied up at the Palmyra (N. J.) shore.

Upon them falls the shadow of the new \$5,000,000 granite, steel and concrete Tacony-Palmyra Bridge that has replaced them.

Not only has it replaced the boats, but, according to the operators, it already is succeeding where they failed.

The ferry line barely managed to make both ends meet. The new span of the volume of business since it opened Wednesday is indicative, will be a well-paying proposition. Thousands of motorists who disliked the long wait for and on the boats are locking over the bridge.

The boats are to pass down the

river to a new work. They are to be sold to the Bridgeport-Chester Ferry Company which will operate them Chester, Pa. and Bridgeport, N. J. The price, according to Charles A. Wright, head of the Tacony-Palmyra Ferry Company, and also head of the bridge company, will exceed \$70,000.

And in their passing they probably will leave the slate clean, he said. When they were in operation it was feared for a time that the company if suddenly dissolved would be unable to pay off. The sale of the boats, Wright said, probably would supply just the amount needed to pay off stock in full.

Of the 42 men employed on the changed their deckhand and ferry ferryboats and in their slips, 30 have ticket collector caps for the uniforms of bridge policemen, toll collectors and maintenance men.

Twelve men will remain with the boats, going with them to the new route.

They are the engineers, captains and pilots. They are men trained for years in the hard school of the river, and river men they want to remain.

They look with scorn upon the men who have become "landlubbers"—chasing speeders and jingling cash registers.

The Tacony-Palmyra bridge, which is formally opened today, will be a contributing factor to the growth of the northeast. The star of municipal empire seems to have changed from its traditional trek westward and to be tending steadily toward the North and Northeast.

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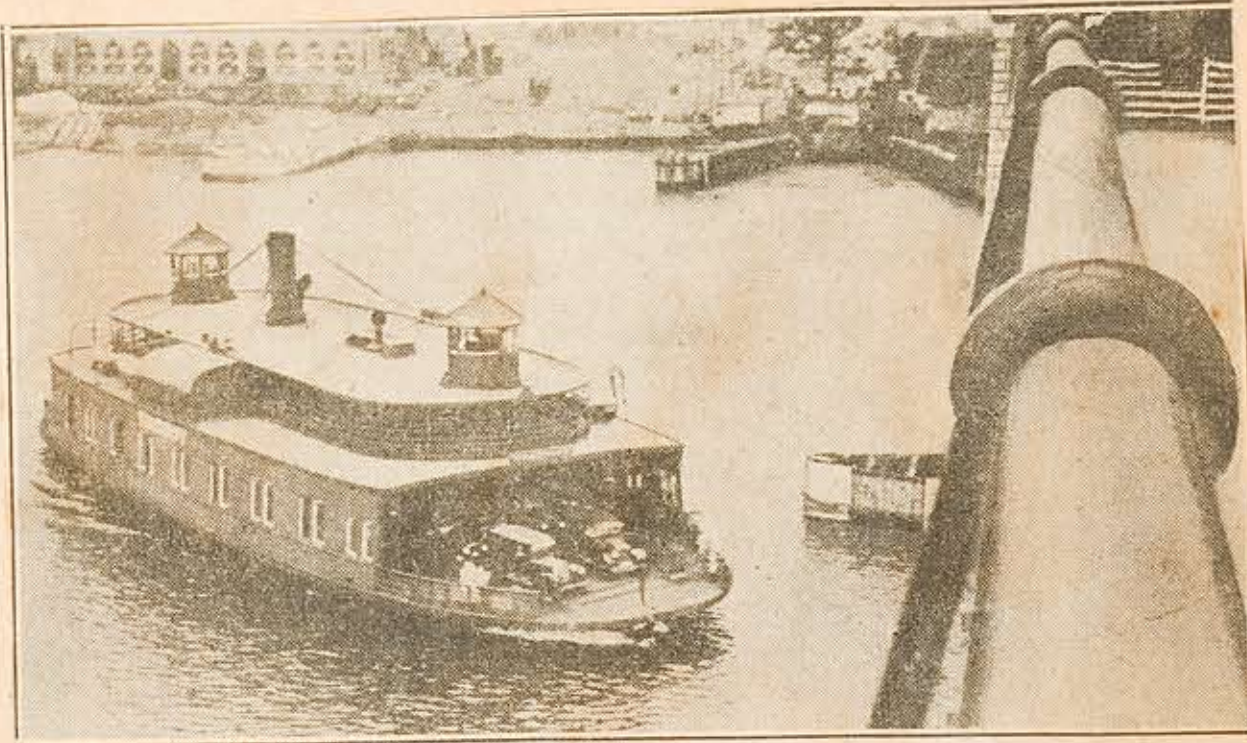
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Senator Fletcher W. Stites acted as toastmaster and introduced Mayor Mackey, Lieutenant Governor Arthur James, Don Rose, of the Ledger, and Ralph Modjeski, designer of the bridge, who was entertaining his office staff of forty persons in the same dining room. Mr. Modjeski said, "The officials of the bridge company did not hamper the engineers by superfluous economies. Many bridges are built of concrete. It is good, but it is not the best. The piers in this bridge are constructed of granite so that the span will last for hundreds of years, and the strength of the structure is the same in proportion as the other bridge we built in Philadelphia."

Mayor Mackey said, "What is needed now is proper highways in Philadelphia leading to the bridge and homesites that will be as attractive as those offered by our neighbors in New Jersey."

Lieutenant Governor James congratulated the bridge builders on a noble undertaking. The advantages of the bridge will be felt over a wide area in both Pennsylvania and New Jersey, he said.



LOSES ONE JOB BUT GETS ANOTHER! Ferryboats Tacony and Palmyra, which were put out of business by new Tacony-Palmyra Bridge, have found a new owner and will be put into ferry service between Chester, Pa., and Bridgeport, N. J., in about six months. Picture shows the Tacony making its last trip on day Tacony Bridge opened

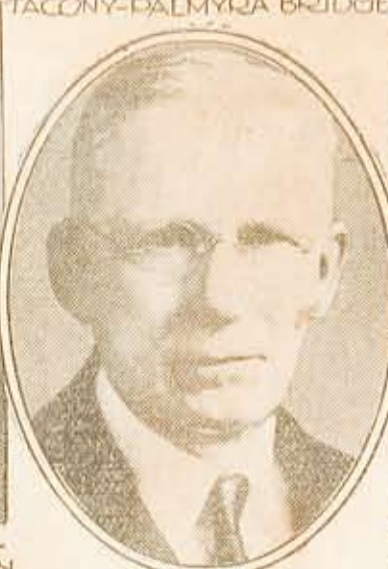
TACONY-PALMYRA BRIDGE



ARTHUR H. JAMES



MORGAN F. LARSON



CHARLES A. WRIGHT



GEORGE N. WIMER



HARRY A. MACKEY

NEW SPAN OPENED OVER DELAWARE IN FESTIVE CEREMONY

Phila and N. J. Officials Attend Tacony-Palmyra Celebration—Rain Cuts Program

By FRANK SHALTERS

While lightning flashed out of a leaden sky and a stiff, rain-laden wind roared down the Delaware, a pale blue ribbon stretched across the width of the \$5,000,000 Tacony-Palmyra Bridge was cut yesterday afternoon by Ralph Modjeski, noted Philadelphia engineer, and the newest span between Pennsylvania and New Jersey was officially opened.

The ceremony was performed in the presence of Governor Larson, of New Jersey; Lieutenant Governor James, of Pennsylvania; Mayor Mackey, Mayor George N. Wimer, of Palmyra, and a group of officers of the bridge company headed by the president, George A. Wright, of Palmyra.

About 100 invited guests gathered around the speakers' platform in the center of the bridge, which the wind and lashing rain had stripped of its gay bunting before the exercises began at 3:30 P. M., a half hour late. They applauded Mr. Modjeski and gave a rousing cheer as his scissors cut the ribbon and the band of the Frankford Post of the American

Legion set the strains of the national anthem beating against the gale.

Officers of the two States and the two cities, introduced by former State Senator Fletcher W. Stites, the master of ceremonies, made speeches, but the words of the dignitaries were heard only intermittently by the gathering at the center of the bridge.

A canvas canopy was hung over the assembly, but flapped in the wind and overcame every other sound.

Several hundred persons who braved the storm and gathered under umbrellas behind police lines at the Philadelphia end of the bridge fared better in listening to the addresses, carried to them by wires and amplifiers.

The rain broke about 3 o'clock, just after the municipal tug John Wanamaker, bearing Mayor Mackey and his official party, had docked at Lardner's Point Wharf. Dignitaries and spectators scurried for shelter and the Mayor and several of his party hurried back aboard the tug.

The pyrotechnic bombs, ready to be fired as a salute to Governor Larson and Lieutenant Governor James, were soaked in the downpour.

Lull Permits Ceremonies

A lull in the storm came and the procession and exercises began. When the Pennsylvania and New Jersey guests and the uniformed legionnaires from the Frankford and Palmyra Posts had gathered in the center of the bridge Joseph B. Seaman, chairman of the General Committee in charge, introduced Mr. Stites as presiding officer.

Mr. Seaman paid tribute to "the progressive spirit" of the members of the management of the bridge company, and pointed out that the Tacony-Palmyra Bridge crosses the Delaware at points where room for growth is afforded.

"This bridge," said Mr. Stites, "will enable the people of the United States to reach the New Jersey coast resorts with a minimum of time and inconvenience. Today we extend congratulations to the engineers who

have erected this magnificent structure, and we extend felicitations to the people of New Jersey and Pennsylvania that they are thus brought more closely together."

Governor and Mayor Speak

Mr. Stites in turn introduced Governor Larson and Lieutenant Governor James, who spoke briefly regarding the value of the bridge and the service it would perform.

Mayor Mackey, bareheaded, dressed in a light gray suit, a blue-and-white striped shirt and a khaki raincoat, described the advantages which the span would bring to Northeast Philadelphia and Palmyra.

Mayor Wimer, gray-haired, wearing white flannel trousers, a blue coat and a brilliant magenta necktie in defiance of the inclement weather, also spoke briefly.

Audience Scurries to Shelter

The cutting of the ribbon by Mr. Modjeski, designer of the bridge and head of the firm of Modjeski, Masters & Chase, the engineers of the structure, followed and the assemblage again divided into Pennsylvania and New Jersey groups and dashed for shelter on their respective shores, reaching cover just as the rain again began falling.

Long lines of automobiles, with rain-soaked decorations, rolled across the bridge toll-free from the Pennsylvania and New Jersey shores after the ceremonies. Many of the cars bore signs of greeting from the communities of Tacony and Palmyra.

A flag-raising by Boy Scouts, a fire-fighting demonstration by a Philadelphia fireboat and the flying of a formation of airplanes over the bridge were dispensed with on account of the weather.

Mayor Among Dinner Guests

Mayor Mackey, Lieutenant Governor James, Mr. Modjeski and Mr. Wright were honored guests at a celebration dinner held at Evergreen Farms last night. Mr. Stites was toastmaster.

Although the elements continued a noisy accompaniment outside, within the festive spirit prevailed and en-

thusiasm over the day's event was undampened.

Mayor Mackey announced he would use the bridge in going to Atlantic City last night after the dinner. He holds an annual pass.

The Lieutenant Governor extended congratulations on behalf of Governor Fisher, and Mr. Modjeski gave credit for the accomplishment to the bridge company for allowing the engineers a free hand "to build the best bridge possible." The span should last for "hundreds of years," he said.

Other committee chairmen in charge of the celebration included:

David G. Schwarz, vice chairman, general committee, Palmyra Chamber of Commerce.

L. D. Odimer, secretary, general committee, Camden Chamber of Commerce.

Publicity—Frank T. Wilson, Northeast Philadelphia Chamber of Commerce.

Program—W. Rex McCrosson, Rodgers Post, American Legion.

Budget—Fletcher W. Stites.

Dinner—E. D. Odimer, Camden Chamber of Commerce.

Parade—John J. L. Merket, Wisconsin Improvement Association.

Marshal of parade—W. Rex McCrosson, Rodgers Post, American Legion.

Assistant marshals—Clifford K. Fowler and Carl Thomas, Frankford Post, 211, American Legion.

The general committee members were:

- | | |
|----------------------|-----------------------|
| William H. Abernethy | N. Edwin Lindell |
| Samuel T. Esham | A. H. Lippincott |
| C. E. Bizz | Thomas McCrosson |
| E. W. G. Boser | W. Rex McCrosson |
| G. Buckley | J. T. W. McElroy |
| Clement E. Chase | Joseph McGoldrick |
| Louis G. Clelland | John J. L. Merket |
| Arthur N. Corder | Charles J. Mooney |
| H. R. Dinton | James V. Moran |
| Charles W. Doane | L. D. Odimer |
| James A. Dun | A. G. P. Quinby |
| Joseph T. Evans | Roy Reinard |
| Charles Foxward | Grover G. Rishman |
| Clifford K. Fowler | J. Hazy Schumaker |
| James France | David G. Schwarz |
| L. D. Glendard, Jr. | J. B. Seaman |
| Julian Gutt | E. S. Sparks |
| George M. Harris | H. C. Stephens |
| P. E. Henshall | Fletcher W. Stites |
| William Hewarth | Carl Thomas |
| William K. Johnson | Cassius M. Titus |
| Captain Robert Kane | F. T. Wilson |
| Frank W. Kidd | Mayor George N. Wimer |
| John S. Kruska | Charles A. Wright |
| Walter D. Lamson | W. C. Wright |
| Dr. Clarence J. Law | |





Ledge Photo

TACONY-PALMYRA BRIDGE OPENED 'AS RAIN DRENCHES CROWD. Colorful ceremonies in which Governor Larson, of New Jersey, and Mayor Mackey, of Philadelphia, took part yesterday formally opened to traffic the new bridge across the Delaware. Storm deluged attending throng but failed to dampen their ardor to be first to cross. Picture shows long double line of Pennsylvania autos waiting for ribbon barrier to be cut to open way to New Jersey shore



Ledge Photo

CANVAS ROOF HASTILY ERECTED OVER CENTER SPAN OF NEW BRIDGE afforded some protection yesterday to a portion of the throng attending formal opening of Tacony-Palmyra span over the Delaware. Picture shows general view of crowd milling good naturedly while waiting for storm to let up enough to permit festivities to proceed. Notice how legionnaires, bandmen and other official participants are mixed up with unofficial but equally earnest bridge-openers



NEWEST HIGHWAY LINK BETWEEN PENNSYLVANIA AND NEW JERSEY RAPIDLY NEARS COMPLETION: THE TACONY-PALMYRA BRIDGE

which will take the place of the old ferry now operating across the Delaware River at that point, as it looks from the air. The span, of the cantilever type with a bascule draw, will be opened to the public on August 14 with elaborate ceremonies

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Bridge Dedication Next Wednesday

Tacony - Palmyra Span to Have Great Opening Program. Mayor Mackey Host to Mayors, Pa. and N. J. Governors to Attend.

Auto Parade in Afternoon. Fireworks at Night

The 14th of August will see another ferry, in the Philadelphia district, displaced by a bridge, the Tacony-Palmyra span being dedicated on that day. The structure was planned by Modjeski, Masters and Chase, designers of the Philadelphia bridge and it has been erected in remarkable time anticipating the completion date by several months.

Four traffic lanes in addition to two footwalks will provide ample facilities for a great amount of traffic. It will allow residents of northeastern Philadelphia and the surrounding country to reach seashore resorts by much easier routes and will permit hundreds of New Jersey residents to reach Philadelphia via automobile and bus connecting with the Frankford Elevated.

The bridge will be decorated and every preparation is being made to handle the vast throng with comfort and absolute safety. The Philadelphia authorities are working to have Levick street as far as Torresdale avenue in excellent condition and the New Jersey State and Borough Departments are finishing the approaches on that side of the river.

The dedication ceremonies will be elaborate. The various communities in Northeast Philadelphia together with New Jersey towns adjacent to the bridge have formed a general committee and arranged details for the occasion. Huge automobile parades will form on both sides of the river, meet on the bridge cross over and tour the territory on the respective sides. It will be visiting day for whole communities.

Governor Larson, of New Jersey and Lieutenant Governor James of Pennsylvania will attend and take part in the ceremonies.

Mayor Mackey will act as host to the mayors of the New Jersey communities and escort them up the river, arriving at the bridge to participate in the events of the afternoon.

Plans for a monster demonstration attracting thousands have been completed in detail. Between 1.00 and 2.00 Charles A. Wright, president of the Tacony-Palmyra Bridge Com-

mittee, together with Joseph B. Seaman of the Dedication Committee, Frank W. Kidd of the

Frankford Post, No. 211, American Legion Band. At 2.55 a huge bomb will be set off at the bridge, this will be followed by a three-minute blowing of factory whistles in the industrial district of Northeast Philadelphia, in the vicinity of the bridge.

Governor Larson will arrive at the bridge from New Jersey and Lieutenant Governor James from Pennsylvania. As they proceed to the center of the structure a governor's salute will be set off from the Lardner's Point Pumping Station wharf.

Mayor Mackey, of the city of Philadelphia, with his cabinet and accompanied by mayors and city commissions of Riverside, Riverton, Palmyra, Pensauken Township and Camden, will steam up the river from the Department of Wharves, Docks and Ferries on the city boat, John Wanamaker, and disembark at the Lardner's Point Pumping Station wharf, and will proceed to the center of the bridge. Bombs will be shot off from the wharf releasing hundreds of small flags.

The ceremonies at the center of the bridge where a space will be reserved for invited guests will include an introduction of Senator Fletcher V. Stites, as master of ceremonies by Joseph B. Seaman, Chairman of the General Committee. Senator Stites will give a short speech of welcome followed by speeches by Governor Morgan F. Larson, of New Jersey; Lieutenant Governor Arthur H. James, of Pennsylvania; Mayor Harry A. Mackey, of Philadelphia; Mayor Geo. N. Wimer of Palmyra, and Charles A. Wright, President of the Tacony-Palmyra Bridge Company. These addresses will be interspersed by vocal selections, after which, Ralph Modjeski, designer of the bridge, will give an address and cut the silken ribbon formally opening up the bridge for communication between the respective States.

The cutting of the silken thread will occur at the center of the bridge at 3.00 P. M. and at the same time factory whistles in the mill district of Northeast Philadelphia will herald the event.

A flag raising by Boy Scouts, the playing of the "Star-Spangled Banner" by bands and a display of fire-fighting apparatus on the river by Philadelphia firemen will be the

concluding ceremonies. The entire bridge will be appropriately decorated and an amplification system will be installed that will insure perfect hearing not only in the center of the bridge but at both ends as well. Business houses along the principal thoroughfares in the sections adjacent to the bridge, both in New Jersey and Northeast Philadelphia are planning elaborate decora-

the ceremonies.

Huge parades composed of private automobiles will form in Riverton, N. J., and at the end of the Frankford elevated in Frankford. These automobiles will bear placards, "Guests of Tacony-Palmyra Bridge." The parades will form at 2.15 P. M. and proceed to the bridge where they will approach the reserved space in the center of the structure. After the opening ceremonies the bridge will be cleared and the parades proceed across. The Pennsylvania delegation touring Palmyra and Riverton and the New Jersey group journeying through Tacony, Mayfair, Frankford and Wissinoming on the Philadelphia side.

The automobile parades will form at 2.15 P. M. on the Philadelphia side at Frankford avenue and Bustleton avenue. It will turn from Bustleton avenue into Frankford avenue north on that street to Comly, east on Comly to Torresdale avenue, north on Torresdale avenue to Levick street to the bridge. After the ceremony this parade will continue across the bridge to New Jersey proceeding to Market street, Palmyra, to Broad street, left on Broad to Main to Fourth, left on Fourth to Thomas avenue to Broad street and return to the bridge and Philadelphia.

The New Jersey contingent will form on Main street, Riverton, facing Broad street, proceed on Broad to Market to the bridge and after crossing the bridge will continue out Levick street to Torresdale avenue right on this thoroughfare to Cottman street left to Frankford avenue, south on Frankford avenue through Mayfair and Frankford to Torresdale avenue turning left on Torresdale avenue to Levick street to the bridge and so back to New Jersey.

All automobiles will bear stickers "Guests of Tacony-Palmyra Bridge," as identification marks and various communities are striving to have the largest turnout.

The entire bridge will be appropriately decorated and an amplification system will be installed that will insure perfect hearing not only in the center of the bridge but at both ends as well. Business houses along the principal thoroughfares in the sections adjacent to the bridge, both in New Jersey and Northeast Philadelphia are planning elaborate decora-

tions and taking a keen interest in this affair.

No pedestrian traffic will be allowed on the bridge on this day, and proper badges, admission cards or invitations will have to be shown at the approaches to admit to the reserved space for invited guests. During the ceremonies aeroplanes from the Burlington County Aero Club and nearby airports will hover overhead completing the demonstration on the water, the bridge proper, and in the air.

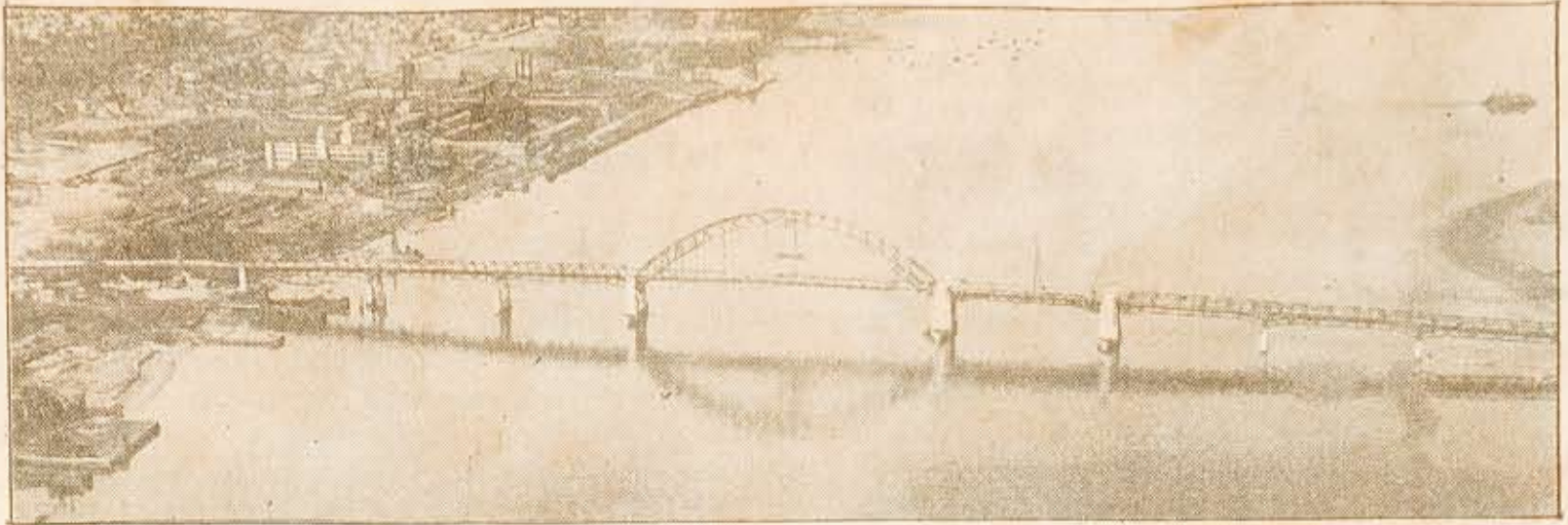
A dinner to distinguished guests, members of the General Committee in charge of the affair and members of the Board of Directors of the Tacony-Palmyra Bridge Company, will be held at Evergreen Farms, on the Roosevelt Boulevard, at 6.30 P. M.

In the evening a display of fireworks lasting an hour will take place, starting at 9.00 P. M. These pyrotechnics will be of such a nature that they will be seen up and down the river and on both sides for many miles and will surpass any display ever held in this vicinity.

The bridge will be opened to vehicle traffic only, after the ceremonies until the firework display in the evening. At the conclusion of this it will be again opened for vehicle traffic until midnight when toll charges will commence.

The general committee includes representatives of the following organizations: Northeast Philadelphia Chamber of Commerce, Palmyra Chamber of Commerce, Camden Chamber of Commerce, Riverton Chamber of Commerce, Oxley Post, American Legion, Camden County Real Estate Board, Burlington County Real Estate Board, Tacony Business Men, North Philadelphia Realty Board, Frankford Post American Legion, Business Men's and Taxpayers' Association of Frankford, Philadelphia Real Estate Board, Rogers' Post American Legion, Tacony Manufacturers' Association, Wissinoming Improvement Association, Philadelphia Chamber of Commerce, and the Merchant Marine Committee.

Delaware Span to Be Opened Today With Ceremonies



FESTIVE CROWDS GATHER TO SEE NEW SPAN OPEN

Autos and Gay River Craft Mass Near Tacony-Palmyra Bridge PARADE UNDER WAY

Tacony-Palmyra Bridge As Described by Figures

- Length: Between bulkheads, 3313 feet; total with approaches, 3255 feet.
- Width: Roadway, 38 feet; with footpaths, 47 feet.
- Height: Center of main span above mean high water, 64 feet.
- Clear Opening: Between piers carrying main span, 520 feet.
- Drawbridge: Of double-leaf bascule type, giving 240 feet clear opening for main channel.
- Piers: Nine in number, of concrete and granite construction.
- Cost: \$5,000,000.
- Construction: Begun March 27, 1928.

Gala throngs flocked early by river and highway to the Tacony-Palmyra bridge, bent on celebrating in fitting manner the formal opening of the new toll span over the Delaware River at 3 P. M. today.

Beflagged motors, small craft gay with pennants and an airplane made the new bridge a Mecca three hours before the ceremonies were scheduled to start.

Vendors of hot dogs, balloons, dolls, flags, ice-cream cones and all the accompaniments of circus day crowded both the Pennsylvania and New Jersey approaches.

And customers were not lacking, for small boys and girls made up a large part of the early comers, determined to hold vantage points for the observation of the formal ceremony.

Tacony Community Parades

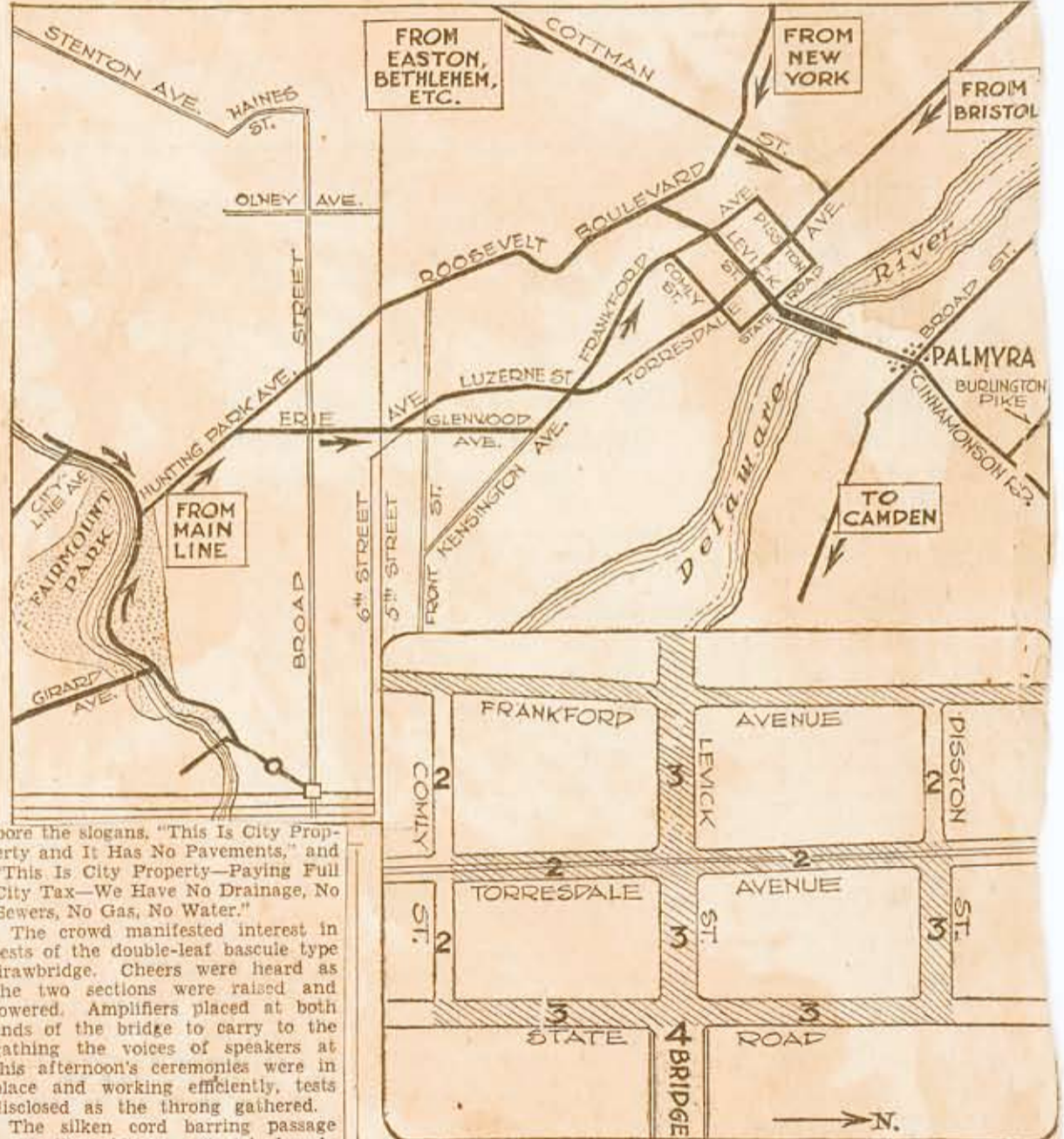
Inspector Charles Fox, in charge of twenty perspiring policemen, kept motors moving at the Philadelphia side as the Tacony community's parade began to form at 1 P. M.

Among the policemen was Thomas Mayberry, of the 15th and Vine streets station, who, as official photographer of that station, was depended on to record for his comrades a full pictorialization of the celebration.

With his movie camera he made shots of the tiny river craft that gathered beneath the bridge and of the airplane that circled overhead.

Residents of Levick street, the approach to the bridge from Philadelphia, took advantage of the presence in their section of city and State officials to register a protest against what they termed the lack of development of the river.

ROUTES TO NEW TACONY BRIDGE AND TRAFFIC LANES



bore the slogans, "This Is City Property and It Has No Pavements," and "This Is City Property—Paying Full City Tax—We Have No Drainage, No Sewers, No Gas, No Water."

The crowd manifested interest in tests of the double-leaf bascule type drawbridge. Cheers were heard as the two sections were raised and lowered. Amplifiers placed at both ends of the bridge to carry to the gathering the voices of speakers at this afternoon's ceremonies were in place and working efficiently, tests disclosed as the throng gathered.

The silken cord barring passage across the bridge was stretched early in the morning and motors on official business drove to that point from each approach but none crossed the span for its entire length.

Modjeski to Cut Cord

The severing of the cord with a steel blade in the hands of Dr. Ralph Modjeski, engineer and designer, will mark the formal opening.

Governor Larson will represent New Jersey, while Pennsylvania will be represented by Lieutenant Governor James and Philadelphia by Mayor Mackey.

The dedicatory ceremonies, which include addresses, a banquet and a fireworks display, will begin with parades led from each of the two States to the center of the span. There Dr. Modjeski, who also was engineer of the Delaware River Bridge, will cut the silken cord.

Free to Opening Traffic

Dr. Modjeski, Governor Larson, Lieutenant Governor James and Mayor Mackey will speak. From the close of the formal ceremony until midnight the bridge will be open free to motor traffic, but pedestrian traffic will not start until tomorrow.

The fireworks display will be held from 9 P. M. until 10 P. M. from the center of the bridge, and during the display the bridge will be closed to traffic. It will reopen to free travel for two hours and one minute, for at 12:01 A. M. Thursday collection of tolls will commence.

Top map indicates the various routes to the Tacony-Palmyra span, which will be formally opened today. The figures in lower map indicate the number of traffic lanes in the approaches to the bridge. One detour is necessary in the routes shown above, as sewers are being laid in Hunting Park avenue west of Ridge. Ridge avenue may be reached from East River drive at Midvale avenue or at Strawberry Mansion, and Ridge avenue followed to Hunting Park avenue

at Evergreen Farms, near the bridge approach from the Philadelphia side. Several addresses will be made.

Mayor Mackey will act as host to the Mayors of scores of nearby Pennsylvania and New Jersey towns invited to attend. The guests will be escorted to the bridge on the tug John Wanamaker by James A. Dunn, Assistant Director of Wharves, Docks and Ferries.

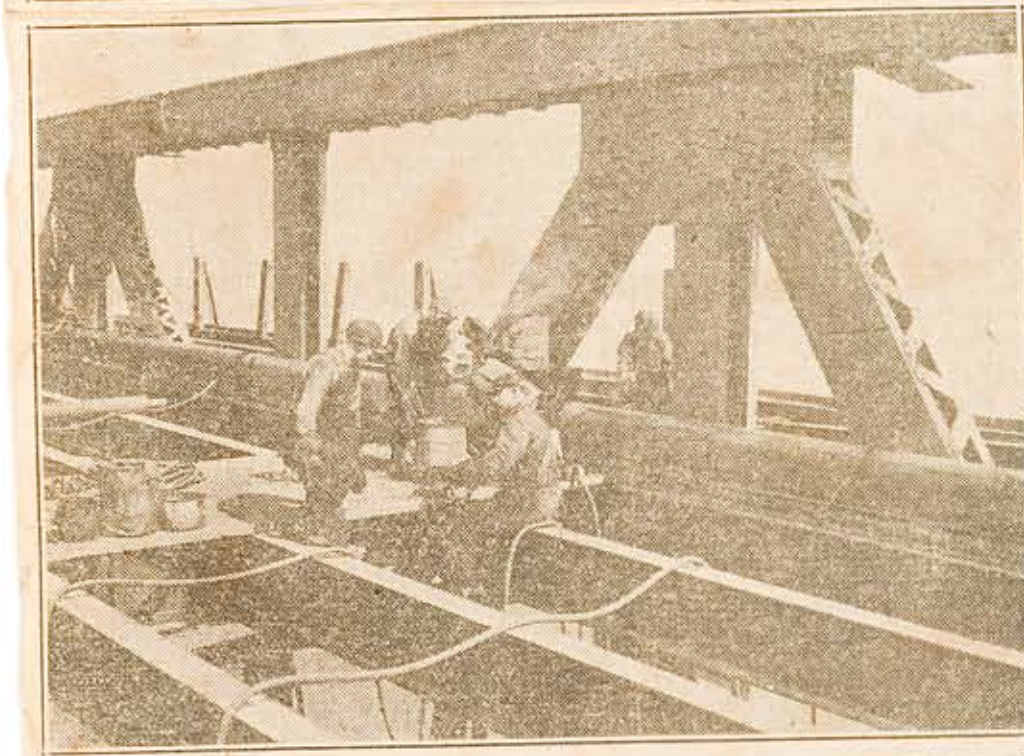
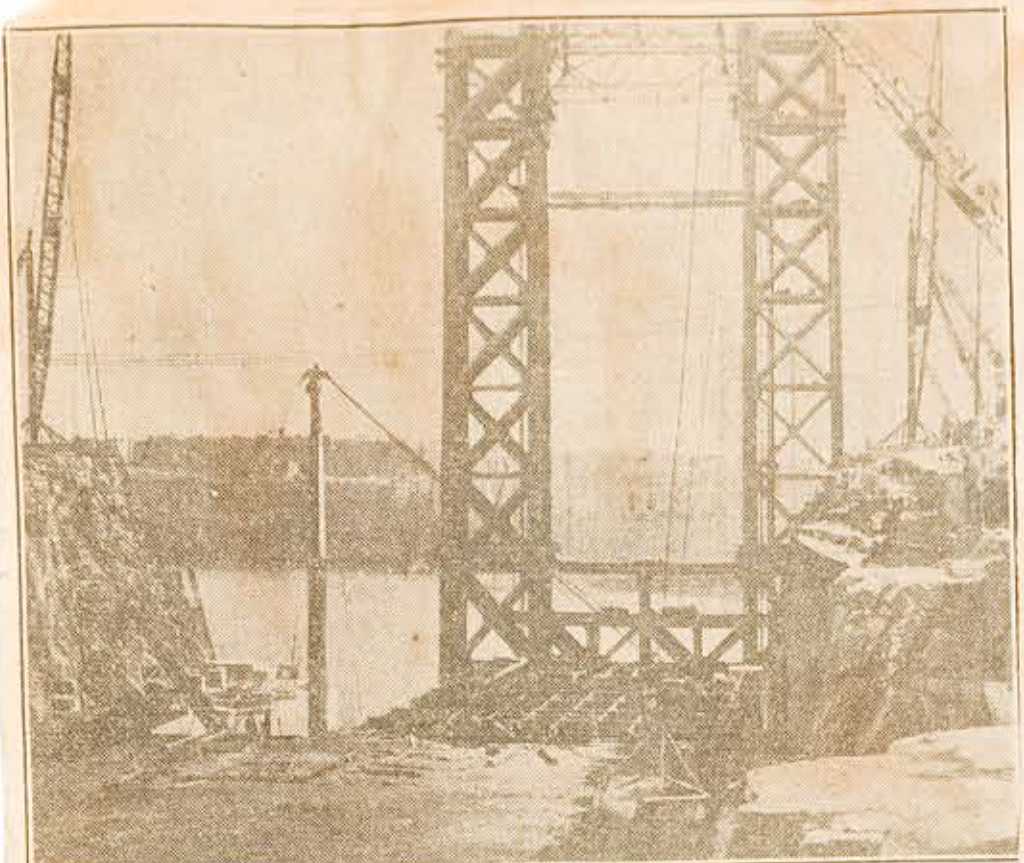
The party will debark at Lardner's Point and a huge bomb will be detonated as formal signal of the celebration's start. Factories in the neighborhood will add to the jubilation by prolonged blasts on steam whistles.

The bridge at completion of approaches will represent an outlay by private capitalists of \$5,000,000. Charles A. Wright is president of the company.

They have laid down a schedule of tolls which varies from 5 cents

for pedestrians, 35 cents for motorcars and 50 cents for busses and trucks to \$1 for double-decked busses and large freight trucks.

The following organizations are represented in the ceremonies today as Committee on Arrangements: Northeast Philadelphia Chamber of Commerce, Palmyra Chamber of Commerce, Camden Chamber of Commerce, Riverton Chamber of Commerce, Oxley Post, American Legion; Camden County Real Estate Board, Burlington County Real Estate Board, Tacony Business Men's Association, North Philadelphia Realty Board, Frankford Post, American Legion Business Men's and Taxpayers' Association of Frankford, Philadelphia Real Estate Board, Roger American Legion; Tacony Motorers Association, Wissing Improvement Association and Philadelphia Chamber of Commerce Chant Marine Committee.



Ledger & P. A. A. Photos
JERSEY CONNECTIONS! Lower photo, taken from Jersey side, shows 'em working on the Palmyra-Tacony Bridge, which links Philadelphia with New Jersey. Top photo shows work on new span across the Hudson River from New York City to New Jersey, which will be almost double the size of the Brooklyn Bridge.

LEVICK ST. FACTOR IN BRIDGE APPROACH

City Engineering Chief Outlines Plans for Handling Traffic Over Tacony Span

MAPS OUT THREE ROUTES

Declaring that Levick street, from State road to Torresdale avenue, "is without doubt the critical factor in the immediate distribution of traffic" which will use the Tacony-Palmyra Bridge after its opening, J. H. Neeson, chief of the Bureau of Engineering and Surveys, Department of Public Works, last week described three proposed routes for Philadelphia approaches to the bridge before a dinner of the Tacony and Wissinoming Business Men's Association in the Penn Athletic Club.

Mr. Neeson declared the existence of a Pennsylvania Railroad bridge crossing Levick street immediately west of State road, reducing the available roadway width of Levick street under the bridge to thirty-four feet, creates at this point a "bottle-neck" from the proposed plaza at the foot of the bridge approach proper.

"Whatever plan may be discussed," he said, "the widening of Levick street by means of a new bridge is common to all. Further, the clearance at present is but twelve feet, whereas the Motor Vehicle Act today requires fourteen feet six inches head room in order that motorbusses and truck traffic can pass under bridge structures freely.

"Just before coming off or going on the bridge traffic will also be interrupted at State road. To maintain any kind of flow of traffic within reasonable limits the importance of the widening of Levick street under the railroad bridge is thus emphasized."

Mr. Neeson said that his staff, in considering the matter of approaches to the bridge, also prepared a study plan of the possibilities of the influx of traffic from New Jersey into Philadelphia over the bridge as an auxiliary to the business and trade of this city.

"The bridge will take care of practically all of Burlington County, New Jersey," he said, "with a population of approximately 81,000 people. The influence of the bridge may be extended to a circle in a northeasterly direction, thirty miles in radius, including the City of Trenton, in which there are twenty-nine cities and a total population of 182,432.

"The influence of the bridge on towns and eighty-eight villages, with Philadelphia, besides being an economic time factor in reaching points in Southern New Jersey will, of course, be felt throughout the entire northeastern section of Philadelphia and on a line as far south as Allegheny avenue.

"Residents of New Jersey north and east of the line passing approximately through Merchantville and the intersection of this line with White Horse Pike about two miles this side of Berlin can use the Tacony-Palmyra Bridge with a saving of time over all other routes. This applies equally to the residents of New Jersey living south and west of a line passing through a point on the outskirts of Trenton, Bordentown, Wrightstown and eastward of Browns Mills.

"This is an angle of the situation that is to be considered in conjunction with the opportunities afforded by the opening of this bridge as a short route to the New Jersey coast and a bypassing thoroughfare for traffic entering and leaving Philadelphia, avoiding the congestion of the city proper."

Mr. Neeson told his hearers that the three routes for Philadelphia approaches to the bridge suggested by him were based in broad lines on what might be considered the ultimate future requirements.

Bridge Approaches



Map shows three Philadelphia approach routes proposed for the Tacony-Palmyra Bridge last week by John H. Neeson, chief of the Bureau of Engineering and Surveys, Department of Public Works

from Robbins avenue to Devereaux street; widening of Robbins avenue to 108 feet from its intersection with the above diagonal street at Edmund street to Frankford avenue and 100 feet wide from Frankford avenue to Aramingo avenue; the widening of Levick street from Keystone street to Frankford avenue to 70 feet, and the widening of Devereaux street from the diagonal referred to at its intersection east of Torresdale avenue to Frankford avenue, also to a width of 70 feet.

"This route will afford two-way traffic on Levick street from State road to the diagonal at Keystone street, on the diagonal and on Robbins avenue to Aramingo avenue, and one-way traffic away from the bridge on Levick street, beginning at Keystone street, toward Torresdale and Frankford avenues and toward the bridge on Devereaux street from Frankford avenue to Torresdale; continue to the diagonal directly east of Torresdale avenue and thence on the diagonal to Robbins avenue and into two-way traffic. The estimated cost of this route is \$155,600.

Would Open New Street

"Proposed route No. 2 embraces the elements in proposed route No. 1 and additionally proposes the opening of a new diagonal street 108 feet wide between the intersection of Robbins avenue and Cottage street and the intersection of Devereaux and Montague streets; thence the widening of Devereaux street from Montague street to Frankford avenue to 108 feet.

"This study also contemplates the widening of Levick street to 70 feet from Keystone street westward to Frankford avenue, as in proposed route No. 1. It is not intended, under this plan, to widen Devereaux street between its intersections with the two diagonals at Montague street and east of Torresdale avenue, respectively. The estimated cost for this route is \$123,300.

"Proposed route No. 3 is the same as No. 1 and No. 2 in the first steps. It adds a proposal to open a third alternate diagonal 108 feet wide coming away from Robbins avenue at the intersection with Erdrick street, leading directly to the intersection of Frankford avenue, Devereaux street and Aramingo avenue. The latter diagonal virtually would be a continuation of Devereaux street west of Frankford avenue and extend to the southwest. The estimated cost for this route is \$115,700."

TACONY BRIDGE

City engineers have been studying the problem of the approaches to the new Tacony-Palmyra bridge, now nearing completion. It is expected the traffic that will use the new structure will more than represent that now crossing by the ferry, and it is obvious that the existing approaches on the Philadelphia side are totally inadequate to meet the additional demands that will be made upon them. Of the present available routes to the bridge plaza at State road and Levick street, the most direct is that by way of Robbins avenue to Torresdale avenue and thence by Levick street. The paving on this route is none too good and the parallel streets are either ungraded or, in parts, unpaved, so that to make them traversible the city will have to spend a good deal of money.

There is a possibility that the new bridge may be ready for use by July, and it is said funds are available that will meet the needs of the initial traffic to and from this new river-crossing. But the permanent plans to make the approaches adequate for the inevitable increase in traffic will call for large outlays, provision for which will have to be made in the loan bill in the coming autumn. Not the least costly part of the work that will have to be done is the reconstruction of the bridge that carries the Pennsylvania Railroad tracks over Levick street at the Palmyra-Tacony bridge plaza.

Public Ledger.

Such rapid progress is being made on the new Tacony-Palmyra bridge, according to the engineers, Modjeski, Masters & Chase, that although they are unable as yet to fix an exact date, the bridge will be ready for traffic about August 1. This will open up a new route to the New Jersey coast in time for the heaviest summer travel. A contract was awarded last week to George W. Shaner & Sons, of Palmyra, N. J., for the erection of the two administration buildings at the New Jersey end of the bridge at a cost of \$61,075.

The design of the buildings and plan of the approach, worked out by the engineers, in conjunction with Paul P. Cret, the architect, will make an attractive and artistic whole. There will be two main buildings, each 62 by 24 feet. The one on the north side will be the office building and one on the south side the service building. Each building will be flanked on both sides by wing-walls extending parallel with the roadway a distance of 54 feet, terminating in an ornamental light standard.

Between the two buildings will be erected three tollhouses, each 6 by 13 feet, which, in addition to a tollhouse at each main building, will divide the traffic into eight streams when necessary. All the buildings will be of buff brick. Power for lighting and operation of the tollhouses will be obtained from both the Electric Service Corporation and the Pennsylvania Railroad Company.



TACONY BRIDGE OPENS BASCULE DRAW

Huge span connecting Tacony and Palmyra is shown with the draw open to permit passage of vessels bound for upper Delaware River. The draw is one of the engineering features of the privately owned bridge which will be formally opened Wednesday.



CITY PLANS ROUTES FOR TACONY BRIDGE

Three Proposed Philadelphia Approaches Mapped Out by Engineer Neeson

Spurred by demands for the early paving of main thoroughfares, officials of the Department of Public Works last week laid before citizens and business men of the Northeast a plan for the distribution of traffic on arteries approaching the new Tacony-Palmyra Bridge, which is scheduled to open formally about August 1.

The taxpayers, with the business men's associations taking the initiative, openly protested municipal delay in the programme calling for the improvement of streets in the vicinity of the bridge. Leading the fight for the paving of streets and study of traffic problems are representatives of the Northeast Philadelphia Chamber of Commerce, the Tacony-Palmyra Bridge Association and the Tacony and Wissinoming Business Men's Association.

J. H. Neeson, chief of the Bureau of Engineering and Surveys, described three proposed routes for Philadelphia approaches to the span. Levick street, from State road to Torresdale avenue, was termed by Mr. Neeson "the critical factor in the immediate distribution of traffic which will use the Tacony-Palmyra Bridge after the opening."

Mr. Neeson said the existence of a Pennsylvania Railroad bridge crossing Levick street, immediately west of State road, reducing the available roadway width of Levick street under the bridge to thirty-four feet,

creates at this point a "bottle-neck" from the proposed plaza at the foot of the bridge approach proper.

The widening of Levick street is not the lone concern of Northeast citizens, who anticipate increased traffic stress upon a score of main highways which serve several small communities there.

The people already have asked the city to hurry the paving of Tacony street and the early removal of abandoned trolley tracks; the completion of paving on Oxford avenue to Roosevelt boulevard, and the opening under the Pennsylvania Railroad of Devereaux street.



DANIEL P. ...
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75th ANNIVERSARY COMMITTEE
Mystic Lodge 270, I.O.O.F.
HOLMESBURG, MISSOURI, NOV. 20, 1932