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PARK BEAUTIES

ON COBB'S CREEK

New Pleasure Grounds Filled
With Suots for the Lovers
of Nature.

EXTEND OVER 660 ACRES

Addition to City's System in
Western End Nearly Ready
for Public.

One of the most unique and interesting outlying parks of Philadelphia, tracing its winding course along the valleys of Cobb's and Indian creek in the extreme western boundary of the city, is about ready to be dedicated to the public's service and will prove most valuable to a large and growing section. It was placed on the city plan by ordinance of April 8, 1908, and since that time the surveys have been nearly completed under direction of Joseph Johnson, chief district surveyor, who has charge of the park lines. These new recreation grounds extend over 660 acres, stretching out in a long serpentine line from Overbrook at the north to Paschalville in the south, although the part to be available at once lies to the north of Market street.

Starting at Sixty-third and Market streets, the park line runs north to Arch street, then west and northwest to Gross and Race streets; it then runs west on Race to Sixty-ninth street, north on Sixty-ninth to Malvern avenue, then back to Sixty-eighth, north to Woodbine avenue, east again on Woodbine, to Sixty-ninth, then north to Sixty-sixth street, to City Line avenue, and along the latter avenue in irregular lines back to Sixty-ninth street. The variegated boundary line is due to the many curves and turns in the course of Cobb's and Indian creeks, at times narrowing down to a small stream and again branching out to a lake-like expanse. At the Overbrook end of the park is a beautiful wooded stretch of 40 acres, presented to the city by the T. Wistar Morris estate and known as Morris Park.

TREES A CENTURY OR MORE OLD.

Throughout the course of the two streams the sloping banks stretch up on both sides, with soft verdure and many noble forest trees a century or more old. Wild-flowers luxuriate along the banks in the spring; there are many quiet nooks for lovers and children's parties, and in winter the snow-clad banks form a most picturesque contrast for numerous skating parties. There are also opportunities for boating at some of the wider expanses of the creek. Apart from the Wissahickon, there is no part of the valleys of the stream bordering the city which presents more versatile rural loveliness and charm, heralding the changes of the seasons with some new and ever fresh attraction. The valleys of both Cobb's creek and its tributary, Indian creek, have been favorite resorts for many years of nature lovers of West Philadelphia and vicinity, and one great advantage of this new park will be its easy accessibility from many points.

There are three main lines of approach to the northern section—along Lancaster avenue, Haverford avenue and Market street. When the southern half shall be thrown open that part will also have three approaches—along Baltimore, Chester and Woodland avenues. Another significant feature in the general park scheme of the city is marked by this accession to its pleasure grounds for the people. This marks the second of the important water-course parks which have been utilized by the city, the beautiful valley of the Wissahickon having been set apart years ago, and the plans now including the valleys of Tacony creek and Pennypack creek, in the extreme northeast.

COBB'S CREEK PARK WANDERLUST GOAL

Beautiful and Secluded Section Just
Outside the City Object of
To-morrow's Trip.

THE THINGS TO BE SEEN

By William A. Stecher.

(Director of Physical Education in the Schools.)

'Wanderlust,' that series of Saturday afternoon walks arranged by the Department of Physical Education of the Board of Education will lead its votaries through the beautiful country along Cobb's Creek just outside of the city limits to-morrow afternoon. The trips are entirely open to the public and are without any formality whatever. All one has to do to take the trip is to be present at the appointed time and place and join the party. The charming unconventionally observed on the walks relieves the party of all embarrassment and a good fellowship prevails as is natural among people whose thoughts are turned from a busy world to the goodness of nature.

This afternoon's walk will be particularly pleasing as we have secured the consent of Mr. George W. Hicks, Chief of the Bureau of Contracts and Statistics of the city, to act as leader. The party will meet at Sixty-third and Market Streets, at 2 o'clock. The party will walk out Market Street and cross Cobb's Creek to Millbourne.

Through New Park.

They will then proceed through Cobb's Creek Park which was recently taken over by the city. The park includes some of the most beautiful woodland in this section of the country. The path winds through the most beautiful portions of the park and here and there splendid views may be had of the creek itself in its winding course.

The lovers' lanes have proved almost indispensable on our previous trips and we have always managed to find at least one path so named on each of our walks. Mr. Hicks, not to be outdone, will lead the party through what is undoubtedly one of the prettiest of all the lovers' lanes so far encountered.

This quiet sylvan path will lead us out of the park and we will get a view of the little old-fashioned village of Cardington near and yet far from the busy life of the city. Here, the old village post office is still in use and the old houses and the comfortable old-fashioned

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one back to days long since past. It is the real old-fashioned country right at our very doors and although all around this section there are populous suburban districts growing up, little Cardington still goes serenely on with its quaint old time customs. Passing on, the party explores the east and the west branches of Indian Run which joins Cobb's Creek.

Favorite Resort for Indians.

The ground hereabouts is very hilly and beautiful views are to be had of the surrounding country. The neighborhood was once a favorite resort of the Indians who drew back farther and farther before the advance of the country homes in the Colonial days, but long had a village along the banks of the Indian Run the name of which still commemorates their occupancy. Here they traded with the Quakers. Many interesting relics of these aboriginals have been found in the vicinity.

Mr. Hicks plans a fitting close to the delightful trip with a real old campfire in the Cave Field Woods and every one is invited to bring a box supper along with them which they will eat around the fire. The Cave Field will be visited after supper. The place is so named because of the numerous caves in the vicinity, the most interesting of which will be visited.

After singing and merry making around the campfire the party will make the return by moonlight if the weather continues good. All along the route there are interesting sites to be seen whose histories will be told by Mr. Hicks who is familiar with every inch of the ground.

The distance of the walk is about six miles and those who do not wish to walk the whole distance may take the trolley which runs nearby. The only cost will be for carfare.

NATURAL BEAUTY IN COBB'S CREEK PARK

West Philadelphia's Recreation
Resort Has Many Pictur-
esque Attractions.

MAY 28 1911
SHADY NOOKS ABOUND

Footpath Along Bank Will Be
Widened Into Fine Drive-

way.
MAY 28 1911

Cobb's Creek Park, for years a recreation resort in name only, but beautiful even in its undeveloped state, is soon to be embellished and converted into a park surpassed by few in the city. This picturesque stretch of land, on the eastern side of Cobb's Creek, extends from the city line to Baltimore avenue, embracing part of the Forty-sixth and Thirty-fourth wards. It is particularly adapted for a public park, with its winding creek lined with woodlands running back to a broad rolling country, dotted here and there with groups of trees, offering a welcome shade to those who enjoy a romp in the green fields.

The idea of improving this section of ground and developing for West Philadelphia a magnificent park has long been projected by the city. From time to time during the last two years the municipality has been acquiring the land along the creek, and several weeks ago an ordinance was passed condemning the section stretching from Market street to Hazel avenue.

Stream to Be Purified.

The process of improvement will be more of a cleaning-up process than anything else, for the land already has the contour of a park. Unlike the great public park being built adjacent to League Island, it will not be necessary to fill in the grounds and grade the area. Nature has already attended to that branch of the work, and it is now only necessary to undo the damage to the

Cobb's Creek, taking its winding course southward, now swirly ripping between high banks, then spreading out to considerable width to broad green fields, has been contaminated by sewerage, and the work it has been called upon to do for man in manufacturing establishments along the west bank.

The first work of development will be that of cleaning out the creek and establishing a sewerage system so that the stream will not be used for this purpose. When this is done the biggest step in the cleaning-up process will have been accomplished. The footpath which now follows the bank of the creek will be widened into a roadway, which, when completed, will make an attractive driveway several miles in length. Along the section near Market street are several abandoned quarries, which will, of course, have to be filled in, and at other spots heaps of rubbish, the accumulation of years, will be removed.

But when these unsightly spots have been converted to their original condition, and the many attractive features of the area accentuated, Cobb's Creek Park will become one of the most inviting resorts in the city. The idea of the city has been of preservation, realizing that the salient features of a park were there. The encroachments of a great city in its westward progress have been stayed, and this beautiful stretch of ground, carefully guarded for the purpose, is now going to be utilized.

Even in its present condition the area is much frequented by the people of West Philadelphia. Every day women from neighboring streets, with coaches sit for hours in the cool shade offered by the old patriarchs of the forest. Each Saturday afternoon brings out its quota of nature lovers, who roam at will in the cool woodland or gather flowers in the fields. The natural grading of the land has made it possible for baseball grounds to be established, and in several places this has been done. Thus the area will not only become a park, but a playground as well. The level plateau here and there will be devoted to the pleasure of the lovers of sport, and the nature-made grounds will be developed into first-class diamonds.

On one side of the road will be the Creek, and on the other side a moss covered bank, lined with great trees. Occasionally the bank will drop away allowing a glimpse of the rolling country beyond. In the course of the drive no less than half a dozen springs will be passed, rising from the ground and trickling to the creek below. The Board of Health says "parks are life-savers," and Philadelphia has many of them, but when Cobb's Creek park is completed, it will be one of the handsomest of them all.

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Cobb's Creek Park

WHEN the first ordinance looking forward to the acquisition of Cobb's Creek Park was passed in the summer of 1904, the great influx of people that was to flow across the river following the elevated had not started, but as the various ordinances condemning the sub-divisions of the park were enacted in the succeeding years, the serried ranks of the thousands of new buildings marched westward, carrying the city to the park. To-day thousands view the winding valley as a conveniently accessible breathing spot, for to more than one-half of West Philadelphia it is geographically nearer than the broad acreage of Belmont and its surrounding plateaus.

As the district adjacent to the four miles of rambling, curving parkway that will follow the eastern side of the little stream, becomes thickly dotted with dwellings, the park will prove one of the lasting benefactions which the loan-makers of to-day will confer upon the posterity that pays the price. The undulating green slopes of the winding valley promise much in the way of charming landscape, if its development be performed with a thought of preserving its natural beauty. The eastern bank presents few wide stretches of level land and long vistas are lacking. It is a stream of nooks and corners, one that probably needs some checking at places to thus artificially extend its meagre width, although it is not lacking in interest even now, when it serves its primitive purpose as an open sewer. But north of Market street, where the picturesque water-fall at Millbourne attracts hundreds on a summer Sunday to loiter in the shade of the tall trees, there is bit of landscape that alone justifies the preservation of the water-course for the enjoyment of the public.

The narrowness of the stream valley, however, heightens the Philadelphian's interest in the Delaware County side, which at places is given up largely to manufacturing. From above the big Millbourne Mills down to Cardington, with its mills and colony of workers, there is considerable trace of the inroads of industry. A railroad track at places parallels its western bank and strips it of some of the attractiveness of the eastern slope, but below Angora there is less trace of man's activity and the fact that a considerable part of the lower section is bordered by Fernwood and Mount Moriah cemeteries assures in part a permanent freedom from an objectionable environment. But the tinge of industry that is now apparent at isolated places along the Delaware County side of the stream, is an indication of the desirability

afforded by the Act adopted at the last Legislature authorizing the acquisition of park acreage beyond the city's boundaries.

In its present condition the Park is rough and rather uninviting in its winter garb. Plans for its development have not been formulated along final lines, as the Park Commission's custodianship has been of brief duration and appropriations for extensive work have been lacking. The Commission, however, has cleared the park of many of its former defacements, the accumulated debris of the stream has been removed, a number of benches have been located, and guards and rangers assigned to patrol the park. With the amount allotted in the proposed loan and the appropriation remaining from a former loan, one hundred and fifty thousand dollars will be available for improvement. With this sum—equivalent to nearly five thousand dollars an acre—probably much can be accomplished in grading, planting and constructing walks, paths, shelters, drains, lights, dikes, embankments and bridges, at least in those portions that are even now well patronized.

At present the principal items of civic activity apparent are grading and sewer construction. The big intercepting sewer, that is intended to relieve the creek from the city's drainage that flows into it, is nearly complete. The grading of Sixty-third street below Market street offers a rough indication of what the great highway fronting the park will be, in time becoming a residential street equal to Thirty-third street, opposite East Fairmount Park. The question of sewers, however, is one that demands intercounty action, for in its upper as well as lower ramblings, the creek passes through a number of settlements. Not only does the city need to control the stream banks from Lower Overbrook to Darby, but co-operative action is necessary in order to insure the purity of its waters as it flows from its upper reaches.

The little that has been done is an indication of the greater transformation that will be wrought when what was formerly an open sewer will become a beautiful little valley park. Its cost to date has been comparatively inexpensive, and when one views it in the light of the population that will develop around Darby, when the elevated line to that section has become a reality, it is not improbable that over two hundred thousand people will find in Cobb's Creek Park a health-giving, pleasure-giving proof of the practical wisdom of the far-sighted men who a decade ago sensed the need of purchasing this stream valley for the population that now awaits its development.

CITY SAVES \$180,000 IN LAND DAMAGE SUIT

\$276,000 Asked for Ground Taken
for Cobb's Creek Park, but Only
\$96,400 Awarded

MANY EXPERTS ARE CALLED

A substantial saving to the city in the payment of land damages was effected in Common Pleas Court, No. 4, to-day, when the award on the claim of Jacob Hoffman was kept down to \$96,400. He asked nearly \$276,000 on his suit, so the saving is about \$180,000.

Hoffman is the owner of the old Hoffman farm and homestead at 60th st. and Baltimore ave. It consists of forty-seven acres, along the county line. The city appropriated about twenty-three acres of the ground for the improvement of Cobb's Creek Park.

The trial occupied the attention of Judge Carr and the jury more than a week. Hoffman's most liberal expert fixed the loss at \$226,151, and the city's most conservative expert estimate was \$53,413. These estimates and those of other experts were based on the per acre value of the tract as a whole, and sections before and after the taking. The prices obtained in sales of ground nearby, and the uses to which the remainder of the Hoffman tract could be best put were discussed at length.

Assistant City Solicitor Lewis assailed the figures of the Hoffman experts, declaring they were at the best "mere guesses" as to the real value of the land taken. He maintained that the figures of the city's experts, while much lower, were about the real value of the land taken.

Eight experts were called by the claimant. The average of their damage estimates was \$218,106.68. To this was added more than \$50,000 for four years' delay in the payment of interest.

The city called six experts. The average struck by them was \$70,976.65.

Assistant City Solicitors Gibbons and Lewis contended that the claimant had no right to damages for delay in payment under the Supreme Court decisions as they said the city was justified

in withholding the payment of damages where it was believed by their experts that the claims were exorbitant.

COBB'S CREEK PARK DEVELOPS SLOWLY

Pollution of Water, Lack of Foot-
ways and Burning Dump
Cause Annoyance

IMPROVEMENT AFTER WAR

Cobb's Creek Park faces many retarding conditions in developing from a wild, embryonic stage into an attractive, healthful pleasure ground for far West Philadelphia residents.

Pollution of the creek from which the park takes its name, lack of wooden footways at places where entrances to the 600-acre tract are steep, and an ash dump on line of the southern extension of Cobb's Creek Boulevard constitute the source of numerous complaints this summer to municipal authorities, and expressed in letters to The Bulletin.

An investigation showed that permanent relief from the annoyances cannot be obtained until the Fairmount Park Commission obtains larger appropriations for development of the park, and Philadelphia and Delaware counties extend their sewage system in vicinity of the creek.

The latter improvement is being considered by both counties, at instance of the State Department of Health, and probably will be carried out as soon as war conditions and finances permit.

CREEK IS POLLUTED.

The water pollution begins near Overbrook, from two city sewers which empty into Indian run, a tributary of the main stream, a short distance north of Lansdowne av., near 70th st. The run empties into Cobb's Creek near the "old paper mill," just west of the 60th st. P. R. T. terminal. There is an intercepting sewer along the east side of Cobb's Creek and Indian Run, but it has not been completed far enough to connect with the Overbrook sewers.

More sewage enters the creek south of Market st., from the mills and dwellings of Cardington, on the west bank. The mills also discharge a large volume of dye-water, so from that point down the creek not only emits an offensive odor, but the water resembles ink. The proposed Delaware county sewer is to take care of the Cardington sewage and the dye.

The most obnoxious part of the polluted stream is the lake, formed by a century-old dam, on the upper edge of Millbourne, a suburb immediately west of 63d and Market sts. At this season the water runs over the dam very slowly, and the refuse from Indian run backs up and floats on top of the lake. Some Millbourne residents say the dam should be torn down, as the flour mills nearby no longer use it for power.

DAM MAKES SKATING.

Several years ago the breast of the dam was raised and strengthened by the Park Commission, to enlarge the lake for ice skating. Jesse T. Vogdes, the commissioner and chief engineer, believes the winter [ice on] the lake affords skaters outside its summer offensiveness, in view [of work] to purify the creek in the future. [A number] of footways into the park [?] of the southern part, where the level of the ground is depressed many feet below the boulevard which skirts the park's eastern boundary. Flagrant instances are at the western ends of Whitby and of Florence avs., Angora. The path leading from Whitby av. into the park runs almost vertically down a miniature precipice, and only the sure-footed can negotiate it without sliding or rolling.

RUBBISH BURNING ANNOYS

Angora residents also suffer from rubbish-burning on the ash dump, situated where the boulevard will deviate from the line of 59th st. and be extended around Mt. Moriah Cemetery, following a section of the park acquired recently.

Cunningham & Murray, ash collecting contractors for lower West Philadelphia, received permission from Robert C. Hicks, chief of the Bureau of Street Cleaning, to dump material on site of the boulevard extension, as it will form a low strata fill and save the city money in cost of filling and grading the road.

CITIZENS IMPROVE UNSIGHTLY BLOCK

**Cobb's Creek Association Clears
and Will Beautify Plot Along
Boulevard**

PLANT 25 TREES TODAY

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Philadelphia Evening Bulletin

November 6, 1920

A triangular plot of ground at the intersection of Cobb's Creek Boulevard, Baltimore av. and 59th st., that a few weeks ago was little more than a dump, is being beautified by the Cobb's Creek Parkway Home Association.

And this afternoon, as a climax to the cleaning and grading of the ground, special exercises will be held during which twenty-five shade trees will be planted around the triangular block.

These exercises will be in charge of the Association of which George R. Selfert is president. Addresses will be made by F. J. Cattell, city statistician, and J. W. Keller, chief of the Bureau of Silviculture of the State Department of Forestry. Mayor Moore and the West Philadelphia members of City Council have also been invited to attend.

A movement has been started to have the city add this piece of ground to its park system and an ordinance has been introduced in Council with this end in view. In the meantime, however, the plot was an eyesore and the Association took steps to improve it.

Already more than \$500 has been expended grading, mowing and seeding and cinder paths have been put down along the boulevard and 59th st. sides. It already presents a much improved appearance and is expected to look a great deal more so after the trees are planted today.

During the tree planting the public school children from the neighborhood have been asked to lead in community singing and take part in the actual planting.

NO-PIECE BATHING SUITS END SWIMMING IN DARBY

Boys, Men and Girls They Say, Bathe
in Well-Cobb's Creek

When eighteen-year-old girls began imitating Venus' celestial aspect from the waves, the Upper Darby township commissioners put their collective feet down on swimming in Cobb's creek.

Now if any one goes into the pools between Cardington and Fernwood, even if clad in hip boots and fur overcoat, he will be arrested.

Things, said Chief of Police Bonsall today, have been steadily going from bad to worse. The advent of the unconventional mermaids was the fulminating cap that blew up the works.

Several days ago an automobilist and his wife were driving along the creek in search of air. The motorist's wife had just mentioned how dry things were because of the long warm spell when she found her husband staring, fascinated, at the creek.

She likewise stared. Up, up, up came the girls, wading ashore until even their dimpled knees were out of water.

"If these are bathing suits," commented the automobilist, "they are the tightest bathing suits I ever saw any—"

The automobilist's wife achieved a sound like the distress signal of a steamboat.

"George!" she exclaimed, in a horrified voice, "you look the other way!" Her husband narrowly missed ditching the car.

"It is unsafe for automobilists to drive their cars along the creek now," she lamented to Chief Bonsall later. "They might run into trees or anything. They don't even look where they are going."

The executive session of the township commissioners resulted in a special detail of emotion-proof police, middle aged and married, being sent to the bathing places. Chief Bonsall reviewed the situation.

"From 100 to 150 people have been coming out here every day," he said, "and we have had complaints this summer from property owners along the creek. The swimmers come from all parts of the city.

"Boys and young men unhampered by clothing, scampered through the fields. One man was taking his family out in their automobile when they came upon four of these no-piece-suit young men ambling along the side of the road.

"The community was getting up in arms when we got word of these two girls who, they tell me, were outfitted in a way that would have made a one-piece suit look like a bungalow apron. Compared with them those movie bathing girls were old-fashioned wearers of pantalettes and ankle skirts. They were the most extremely superlative swimmers—oh, well, we're stopping all swimming; that's all."

So, anybody who goes in now may dry off in the Upper Darby calaboose,

GOLF WIDOW'S HUSBAND FOUND AT COBBS CREEK

*He's the Fellow or, Rather, One of Many Fellows Who Wait
Several Hours to Tee Off on City's Public Course*

The husband of the "golf widow" has been found. He is at Cobbs Creek any day in the week from 7 in the morning until darkness, puts an end to his continuous, perspiring trip around the public golf links there. He is becoming so numerous that complaints from golf widows have increased in alarming proportions.

The golf widow, be it understood, is the unfortunate woman who does the cooking, the housework, keeps the baby smiling and entertains her guests all during the nine hours when her care-free husband attempts to make the ninth hole in five.

"Been here since 7 o'clock this morning," said a man waiting at the first tee of the Cobbs Creek course yesterday, "and I have only been around once. Dear knows when I will get on again."

Before him, on the edges of the tee, were fifty bags or more, all arranged in the order in which their owners came to play. To determine the rotation of players, the bags were being selected by "Ed," the efficient starter with the stentorian voice.

The man's remark seemed to arouse the interest of a friend who was stretched but under the shade of a tree near the tee.

"That's the trouble with this course," he replied. "Last Saturday there was a big crowd here. I couldn't get on until 2 o'clock. Well, you know how long it takes to go around the eighteen holes. But just the same, I caught Blue Jupiter from my wife when I went home. She had company and

all that sort of thing. But I couldn't help it."

Others joined in the conversation. It seemed to have struck a cord of mutual sympathy among the members of the group, waiting for a chance to tee off. And yet there might have been a feeling of guilty conscience among some, for a fat man, whose family cares, judging from his appearance, rested but lightly upon him, said:

"Well, as I told my wife last night, I'll go to the movies with her any night in the week that she wants to go. But Saturday is the only day I have off, and I am going to reserve it for recreation—a fellow's got to look after his health." The man looked particularly healthy.

A young woman apparently knowing all of the members of the group came up just in time to catch the last of the rotund man's remarks. She was apparently single and could, therefore, look upon the question in an impersonal light.

"Oh, what a lovely excuse," she laughed. "If you men could play golf as well as you can find excuses to hand to your wives you would all have Chic Evans looking like an amateur."

This remark failed to bring the hearty laugh one might have expected. Some of the men looked guilty.

After receiving a solemn promise that he would not be quoted, the fat man confided more seriously his views on the subject of golf widows. He admitted a cause for feminine complaint (in all cases but his own), but he could offer no solution. After vain attempts he came back to the comforting thought: "Let the men take their wives to the movies more often," and he let it go at that.

Man and Things

THE formal opening of the lower section of the Cobb's Creek Parkway from Florence to Woodland avenues, marks virtually the completion of that boulevard. Reaching from Sixty-third and Lancaster avenue, over the former street, and then extending southward from Market street to Woodland avenue, near Seventieth, the Parkway now provides a wide well-paved highway joining the Lancaster and the Chester pikes and affording a new link between Delaware and Montgomery counties. At the northern end through Lancaster avenue, it gives speedy access to City Lane avenue, over which motorists, coming from the south and west, may proceed to Fairmount Park and across the bridge at the Falls to the Nicetown Lane extension of Hunting Park avenue. Over the latter wide way the Roosevelt Boulevard may be reached and thence Bucks County. So that in this way, the new extension of the Cobb's Creek Boulevard, toward Darby, becomes an important part of a pleasant route by which one may motor entirely across the city from the south-west, to the north-east without coming into the central section and meeting the delays of the traffic congestion.

For the provision of Cobb's Creek Parkway, which now ranks among the leading highways of the city, and which has come into existence in less than ten years, the city has expended nearly four hundred thousand dollars. That, however, is only part of a much larger sum, which Philadelphia has laid out in the past twenty years in acquiring and improving the western boundary park of which this parkway is a part.

Suggestion of that improvement came chiefly from the City Parks Association which, at the beginning of the present century, repeatedly urged that municipal action be taken toward acquiring the land along the Philadelphia side of Cobb's Creek in order that the water course could be prevented from becoming a public nuisance and its banks converted into a public park. At that time the stream received the drainage from the surrounding territory in both Philadelphia and Delaware County as well as pollution from its upper reaches in Montgomery County and was an open sewer. Steps had been taken by the Survey Bureau, backed by the State and City Health authorities toward freeing the creek from such contamination. A boundary commission, authorized by a Legislative Act of 1897, had surveyed the course of the creek and determined the exact line between the counties, incidentally finding that the stream had shifted its course since the original survey and added to the extent of Philadelphia. At that time construction of the Market street elevated had been begun and much of the area along the creek on this side of the line was sparsely populated. Yet there was an intensive housing enterprise in the upper and lower ends of the creek within the city, of the population to reach and span the creek with an almost urban development at many

Fortunately for the city, in 1904 Councils authorized the placing of Cobb's Creek Park upon the plan. For the first few years the project was taken up slowly, and although about fifty acres, between Baltimore avenue and Paschal, were taken early, little else was done until 1909, when the larger development of the park was begun. By that time the Survey Bureau had made progress on its plans for constructing the Cobb's Creek intercepting sewer that was to free the creek's course from all pollution from the side of the stream. Through the interest of W. Vistar Morris, the city had been offered about forty acres of sparsely wooded park land at the Overbrook end of the stream. This tract, along with about one hundred and twenty acres on Cobb's Creek, in the northern part of the present park, were included in the Park domain in May, 1909, and, in November of that year, Mayor Reyburn assured the carrying out of the full project by signing an ordinance which authorized the city to acquire this upper acreage, together with about two hundred and thirty additional acres along other sections of the creek. In the same year the city also secured about twelve acres between Baltimore and Hoffman avenues.

LINE MISSING

maintaining important strip, between Market and Christian streets, be secured. That was done shortly afterward, and the way was clear for the improvement of the park.

Subsequent purchases of small strips of land, at various places along the line of this serpentine stream, have added to the city's holdings until now the entire area, along with the northern extension in Morris Park, amounts to nearly seven hundred acres. Under the administration of the Commissioners of Fairmount Park the land along the creek has been improved, although much still remains to be done in the provision of walks and paths and, possibly, of a bridle path for equestrians. As it is, however, Cobb's Creek Park is now the third largest of the public playgrounds in the city, exceeded in size only by Fairmount and Pennypack Parks, and Fairmount, in comparison to its greater spread, is hardly more popular than this new acquisition on the west. Establishment there seven years ago, of the first public golf course in Philadelphia, has inspired active demand that similar recreation features be provided for other sectional parks and there is hardly another recreation provision which the Park Commissioners have made that has proved more attractive than this.

Under enabling legislation, looking to the full development of the Cobb's Creek playground, the city is able to secure lands on the opposite side of the stream whenever it desires. In that direction interest now lies chiefly toward protecting the creek from further contamination. Added legislation of recent date, enables inter-county action to provide proper drainage facilities and with the increase in population, just across the county line and bordering on this water-course, has come the discussion of plans between Philadelphia and Delaware County authorities as to how this drainage can be provided, and an agreement has been reached for a first step.

Meanwhile complaint comes that continued contamination of the creek is caused by the drainage of household wastes into the stream in Montgomery County. The development of housing in that section has not been as active as that along the lower end and with the view of anticipating the time when Montgomery County may not be able to secure easy possession of the banks the suggestion has been made that Cobb's Creek park be extended westward to the source of the stream near Bryn Mawr.

Such a plan has been placed before the members of the Main Line Citizens' Association by Frederick Law Olmsted and Arthur C. Comey, who have made a survey of the Creek to see what future possibilities of public service it affords. They urge that it is the only logical place for the provision of a public park for a region that is destined to become densely populated. Not only could it be kept free from pollution by arousing public interest in its preservation as a park stream, outside of the city, but they also point out that, through it, there could be run an extension of the present Cobb's Creek Parkway, thereby establishing a new diagonal motor road from Bryn Mawr to west Walnut street. The service of such a road is hardly needed now, but the growing density of traffic along the Lancaster Highway, and particularly on Sunday afternoons over the southward extension of that highway through Sixty-third street and the Cobb's Creek Parkway, into Walnut street, and thence to the city proper, indicates that, with increase of population on the western boundary, such a road may soon be needed.

Whether sanitation shall lead to the establishment of the outer extension of Cobb's Creek Park, at any rate, the earlier suggestion that action be taken, to preserve the health of residents along the lower part of the stream within the city, worked to the public betterment in providing a splendid public playground.

Although its narrowness at many places may lessen appreciation of its full value, there are many pleasant places in the wider reaches along the creek in its winding way from Paschallville to Overbrook. Over its undulating slopes and under its sylvan shades hundreds find pleasant rambles past places of historic interest.

Once the Karakung Kill of the Dutch, the Mill Creek of the Swedes, and now a memorial of William Cobb, one of its early settlers, it was formerly a famous mill stream, along which the Sellers, of Millbourne, settled, and where Cardington, Angora and other industrial villages arose, when the water wheels turned the machinery of the mills. At its lower end, the old Blue Bell Tavern, with its legend of Washington's visit, adds a further touch of historic glamour to this highly picturesque water course.

TO END POLLUTION OF COBBS CREEK

Drainage From Delaware Co. to Flow Into City's Intercepting Sewer

FOUL ODORS RISE

Residents along Cobbs Creek boulevard will at an early date be freed from the noxious odors arising from the discharge of sewage from Delaware county into Cobbs creek.

Plans have been formulated following conferences between city and state engineers looking toward a solution of the sewage problem.

At the meeting of city council several days ago a resolution introduced at the request of the department of public works was adopted, authorizing the city solicitor to prepare an agreement with Upper Darby township. By this agreement the sewage from Delaware county which now pollutes the creek would flow into the intercepting sewer constructed by the city.

Philadelphia has already ended sewage pollution originating within its borders by the construction of an intercepting sewer along the bank of Cobbs creek from a discharge point into tidal waters at Seventy-fifth street to the county line, and the existing nuisance is caused by the sewage discharge of approximately 1,500,000 gallons per day at five sewer outlets in Delaware county from Haverford and Upper Darby townships and East Lansdowne and Millbourne borough.

No sewage is discharged from Delaware county for a distance of about three miles below Sixtieth street in Philadelphia, and the project contemplates the construction of approximately 15,000 feet of intercepting sewer by the municipalities of Delaware county from Sixtieth street to a connection with the intercepting sewer of Upper Darby township, now discharging at a point opposite Sixty-ninth street. This sewer would intercept the discharge of the four intervening outlets, and would convey the sanitary drainage from about 6000 acres of ground. Its cost would be borne by the municipalities served, and plans have been completed for early construction.

At Sixtieth street a connection will be laid beneath the bed of Cobbs creek to the Philadelphia intercepting sewer and the sewage conveyed therein to tidal waters at Seventy-fifth street. The entire construction will be at the expense of the Delaware county municipalities, and in addition an annual rental of \$1000 will be paid by Upper Darby township to the city of Philadelphia for the use of the Philadelphia sewer.

One of the best preserved of the old country mansions along Cobbs Creek stands at the southwest corner of Fifty-eighth street and Cobbs Creek Parkway, and was formerly known as "Eagle Hall." It was erected by David Snyder, who operated a shovel factory near the creek a short distance away. A prominent feature of this place is the box-wood garden, comprising eighteen beds, with entwining walks, laid out by the wife of David Snyder, a Frenchwoman, at the time the mansion was constructed, more than a century ago. The place is owned and occupied by the granddaughter of David Snyder, Mrs. Francis H. Thole, who, with her husband, entertained the party with many interesting reminiscences of early days.

South of Baltimore avenue (formerly known as Baltimore pike and prior to 1850 as Lyon pike) at Sixtieth street, are the Angora Woolen Mills, built in 1864 by George and Robert Callaghan, who purchased the property from the heirs of David Snyder. To the west of the mill stands a dwelling built by Mr. Snyder in 1827. The name "Angora" was given by the Callaghan Brothers to the mill town from Angora, Turkey, on account of the fine quality of goat wool that is obtained from that place. In the block at the southwest corner of Fifty-eighth street and Baltimore avenue, George Callaghan, in 1865, built a large brownstone mansion, which stood until 1913. North of Baltimore avenue, west of Gray's Lane, formerly stood an old blacksmith shop, mentioned in Dr. S. Weir Mitchell's novel, "Hugh Wynne, Free Quaker," as being the hiding place of the hero when pursued by the enemy.

Along Cobbs Creek Parkway, west of Sixtieth street, stands a colonial mansion, erected about 1790 by Gavin Hamilton, later occupied by the Hoffman family, and known as "Barnside."

Marshall road, which formerly entered the city near Spruce street, has been obliterated, except the roadway over the bridge into Cardington, a quaint little mill town on the edge of Delaware county. In this village just above Naylor's Run, Coleman Sellers built a foundry and machine shop in 1831, where he constructed locomotives, one of which was used on the Columbia Railroad. There were formerly a number of mills on the east side of the creek, owned by the Henry family, but they were demolished when the land was taken for Cobbs Creek Park. Those connected with the mills lived in the village of "West End," nearly, quite a bit of which is still in existence. The party ended their stroll at Millbourne, where the first grist mill was erected in 1757 by a grandson of Samuel Sellers, who in 1690 purchased a large tract of land in that vicinity from William Penn.

NEW COBBS CREEK PARKWAY SECTION BEING DEVELOPED

101-27 1924
Handsome Homes Overlooking Delaware County Hills.

As a forerunner to the erection of many attractive residences, development has been begun in one of the most beautiful sections along the Cobb's Creek Parkway. The development includes laying out and completion of several new streets, some of which will provide additional exits and entrances to this beautiful driveway. The section extends from Church lane on the west to Sixty-fifth street on the east, and from Chester avenue to the Parkway.

Adjoining the section where the development is to be made, many beautiful residences have already been completed. They stand upon an elevation looking over Cobb's Creek and into some of the most beautiful natural scenery to be found anywhere in or near Philadelphia. By way of not only preserving this outlook, but the slope on the Delaware county side of the creek, just across from the Parkway, plans have been completed by which the city will acquire title to this property. An ordinance providing for this is now pending in Council.

The residences which have been erected at this point are most attractive in architectural design, as well as in construction. They are principally of brick and stone with red tile roofs. It is understood that the residences which are to be built within the section which is now being developed will be largely duplicates of the beautiful homes already completed.

The streets which are to be developed include Windsor street, Belmar street and Beaumont street from Sixty-fifth to Sixty-seventh street; Sixty-seventh street from Chester avenue to a point where it intersects the Parkway; Trinity street from Sixty-seventh to Sixty-eighth street, and Sixty-eighth street from Chester avenue to the Parkway. With the development of these streets, further development of Chester avenue from Sixty-fifth street to Church lane is also to be completed. All of this section within 200 feet of the Parkway is restricted ground.

The completion of the sections of Sixty-seventh and Sixty-eighth streets referred to will afford two additional means of entering and leaving the Parkway, a traffic convenience which is now badly needed. At the present time there is no opening from the Parkway eastward from the point where it intersects Sixty-fifth street until Church lane, located near Seventieth street, is reached.

All the necessary funds for the development of the streets within the section are available and already contracts for the work have been awarded. The work, which includes grading, sewer construction, paving and the laying of water pipe, is to be pushed vigorously until completed. It is estimated that under the present plans all of the work will have been completed before the snow flies.

Philadelphia Record

July 27, 1924

MAN AND CAR DROP 75 FT. INTO QUARRY

Driver's Skull Fractured in Plunge at 65th and Vine, Cobb's Creek Park

CRASHED THROUGH FENCE

A man was found critically injured beside an automobile he had driven through a fence and over a seventy-five-foot embankment into an abandoned quarry in Cobb's Creek Park, at 65th and Vine sts. at 5:45 A. M. today.

The victim, Lloyd A. Wilson, forty, 6832 N. Bouvier st., Germantown, was identified in the West Philadelphia Homeopathic Hospital. He was traced through the license tags of the automobile, a mechanic's folding ruler being the only thing found on him. A pair of glasses, unbroken was found between him and the automobile.

Wilson has not regained consciousness, and physicians said he has a very slight chance of recovery. Half of his scalp was torn away, his skull fractured and his face and body covered with deep gashes. Physicians believe an X-ray examination will show several bone fractures.

The accident was discovered by Alexander Veroni, 6407 Carlton st., a block away, who had just left his home for his regular morning walk before breakfast.

"I noticed the fence at the 'dead end' of Vine st. was torn away," he said. "As I drew closer I could see the prints of the tires where the automobile mounted the curb, crossed the sidewalk and plunged over the edge of the quarry. When I glanced down into the pit I could see the man lying several feet from the car. I thought he was dead and I ran to a nearby store and telephoned police."

Park guards said a red warning light, hung on the fence at night, had been removed only fifteen minutes before the victim was found by Veroni, pointing out he evidently had been there but a few minutes.

After telephoning Veroni ran back to the floor of the pit to aid the man. To reach the floor he followed an old wagon trail around the hummock where the quarry is dug, to the opposite side along the slope of the creek, where the wall is much lower. A roadway is cut through the rock to the floor.

He arrived a few seconds after Freeman, a Park guard, who sighted the automobile, right side up, as he was riding his horse along his beat. Freeman and Veroni picked the man up as the patrol wagon arrived and took him to the hospital.

Police charge Wilson must have been speeding and unable to stop the car, as the fence was discernible for a long distance east on Vine st., it being daylight before the warning light was removed.

Police believe the victim was catapulted through the side of the open car when the wheels struck the floor of the pit, and struck head first on a rock. The condition of the car and tire prints indicated it had rebounded several times after landing.

The quarry has been abandoned for several years. The floor is covered with weeds several inches high.

Wilson, an electrician, lives at the Germantown address with his wife, mother and young child.

To Turn Quarry Into Lake

Plans have been made by Alan Corpon, chief engineer of the Fairmount Park Commission, for converting the deep water hole in an old quarry in Cobb's Creek Park into a shallow lake. The quarry is one of three in the vicinity of 65th st. and Girard av., in which ten children have been drowned in recent years. The other two are on private property, the owners of which are willing to have the holes filled with dirt.

MENACE STILL REMAINS

Park Commissioners Blamed for Delay in Filling Quarries

Work of filling missing abandoned quarries in Cobb's Creek Park has been delayed by the Fairmount Park Commission in the face of Mayor Moore's insistent demand for immediate action.

The commissioners have deferred action until the chief engineer can devise a plan for guard rails which, the commissioners say, would protect children from falling in the quarries without destroying their beauty.

The chief engineer will report on this plan at the next meeting of the commission on November 10.

Mayor Moore protested against postponing action on the work of removing the quarry danger.

"I'll reserve the right to bring the subject up as a health or police matter," he said.

When he asked the commission to have the holes filled immediately, Colonel James Giverson, Jr., a member of the commission, remarked: "But, it's such a beautiful place."

"The filling will have to be done some day," said the Mayor, "and I am opposed to postponing the safeguarding of children's lives any longer."

HUNDREDS FLEE CREEK FLOODS IN CITY AND SUBURBS

BY MAND BULLOCK

Many Rescued from Homes in
Clearview, Eastwick and Dar-
by—Lowlands Swept by
Heavy Rains

AUG 18 1928

CLOSE CARDINGTON BRIDGE
BECAUSE OF FLOOD DAMAGE

Waters Subside Rapidly—Thou-
sands Delayed When Light-
ning Strikes Suburban Lines
Power Station

RIDERS ON MARSHALL ROAD
BUSES FLEE TO UPPER DECKS

Outlying sections of Philadelphia to
the west and southwest and suburbs
in the same directions are rapidly re-
covering today from the effects of
one of the most costly and extensive
floods which has visited this city in
many years.

Cobb's creek, Darby creek and other
small streams in the outskirts, swollen
beyond normal capacity by the
heavy rains of yesterday and backing
up of a high tide in the Delaware
swept over their banks and sent tor-
rents of water over surrounding terri-
tory.

Bridges were weakened to such an
extent that several were closed to
traffic. Basements of scores of houses
and stores were submerged. Hun-
dreds of automobiles were seriously
damaged when they were stalled in
flooded sections of streets or when
the flood penetrated basement gar-
ages. In many of these, the water
rose higher than the floors of the
motor cars damaging the mechanism.

Many families in the 69th st. section,
and in the Eastwick and Clearview dis-
tricts of southwest Philadelphia, left
their homes in fear they would col-

lapse, while others packed their belongings in readiness to flee should the waters rise higher. In some cases it was necessary for police or neighbors to rescue families who were marooned in their homes by deep water.

Residents in Marshall road, Veronica road, Long lane and other thoroughfares in Stonehurst were more fortunate than many others in the flooded districts because of a storm sewer which underlies the section. This served to carry the water off without pumping, while neighborhoods not so protected had to call upon city fire companies today to pump the water from their cellars.

Lawns were left coated heavily with mud today. Many trees and flower gardens were washed away, porches and steps were undermined and left sagging, and heavy deposits of mud remained behind in the flooded basements after the waters had subsided.

In eastern Delaware county, with nearly every stream in the vicinity feeding into Darby creek, the banks were washed away in several places, inundating the lowlands and running through the streets of Darby.

Cobb's Creek went wild, undermining Cardington bridge at Marshall road near 63d and Spruce sts., and washing away the log cabin model of the old Swedish Grist Mill at 73d st. and Woodland av., and pounding it to pieces against the bridge a hundred feet away. The mill was an exhibit at the Sesqui and was sent here from Sweden.

Flee Homes in Eastwick
The flooded areas in the Clearview and Eastwick sections are bounded by 79th and 89th sts., and Eastwick and Buist avs. Eastwick, Harley, Gibson, Suffolk, Brunswick, Lyons, Medison, Guyer, Dicks, Grovers and Buist av. the main thoroughfares, were badly flooded, with the smaller avenues from A to G in between.

Special details of police and firemen were rushed to the scene and work until late this morning before every one was considered safe. Rowboats from the boathouses at Penrose Ferry Bridge were loaded on trucks by po-

the P. R. T. to Meridian Chester near 9th and Main sts., Darby, was moved six inches south on its foundations, and had to be closed. Passengers had to walk to Chester pike to board trolley cars on either side when service was resumed after several hours.

The storm reached its worst stage in the 69th st. section around 7 o'clock

Boys Rescue Two Dogs Found Swimming in Cellar

While the flood was at its height last night, a woman splashed across sodden lawns along Veronica road, Stonehurst, crying out that her next door neighbors were away and two dogs were drowning in the cellar.

The street, itself being knee-deep in water, some boys who responded to the woman's call made their way across lawns to the closed house and broke through a cellar window. Inside the dogs were swimming for dear life in four feet of water. The boys reached into the cellar and managed to boost them through the window. They were taken care of by neighbors.

men under Acting Inspector Thomas Harbridge and Acting Captain Bulmer, of the 65th st. and Woodland av. station, and taken to the scene for rescue work.

Nearly a hundred persons were trapped at 86th st. and Lyons av., on high ground, as they fled from the rising waters at 11 P. M. Nearby were other groups in stranded automobiles, forced to remain in their cars until reached by policemen early today.

Water eight or ten feet deep was reported in several places, but the average height was from three to five feet. Most of the houses in the district are the bungalow type and water rose over the first floors to the depth of several inches after flooding cellars.

Hundreds of chickens and cats, unable to swim, were drowned, while dogs and horses, liberated from barns, were able to swim to safety. In several cases families in their haste had forgotten their family pets, and boys in bathing suits swam to the barns and homes to liberate them.

Police patrol wagons and automobiles were pressed into service to carry the refugees to places of safety. Over three hundred were carried to the Crescent Theatre, 84th st. and Eastwick av., whose manager, Louis Schiefer, 5801 Warrington av., threw the doors open to any who cared to take refuge. Entertainers were pressed into service from the neighborhood, and songs and organ solos were rendered to cheer the homeless during the night.

Stephen O'Donnell, eight, 83d st. and Avenue D, ill from pneumonia, was carried from the second floor of his home and taken to Mercy Hospital by policemen. His mother, Mrs. Margaret O'Donnell, and several brothers and sisters also were rescued. Mrs. Eva Zapala, fifty-three, Avenue E, was rescued from the second floor window by firemen from Bayard. She had just been brought from Mt. Sinai Hospital yesterday after a serious illness. Her son, John, twenty-eight, a cripple, and her husband, Thomas, sixty-five, were also rescued. Their house was flooded to a height of seven feet.

Members of William Oprouseck's family, 8511 Lyons av., in the thick of the flood, were rescued and taken to the 65th st. and Woodland av. station house to spend the night. They are Mrs. Anna, forty; Eva, thirteen; Walter, twelve; Alec, ten; John, eight; and Andrew, two.

The home of G. L. Thomas, 2622 S. 87th st., was flooded to the depth of five feet and Thomas, with his wife, Anna, carried their four children, Caherine, seven; Edward, five; Anna, four, and Jennie, eighteen months, to the home of a neighbor, Alken Mann, 8601 Grovers av., who took fifteen unfortunates in for the night.

John Swanka, 8th st. and Avenue A, was rescued, with his wife, Anna, and three small children, from a second story window by William McKnight, a Mingo Creek boatman. Two horses, 100 chickens and two pigs belonging to the Swankas were drowned. John Utare, 80th st. near Buist av., saved their pet dog, "Prince."

The family of Joseph Haight, 79th st. and Avenue C, were rescued by William McNeile, seventeen, Sharon Hill, and Daniel Glass, Darby township, after the water had gotten to within three inches of their second-story window. The rescuers had a ducking skiff. Walter Alverick and his family of four were also rescued by Darby men.

Attracted by the screams of Henrietta Stokaze, 80th st., Charles Wallen and George Gould, of Penrose Ferry, swam into the house and carried her from the second floor.

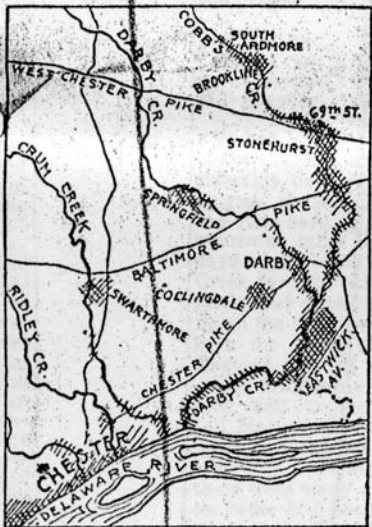
Acting Inspector Harbridge, learning a group of men in bathing suits were swimming to the flooded houses and ransacking upper floors, asked for extra policemen and gave them orders to arrest anyone entering the flooded houses who could not be identified by neighbors. The detail was ordered out under the direction of Sergeant Beveridge with orders to arrest anyone acting suspiciously. Coffee wagons of the Second Alarmers' Association were ordered out to feed as many as possible.

A carnival and a camp of gypsies at 84th st. and Eastwick av. were washed out and took refuge in the Crescent Theatre and helped to entertain the stranded refugees. "Nick" Stevenson, leader of the band, sang songs.

Darby Bridge Moved
At Darby, at one time during the storm the creek was fifteen feet above normal. Water rose to within two feet of the top of the Chester pike bridge. Trees, logs and lumber, dashing against the bridge shook it and so endangered it, it was closed to traffic. Water rose to within fifteen inches of the entrances to the Darby theatre at 8.30 P. M.

Firemen were called to pump out the cellar of the Louis Kessler department store, Chester pike and Springfield road, Collingdale, but gave up when water poured in faster than they could pump it out. In the cellar were stocks valued at \$10,000.

STORM-SWEPT



The shaded section shows where the greatest damage was done in the rain storm that deluged the city and suburbs, flooding streams and washing out bridges.

FIND CROCODILES IN DARBY CREEK

Two Baby Specimens Cause Hunt
for Parents as Bathers Scurry
to Cover

POLICE SNICKER AT REPORT

Baby Crocodiles Found in Creek Here Believed Escaped "Pets"

The two baby crocodiles found in Darby Creek are undoubtedly specimens which have escaped from someone who brought them from Florida or some Southern waters.

This is the opinion of officers of the Academy of Natural Sciences, 19th st. and the Parkway. Charles M. B. Cadwalader, director of the Academy, points out that while the crocodiles might find plenty of food to keep alive during the summer, they could not live in our streams during the severe winter months. At the Zoological Gardens here these reptiles are removed to the warm reptile house in the winter.

It may be possible that the two reptiles may be alligators, which are also native to Florida. They are a member of the crocodile family but have a broader nose than the crocodiles. With the exception of the Indian crocodile the other members of the family have long sharp triangular heads.

"Believe it or not, folks, but 'thar's crocodiles in them creeks."

Two of 'em were found swimming jauntily down Darby creek yesterday and now are splashing playfully around in a tub in the back yard of George Runsko's home, at Addingham, Delaware county. Runsko and John Henderson captured them. And today a dozen men are out crocodile hunting.

Of course, they are only baby crocodiles, one eight, the other ten inches long. But "whar there's a baby crocodile," you know, there must be a mama, and maybe a papa crocodile. So it goes without saying that Darby creek today became one of the least frequented swimming haunts in these parts.

The report of Upper Darby township suddenly having gone Everglades brought a mild snicker in police headquarters.

"Ha! Crocodiles indeed!" chortled a gruff sergeant. "Ask those bozoes where they buy that brew. Next thing we'll be asked to hunt pink elephants and bunch-backed snakes out there!"

Runsko and Henderson were somewhat miffed when they heard this.

"You tell those big indoor sports to come out here and look at 'em," they retorted. The police sent an emissary out. He came back round-eyed and convinced.

"Two of them. Not alligators, crocodiles. Runsko showed me the brown stripes on the backs," he declared. For twenty years or more he has been the recognized authority around Addingham, near Clifton Heights, on things finny and fishy. And also things scaly.

"Order everybody to quit swimming in the creek," said the police.

A posse was organized. Twelve good men and true, armed with nets, guns, and other implements of the chase, set out along the gurgling creek. All forenoon they tramped up and down, poking at every suspicious looking log (for do not crocodiles often close their eyes and take on the aspects of a log?) and prodding all odd shaped hummocks. But no crocodile opened its face to yawn sleepily or say: "Go away. Can't you see it's hot? Lemme be."

When the posse got tired they retired, poked each beckoning log or stump once or twice to make sure it wasn't any feigning parse material, and sat down.

The hunt was continued today. For Runsko says crocodiles do not grow on bushes. Neither do the birds hatch them out.

"Where there's young 'uns there's old 'uns," said he. "By cracky, it sure looks as if thar's crocodiles in Darby creek!"

TWO ALLIGATORS ADDED TO DARBY CREEK'S SCORE

Captures Now Total 4, Including Two Crocodiles

It is high time a scientific expedition is organized to delve into the tropical mysteries of Darby creek. Two alligators were reported today as captured from it.

This time it was William Manuel, fourteen, 29 W. County line road, Ardmore, who plunged from the jungles of Delaware county, bearing aloft his trophies. True they were only small ones (a foot long each) but these were no crocodiles such as George Runsko and John Henderson, of Addingham, caught yesterday.

"They're alligators," said William stoutly. "They look like some alligator skin shoes the girls wear." Which should be proof enough for anybody.

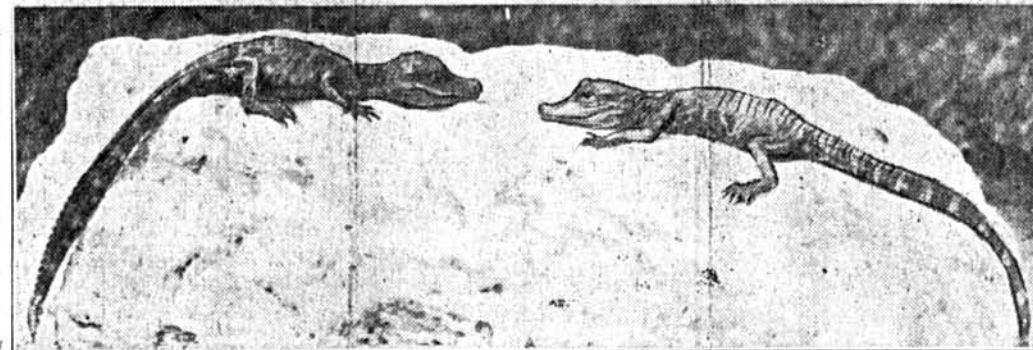
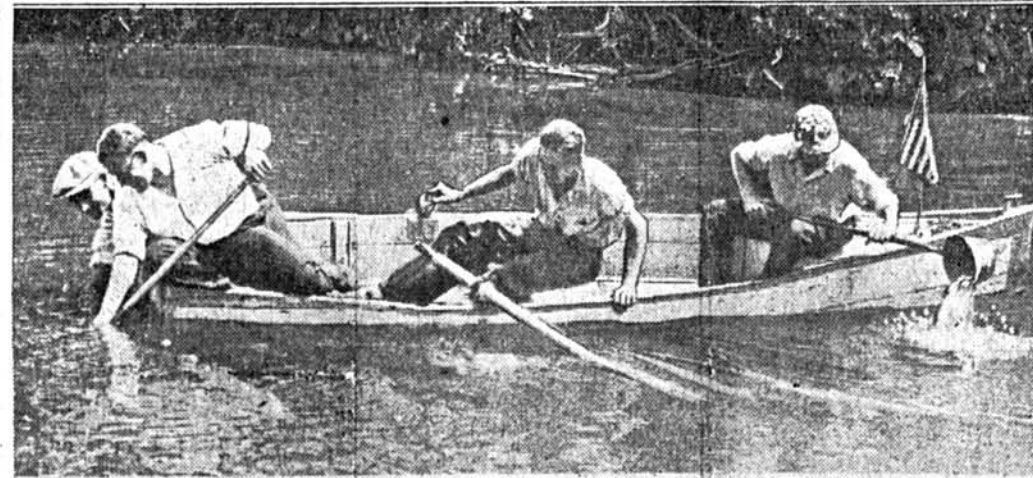
William was swimming on Saturday when, accompanied by an older brother, Leroy, he climbed out on the creek bank. He fell right back into the water, too. Grinning at him were the two 'gators. After reconnoitering a bit, the brothers sneaked up and captured the creatures.

"Everybody wanted to see them, so we took them home," said William.

EVENING BULLETIN

BULLETIN—PHILADELPHIA, MONDAY, JUNE 24, 1929

SEEKING MAMA AND PAPA CROCODILES IN DARBY CREEK



Above, at the oars, is George Runsko, who, with a friend, captured two baby crocodiles in the creek at Addingham, Delaware county, yesterday, scouring the stream with three companions in search of more of the specimens. Below are the two intruders, the finding of which has caused Darby Creek to become a very much infrequented swimming haunt.

Philadelphia Bulletin, June 24 and 25, 1929
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Men and Things

Better Facilities at the Western Gateways of the City Are Needed and Rapid Growth of the Suburbs Makes a New Crossing of Cobbs Creek an Imperative Demand.

UPPER DARBY'S request for better means of access to Philadelphia hardly can be ignored by City Council, although it comes at a time when Philadelphia's financial problem is more or less beset with difficulties, and there is a long waiting list of projects ahead of it. In this instance the need hardly can be challenged. The Sixty-ninth street portal is crowded to congestion. Marshall road crossing of Cobbs Creek might do for a picturesque park lane, but it has been entirely inadequate for a long time for the volume of motor traffic that winds through it, and moreover, that section of it on the Philadelphia side of the creek has suffered by being outside the jurisdiction of the Council and within that of the Park Commission and consequently sharing the fate of most park roads. Baltimore Pike needs to be modernized, both in width and general condition, beyond the City Line, to serve the demand which a constantly increasing stream of traffic puts upon it.

Presumably the Regional Planning Federation will have an interesting and important contribution to make to the survey which must precede any definite action on the project, for such an enterprise needs to be built for a considerable future as well as to meet the present emergency.

One of the factors to be taken into consideration is the possible,—it might be termed prospective—extension of the City's rapid transit system over whatever crossing of the Creek between Market street and the Baltimore Pike shall be determined. Relief for the Market Street Elevated service is a need clearly to be foreseen.

It has been noted in the discussions of the proposed Locust street tube or the continuation of the Ridge avenue spur of the Broad Street subway westward to and beyond the Schuylkill as a part of the accepted program, that the establishment of a terminal for high speed subway trains at Woodland avenue, in the vicinity

Rapid Transit Crossing Also Needed of 39th street, would serve as a common connecting point for all the West Philadelphia surface lines, which could readily be gathered there, and at the same time would provide a starting point for the future high speed extension, along the line of Pine street to and past Cobbs Creek to the western suburbs.

Pine street at the Boulevard is almost directly opposite Marshall road as it crosses the creek, and Marshall road is a middle road between the present main highways out of Sixty-Ninth street and Baltimore pike. A transit engineer would be quite likely to pick it out as an addition to the existing transit service, for its potential of convenience in the present situation and in the future development. And there is no doubt that such an extension of rapid transit is to be expected in the comparatively near future.

Motor bus service is not adequate or satisfactory, and even if every suburban resident may be pre-supposed to possess an individual car, the problem of the car in the city is steadily getting more difficult and compelling the patronage of rail lines. The daily sight near the Sixty-ninth street terminal of a field of motor cars parked by trippers to the city who are completing their run on the elevated, is a reminder of the clear sight of the late Mr. Mitten who conceived this transfer point and service and a pointer to the increasing handicap for individual transportation of mass traffic. Despite the seeming preference for rubber-tired service, the electric-powered, high speed rail line must be the final recourse for any large stream of travel.

Sixty-ninth street interests, including the Garrett road group, who have developed a remarkable enterprise in that throbbing heart of Upper Darby,

69th Street Outgrows Its Plans

might be expected to prefer that all the traffic should be brought their way and hesitate at the suggestion of the Pine street-Marshall road route, which would be somewhat of a detour. Suggestions which have been made for improving the lay-out around that centre, by roofing over the elevated loop, separating the grades of the highways and the rail lines, and otherwise making more room for traffic are notably forward looking. The suggestions made are practical and would be serviceable, and perhaps may be found to be necessary even if the Pine street crossing should be constructed. This Sixty-ninth street section has grown far beyond any of the conceptions of its promoters, and although it is of but comparatively few years' growth, there is already an appreciation of the fact that its street layout might have been planned more advantageously. And Sixty-ninth street is so inextricably inter-laced with Philadelphia, that any problem which concerns it is none the less a matter of interest on this side of City line.

Men and Things

High Speed Transit, Inaugurated Twenty-five Years Ago, Comes Tomorrow, Brought an Increase of Population and Prosperity to West Philadelphia. And Was the First Move That Led in Later Years to the Notable Development Beyond

MARCH 4, 1907, the first train was run over the Market street elevated. It was an important event in the development of Philadelphia. Starting December 18, 1905, the Market street surface cars, from the 69th Street Terminal had crossed the Schuylkill and entered the subway over what are at present the surface-subway tracks, switching from the outer tracks near 15th street, through the openings between the tracks that can still be seen in the row of uprights supporting the roof at that point. There was for the time a stub-end terminal and switch-back at 15th street.

When the first train of two cars was dispatched from the 69th Street Terminal, at 6:30, on the morning of March 4, 1907, a new epoch in local transit began. A few riders, who had arisen long before dawn, were on hand to be the first riders, one of them E. E. Baxter, of Woodstock street, paying the first nickel, which the P. R. T. Company promptly proceeded to frame as the first fare received on Philadelphia's first elevated railroad.

One of the primary purposes of the P. R. T. organization was to build the high-speed line. One of its first moves was to secure, for the Market Street Company, that ran the line, the right to build and operate. P. R. T., through its subsidiary, paid the cost of construction.

As the 2-car train stopped at 63d, 60th, 52d and 32d streets, for some of the stations being yet unfinished, it was greeted with cheers and there were more when it reached 15th street.

For six years West Philadelphia had anticipated the coming of the "El." The franchise had been obtained in 1901. Construction started in 1903. Feeder lines, like the 52d and the 60th street lines, were still comparatively new.

Today, with more than 400,000 persons resident in the six wards west of the Schuylkill, it is rather difficult for many who were not well acquainted with that region at the beginning of the present century, Suburban or even as late as 20 Areas Were years ago, to realize In Waiting that, even after the subway and elevated service had been in operation for three years, there were less than 250,000 residents in that area and most of these of recent arrival.

When the first train came into the center of the city there were still some farms, many open fields, and more unoccupied lots that are now filled with solidly built rows of houses or shops. One could walk along 32d street, south of Market, and see open lots within a block or two of the elevated. Along Market street, west of 52d, were many undeveloped areas. All over West Philadelphia were gaps to be filled in before it became the city that it is today. Twenty-five years ago, only a short distance away from Baltimore or Chester avenues in the western end, corn fields were waving in summer, vegetable gardens abounded where shops and stores and movie houses thrive today. Old homesteads, like the Trwaddell house on Baltimore avenue, east of 66th; the Miller mansion, on Market, west of 40th street; the McIlvaine and Gibson houses on Woodland avenue, showed how recently this section had been "in the country."

It had been but little more than ten years since the Baltimore avenue trolley line had been started. The middle of the '90s had also been the extension of the old Chestnut street horse car line, transformed to trolley, from the old barn at 42d and Chestnut streets, south to Chester avenue, and west to 49th, where it stopped, at the Belmont Cricket Grounds, now the Kingsessing Playground, on the edge of the country. Not long before this the Pennsylvania Railroad had advertised this as a delightful place in which to spend the summer. Not far beyond were the farms of the Buists and the Beasons, the Connells and the Hoffmans, the Powers and the Dicks.

In the middle of the '90s the Hesterville, Mantua and Fairmount Passenger Railway Company's line was extended from 32d and Lancaster avenue to Overbrook, via

Overbrook Then a New Community "Route 10." Overbrook, west of 52d street by enterprise of Wendell and Smith, was a community of new homes, a distinct development, like the Pelham of the same period in Germantown, separate and apart from the rest of the city.

Old Philadelphians went out to look at "the new section" as explorers. Others made it a point to visit the 49th street area, around Baltimore and Chester avenues, from 45th to 49th sts., to see "the white city" that had sprung up there and which had copied that name from the Columbian Exposition in Chicago. Philadelphia's "white city," with its porch front houses with bay windows and balconies and white painted woodwork, was something new. Today the porch front house is common. But West Philadelphia did more to popularize it then and in later years than did any other section.

While there were marks of the section's new development already apparent at the start of the century, a traveler west of the Schuylkill at that date still saw acres of corn growing on the Drexel-Price lands, around 46th and Spruce streets, plenty of old shade trees and fine lawns along Walnut and Chestnut streets, and near the outer bounds barns and farmhouses. There was an ash dump where Clark Park is today, and a brickyard where Carroll Park is, and here and there old lanes cutting diagonally across the outer wards, while at the Cross Keys Tavern, at 60th and Market streets, was an open-air beer garden.

Where West Philadelphia had 247,928 residents in 1910 it counted in 1930 411,465 residents. Where it had 20,000 dwellings in 1910 it had 90,000 in 1931. More than half the homes in West Philadelphia have been erected since the construction of the elevated railway was begun.

Where the region in 1906, a year before the start of the elevated service and nearly two Phenomenal years before it was Growth In wholly in operation, 20 Years showed an assessed valuation of taxable realty of \$157,000,000, five years later it had an assessed value of \$237,000,000. In 1929 it had increased that figure to \$319,000,000. Then, with the great rise in value which followed the World War, assessment of the taxable realty in the six wards mounted rapidly until last year it reached a total of \$628,000,000.

In a quarter-of-century the six wards witnessed an increase of \$471,000,000 in the value of taxable realty and at the present tax rate were showing an increased annual payment to the city treasury of more than \$8,600,000, or, in other words, were paying an increased yield sufficient to pay the carrying charges on all the bonds subsequently sold by the city for the construction of the Broad Street Subway.

West Philadelphia's high speed line, which, with its subway down Market street and extension along Delaware

avenue to South street, cost about \$20,000,000, did not call for the expenditure of a penny by the taxpayers. Now the story is different, and the city is paying for the reconstruction of the line.

But West Philadelphia's subway and elevated has paid for itself many times over in the profit it has brought to the city in revenues that have paid for the paving, lighting, draining and piping of that section, and have been sufficient to pay for the debt charge of other and more costly high-speed lines.

Growth of West Philadelphia did not come all at once, as a result of the new transit service. It took time before Overbrook came down to join hands with Haddington, before Paschalville and Elmwood were linked, before the Aronsonink and Sherwood sections became indistinguishable in their obliteration of old bounds or Angora lost its identity.

In the beginning of this transformation 32d street, north and south of Market, even close to the elevated structure, was lined with residences rather than shops. So was 60th street, where the transition from a residential to a business street, came at a later date. For a long time 60th street seemed the natural boom on the west, while Millbourne remained a community isolated from the city.

In comparatively recent years has come the building out solidly to the Cobb's Creek Parkway and 63d street of row after row of houses with the jump across the county line into Delaware county, where Upper Darby now is a city itself.

For a long while after the elevated was in operation the 69th street section was sparsely inhabited; it was not until within the past Upper Darby decade that its great was a growth has come. To Later Result day the 8 1/2 square miles of Upper Darby count 60,000 residents, more than any ward west of the river had 20 years ago and almost as many as the 27th and 44th wards count today.

In recent years has also come another great increase in the population of the lower 49th ward due to the industrial development of that region and of the adjacent communities along the river front in Delaware county.

There has been more intensive occupation of some of the older areas west of the river despite the steady trend of Philadelphia toward the west and southwest, apartments, tenements, flats and converted dwellings adding to the transit flow to and from the region.

While all the increased population in West Philadelphia and Upper Darby cannot be credited as directly due to the building of the elevated this increase of residents, amounting now to almost 225,000, is equal to or in excess of the total population of cities of the size of Omaha, Syracuse or Dayton, and is almost double the population of Trenton or Camden.

Never has a city had more convincing proof of the value of extending transit lines into undeveloped territory than was given in this case. Comparison with what happened in West Philadelphia with subsequent happenings in North Philadelphia or in the Northeast, when additional high-speed lines were extended to those sections, is not in point. West Philadelphia had the advantage of possessing undeveloped land close to the center of the city, its western terminal being only 20 minutes' run from the City Hall. It had the advantage of much idle land in good locations. And equally as important as a contribution to its growth as was the building of the high-speed lines, was the fact that its new transit facilities arrived just when the operative builders of Philadelphia were turning from the old familiar type of standard Philadelphia home, the red brick dwelling, with marble steps and window sills, built in rows, and were starting extensively to erect detached or semi-detached houses and porch-front houses that are now common in all sections. West Philadelphia thus offered something new in the way of housing. Buyers and renters flocked there from all sections.

With wise prescience the subway and elevated builders had perceived the picture of the profit that lay before them in facilitating this growth, and which the earlier experience of street railway promoters, like the Wideners, Kembles and Elkins, had taught in North Philadelphia, was likely to be seen in West Philadelphia. And because many others had the same vision that first train which made its way down to the City Hall from the 69th street station, 25 years ago, was heralded as really marking the beginning of an epoch.

Today, in the close schedule of the "El," with its long trains and crowded cars, there is strong contrast to the first schedule, of those 2-car trains, which, five minutes apart, switched back and forth into a stub-end terminal at 15th street, from 6:30 in the morning until 7:30 at night, after which time the road was turned over to the construction crews busy pushing the tube down to the Delaware.

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CITY HEALTH BOARD SIFTS POLLUTION IN COBBS CREEK DEATH

Officials Act After 4 Boy Swimmers Are Made Ill, One Fatally.

As a result of the death of one boy and the illness of three others, the Board of Health yesterday began its investigation of the water in Cobbs Creek at 59th st. and Whitby ave.

Dr. George A. Knowles, Assistant Director of Public Health, who ordered the investigation, said there is no question in his mind that the stream is polluted and unsafe for anyone to enter.

Two of the boys are in Misericordia Hospital under observation, believed to be victims of spinal meningitis. The third boy, who is in Philadelphia General Hospital, is suffering from "mudhole infection," known also as "upper respiratory infection."

One Victim Died.

The boy who died was John Martin, 11, of 5130 Haddfield st., a pupil at St. Francis de Sales parochial school.

The youngster and his brother, Hugh, 7, became ill more than a week ago after their return from a swim in the creek. Three days later John died of a weakened heart.

Shortly after his death, a third brother, James, 9, and Elmer V. Mollhenny, 7, of 5128 Haddfield st., also were stricken ill. Three other boys who made up the party escaped illness.

Hugh and James are under treatment at Misericordia, and Elmer is a patient in Philadelphia General Hospital.

Dr. Albert V. Lampe, of 5119 Pine st., who attended the boys before they were sent to the hospital, said all showed symptoms of bronchial obstruction and heart murmurs accompanied by high fever.

He said he considers Cobbs Creek unfit for children to bathe in and urged that park guards prevent their going there. It would be easy, he said, for a child in weakened condition to pick up an infection.

Dr. Calvin Stewart, of the staff of the Philadelphia General Hospital, said he had treated at least five other cases of "mudhole infection" this summer.

Alan Corson, chief engineer of the Fairmount Park Commission, after a conference with officials of the Board of Health, said no action will be taken by park authorities until it is more definitely ascertained that the illness of the boys was caused by the Cobbs Creek stream.

"Water Contaminated."

He said it is "common knowledge" that the water is heavily contaminated with sewage and that "no one but boys would think of bathing in it."

The commission could hardly enforce rules against wading upon boys, he said, "unless the number of park guards was increased greatly. It would be better, if parents warned their children to keep out of the creek."

Corson said that considerable of the pollution comes from the upper part of the stream, although some years ago Montgomery and Delaware counties joined in constructing an intercepting sewer.

The contaminated condition is most acute south of Market st., he said.

Men and Things

Creek Control, Largely Achieved in the Lowlands of the Eastwick Section, Within the City Line, Presents a Problem in the Delaware County Area, Just Beyond the Line, That Needs Extensive Dike-Building and Liberal Expenditure of Funds

FLOOD in Delaware county, contiguous to the southwest city boundary of Philadelphia, coming on and extending along the river front for a distance of about three miles from the city's bounds at Bow Creek and reaching back for a distance of about two miles, has brought up anew a question that has developed from time to time for many years past. Again and again the lowlands in this area have been flooded, when excessive rains have swollen the creeks and when flood tides have raised the level of the river.

The problem is more one of means than it is of ways, a matter of expenditure, rather than of engineering. Trouble comes directly from the swollen creek flow and the rising water-mark of the rivers. But the sunken territory can be protected from these menaces, just as the Eastwick section within the Philadelphia city line has been protected by efficient dikes. It has cost nearly \$2,000,000 on the Philadelphia side, already, and there are millions more to be spent in further sewage and water service. It will cost as much on the Delaware county side and there are no local resources to provide it. So, if the work is to be done at all, it calls for a State appropriation.

On the Philadelphia side of the line it was formerly a more or less regularly recurring cause for complaint, but the dikes have been better cared for; a new dike of considerable size and strength, extending for nearly two miles along the exposed southern section of Eastwick, has been built and other construction has been undertaken to keep out most of the water that used to flood this area. Today, although there are nearly 4,000 acres of land under water just beyond the city's border, there are less than fifty acres submerged on this side of the line, the territory affected here being principally between 90th and 94th street and between Gibson and Lyons avenue, this being due largely to a break that is now being repaired in one of the city's dikes.

An extensive system of similar dikes is needed on the other side of the city line. Just who is to build them is in doubt. The township authorities are in no position to do it. The county authorities do not think it is their job. The State hesitates to undertake a work that is purely of local benefit. Meanwhile residents suffer and petition for relief.

Many of the dikes in this area are old and crumbling, some of them are fast being eroded, old barriers of this type have disappeared and old Little Creeks **Darby Creek**, like the old **deposited sea**, overflow in just continues, at a Big time when rains are excessive, to pour water into this territory faster than it can be drained off, while the Delaware sweeps in and covers acre after acre with alluvial deposits such as have served to make the Philadelphia lowlands garden spots for the truck farmers.

Now the residents of the affected area, comprising about half the population of Lester, some half hundred families in the Bow Creek Village district and about a tenth of the population of Essington find there is more water than usual and the reason, some of them say, is that Philadelphia has erected "a Chinese wall" which has resulted in the increasing flooding of the district.

Philadelphia authorities answer that this city is not to blame. A few years ago, when there was dispute between the city and Delaware county regarding the flooding and the dikes were in need of repair, an agreement was reached between the county and the city regarding the boundary line along Bow Creek. By petition to the courts of Quarter Sessions in both counties an adjustment tribunal was set up, consisting of a representative of Philadelphia, a representative of Delaware county and an impartial representative from Bucks county. This board of adjusters straightened the boundary in this corner, so that, instead of turning and twisting along the tortuous course of Bow Creek it now runs in almost a straight line from Hog Island back to Dark Creek.

"The equalization," it was called, as some of the land formerly belonging to Philadelphia thus became part of the neighboring county and some of the land formerly belonging to Tincum township became part of Philadelphia.

Thereupon, the city, in order to protect its holdings, erected an earthen dike, twenty-five feet wide at the base, tapering to a width of six feet at the top, with a concrete core in the center Philadelphia to protect it from Diked Its damage by musk- "Holland" rats. It was raised to a level of twelve feet above the ground on the city side of the line, the top of the dike being four feet above tide level, territory on this side being eight feet below the level of the river.

The result was that the land on this side has been kept dry. The dike is in good condition today, although at two places—where the P. R. T. short line to Chester cuts through the wall and where the Reading Railway tracks cut through—there are openings through which flood water can enter Philadelphia from Delaware county. It was the expectation then that Delaware county would take similar action in its own protection. But neither the county, or the township authorities have done this. The water which used to flow into Philadelphia and thus lower the level of the water in the area on the other side of the dike can no longer get by "the Chinese Wall," and the result is that the Delaware county side misses its old relief and has more flood water.

Years ago private meadow land companies maintained the dikes. From the days of Penn this territory presented a problem similar to that which the inhabitants of the Netherlands encounter. Hence the name "Little Holland," although that title has generally been considered in the past as applying to the territory on this side of the line.

From 1754 on, privately owned meadow companies, promoting the occupancy and use of these lowlands, undertook the erection and maintenance of dikes, charging their cost against the property owners who took titles from them.

When the city, in 1854, extended its bounds to the county line, the maintenance of the dikes on this side became a charge against the city and since then Philadelphia has expended thousands, tens of thousands, even hundreds of thousands of dollars in looking after the drainage of these lowlands within city bounds. The new dike, built a few years ago, involved a cost of about \$170,000. All told since the work of improvement was under-

taken, less than ten years ago, when a stormwater channel was built and new drainage canals to the Mingo Creek Pumping Station were laid out, in a cross-cross of canals to give the rain water a better run off, more than \$1,800,000 has been expended by the city on this work.

But the dikes on the other side did not fare so well. Meadow land companies passed out of existence. Property titles changed. Some of the dikes are almost as old as the city itself, some along the Delaware and Schuylkill said to have been built as far back as 1687. Many of them have collapsed, crumbled and become of little protection. The many branches of Darby Creek, the proximity of the river and the fact that a large part of the area immediately adjacent to the river is from four to six feet below tide level, have continued the problems of drainage with which the founders fought. Now miles of new dikes must be built if the territory is to be kept dry and free from floods.

On this side of the city line the problem of adequate drainage also persists and the residents still have their complaints to make from time to time. By means of Eagle, Church and Mingo Creeks the waters in Eastwick are run off to the lower Schuylkill, where the Mingo Creek Pumping Station lifts the water into the river.

The improvement of Hog Island led to the wiping out of some of the old channels. The Federal Government has helped in the protection of the area by its dikes

Expensive Works Are Still Needed around Fort Mifflin. The Department of Wharves, Docks and Ferries, in providing future industrial sites, as part of its Schuylkill dredging, has helped to fill in some of the lowlands and erected some bulkheads and dikes along the lower Schuylkill. Private industrial enterprise has furnished others. But in much of the area on this side where the property value is estimated to be between \$8,000,000 and \$10,000,000, there are no sewers to speak of. Estimates of what it will cost to provide a complete system of sewers for this district have run as high as \$12,000,000.

To bring the low lands to the city grade would cost \$10,000,000 more. To provide water supply—mains and pipe lines being absent in this district, where the residents still work hand pumps in kitchens to get water from wells—would cost other millions.

When the subsoil becomes filled with water and heavy rains come and the river floods, the content of sewage wells is swept to the surface and there sometimes to lie for days, a nuisance and a stench in the nostrils of the inhabitants and a disease-breeding condition calling down the criticism and complaint of the health authorities.

Until the World War the district gave rise to little complaint. Up to then its scattered habitations consisted mostly of truck farmers, who were content to take things as they come, the evil with the good, realizing that the floods which are now a cause of complaint were to be credited with the productive soil deposited there in past generations.

With the setting up of the war industries along the lower Delaware, conditions changed. Eastwick, Lester, Tincum and Essington saw the influx of a new population. Hundreds of new homes were erected and a large part of the district became "citized," says it lacked city services. Lester today counts about 500 families, the Bow Creek Village has about 50 more, Essington numbers about 500 and Eastwick, on this side of the line, inhabited mainly to the west of Tincum Island road, has about 3,000 families.

Increase of lines of transit, the future commercialization of a large part of the lands along the lower Delaware, the building up of the industries between here and Chester and the future use of Hog Island as a site for manufacturing purposes and as a free port in addition to its use as an air-marine-and-rail terminal, promise that the population of these lowlands on both sides of the line will continue to grow. Some day both Philadelphia and Delaware county, whether as independent agents, joint co-operators, or with State or Federal aid, will have to expend millions of dollars in looking after a territory which now needs better protection, better drainage and freedom from such damage as has come to some of its inhabitants this week.

Philadelphia Bulletin

April 19, 1933

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EASTWICK DIKES CALLED TOO LOW

Residents Declare Flood Waters Rolled Over Two Lower

Sections

WILL HAVE THEM RAISED

If two sections of the dikes protecting the Eastwick section had been 15 to 24 inches higher the area would not be the flooded morass it is today, residents declared.

Meanwhile the waters were slowly receding in the stretch between 78th and 88th sts., and north from Bulst av. to the Delaware county line, following the storm that caused waters of Darby and Cobb's creeks to roar into the lowlands.

Several residents after an inspection last night declared the two sections aggregating a length of 550 feet had not been high enough to hold out the swollen streams.

William Griffin, 79th st. and Avenue C, pointed out the two stretches.

West of 79th st., the waters of Cobb's creek cascaded over a 50-foot section of the dike. This section was built by this city, he said, with the aid of Federal funds. No part of the ten-foot dike was carried away he said.

Between 80th and 83d sts., for a distance of 500 feet, where the two creeks converge, the water poured up and over the dike and carried away some of the top dressing.

Griffin said this stretch is under the jurisdiction of Delaware county and was also built with the aid of Federal money. He said that if both sections had been two feet higher there would have been no flood. This preliminary survey, members of the group said, set at rest reports that whole areas of the dikes had been washed away completely.

Residents had kept a night long watch and began to move at 7 A. M., yesterday when the waters commenced to rise.

Former Magistrate David E. Triester, president of the Greater Eastwick Improvement Association, said he will call a meeting of residents to initiate steps to have the dikes raised all along the line.

Triester said inadequate sewage outlets added to the flood danger. A grade runs down from Bulst av. to the meadows. The rainwater and melting snow poured down this grade to the lowlands.

The dikes, Triester said, now rise to a height of ten feet with a top width of from 12 to 16 feet. They are made of broken asphalt and earth and covered with a dressing of cinders for a "rip rap" finish.

The last of these were finished last September. During the period of construction in the past three years Triester said, LWD, CWA and WPA funds have been advanced to help build them.

Darby and Cobb's creeks have a natural maximum depth of about five to six feet, Triester said, and the waters were more than six feet above normal yesterday.

Outside of the two sections that were responsible for the flood, the balance of the line of dikes held out the roaring waters, residents said.

Last night about 35 homes still had water in their cellar. Twenty of these were on the Delaware county side. The occupants moved to and fro in rowboats. The homes of Griffin and Haight were submerged to the first floor.

Two dogs owned by Griffin were drowned. The flood killed hundreds of rats.

John H. Rankin, district WPA director, said today he is going to inquire into the possibility of getting more money for flood control projects.

He pointed out that while money has been spent from the regular Federal flood control fund here, principally in Eastwick and along Frankford creek, his purpose was to ask for a special allotment.

Such a fund, he said, would be immediately available to make whatever repairs or improvements are found necessary, and would eliminate the customary delay of presenting specific projects.

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Mute Boy, 5, Saved in Creek

Passerby Jumps Into Millbourne Dam

Five-year-old John Macciocca fell into Cobbs Creek above the Millbourne Dam yesterday afternoon. John is a mute and could not cry out for help.

Along the bank of the creek came Richard Pedlico, 35, an auto body repairman on his day off. With him was his son, Richard, Jr., four. The boy had a stick with a string and pin tied to it. His father had said, yes, they would go fishing.

Suddenly little Richard cried out:

"Look, daddy. There's a fish."

Carried Toward Dam

Pedlico saw the head of the little boy in the creek. John was being carried to the face of the dam.

Pedlico shucked his coat, plunged into the water and pulled John to shore. There he applied artificial respiration learned while he was in the Army.

John came to. Pedlico wrapped him in his coat and, followed by his son, carried John in search of a park guard. On the way he met boys who recognized John.

They said he was the grandson of Mr. and Mrs. John Macciocca, 222 N. 65th st. Pedlico carried him the four blocks to the Macciocca home and found John's mother, Mrs. Pasquale Macciocca, hunting for her boy.

Put to Bed

He was given hot milk, put to bed and examined by a physician, who found nothing wrong with him.

He lives at 1460 N. Felton st. His mother took him visiting to his grandmother's home, and John wandered into the park while his mother was buying from huckster on the street outside the house.

Pedlico, who lives at 228 N. Gross st., spent his boyhood along Cobbs Creek and is familiar with the dangerous stretch of deep water above the dam.

On several other occasions, his wife, Lillian, said, her husband has pulled boys out of the water.

Found Body

Last October it was Pedlico who found the body of Charles Silver, nine, of 6117 Vine st., who was drowned at the same spot. The boy stepped into deep water and was carried to the dam while wading with his brother, Lawrence, 12. Miss Mary D. Peterson, of 43 Sellers av., Millbourne, plunged into the creek and saved Lawrence.

Pedlico reached the creek while police and fire rescue squadsmen were hunting Charles' body. He said he thought it would be found under a below-water groove on the inner face of the dam that he had found when he used to swim in the creek as a boy. He went into the water and found Charles there.

Fairmount Park guards said that workmen who have been busy at the dam for the last week are trying to correct this condition by removing the overhanging above-water lip of the dam so that no one can be trapped beneath it.

The city's worst floods rose out of Cobbs Creek in southwest Philadelphia.

There more than 400 persons were driven from their homes or evacuated by boat as the water rose, in some cases, as high as second story windows.

The homes hit were in Buist av. between 79th and 84th sts. and on Avenues A and B, south of Buist av. at 81st st.

Volunteer fire units from Delaware County did valliant jobs in rescuing marooned families by going to their rescue in small boats.

The floods came first from two breaks in a creek dike at 79th st. Later, however, the creek rose so high that it whirled over the top of the dike.

10 Feet Over Top

At its peak the water was a turbulent ten feet high over the north bank of the creek behind the Buist av. homes.

All of about 100 houses in Buist av. had their cellars flooded to the beams and in some cases the water poured into the kitchens.

At 8121 Buist av., Charles Kirschner, 62, a carpenter contractor, was watching TV in his living quarters on the second floor when at 11 P. M. neighbors pounded on his door and shouted:

"You'd better get out; the water's in your basement."

Truck Submerged

Submerged by the flood were Kirschner's truck and automobile and all his woodworking machinery.

Peter Manning, 42, of 8115 Buist av., said he noticed the creek rising at 9 P. M. and thereafter checked it every ten minutes by going out with a flash-

light. At 10.30 P. M. it was spilling into his basement. He got out with his wife, Emma, and their

Continued on Page 2, Col. 1

Rising Waters Cause Many to Flee

Continued From First Page

children, Barbara, 17, Douglas, 15, and Dennis, 14.

At 8113 Buist av., Mrs. Marie Harris got out with her husband, Eugene, and children, Mary 24, and Selma, 19, when water reached into their kitchen at 1.30 A. M.

City Police on Hand

Philadelphia police were in the neighborhood in force under Inspector George Kronbar. They directed sightseers away from the area. Two Philadelphia fire companies stood by, but the bulk of the rescue work was done by the Delaware county volunteer firemen who came with small boats and outboard motors.

They came from Darby Township, Folcroft, Glenolden, Norwood and Essington, and their work was co-ordinated by Assistant Fire Chief James Whitsett.

Then danger on their arrival lay south of Buist av. in Avenues A and B. It was there that the creek waters had risen to second floor levels. Fifty persons had made their way out on foot. But 20 remained marooned on their second floors.

Floodlights Set Up

Floodlights were beamed on the scene from Buist av. The volunteers put down to the homes in their boats. They cruised up to the second floor windows and by ones and twos brought all the 20 to safety.

At 4 A. M. the Red Cross and City Welfare Department opened a relief canteen in the Reed School, 78th st. and Buist av., for the help of those left homeless, without clothing and food.

800 in Yeadon Protest Route of Expressway

MAY 27 1964
By ROWLAND T. MORIARTY
Of The Bulletin Staff

The routing of the proposed \$45-million Cobbs Creek Expressway through Mt. Moriah Cemetery touched off a vigorous protest yesterday from counsel for the cemetery.

Norman R. Bradley, counsel and trustee for the cemetery was cheered by the packed crowd in Yeadon Borough Hall as he told representatives of the Pennsylvania State Highways Department that he and his fellow trustees would "fight it to the highest court."

Flourishing a crumbling, yellowing document, Bradley told a meeting of Yeadon residents that what he held was a state law enacted in March, 1855, which declared, "... no passage or street ever (shall) be opened."

Bradley's warning occurred at a public hearing that started at 2 P. M. A recess was called at 5 and the hearing was resumed at 7, continuing until 10 P. M.

The state is proposing taking two to three acres of the cemetery on the southwest Philadelphia-Yeadon line for the big highway.

Convent Threatened

Earlier the some 800 residents at the meeting heard a proposal that would take even more of the cemetery's acreage to route the highway away from the convent at St. Louis Roman Catholic Church.

The residents, including many mothers with babes in arms, complained that the highway, as presently planned, would take away the corner of the church convent.

Said an architect, Giles J. Hughes: "I have respect for the dead; I have more respect for the living."

Hughes submitted the proposal.

Either way—the two to three acres the state presently wants or the additional acreage the residents proposed taking, Bradley said he was against it.

109-Year-Old Cemetery

He said that the some 100,000 persons buried in the 109-year-old cemetery had sought "places of peaceful repose."

This repose, he continued, would be destroyed by "thousands of cars passing by."

On top of that, he said that taking any acreage—two, three or more acres—would deprive the cemetery of the land it needs

to sell for burial plots—and thus build up a fund for maintaining the cemetery after the last lot is sold and this income ceases.

When the present management of the cemetery took over 15 years ago, it was shabby, he said.

It has been spruced up since, he continued. And he was quite sure the residents wouldn't want it to look like "a hell-hole again."

Yesterday's meeting was conducted by the State Highways Department as it explained the routing of the new highway which would run from the Industrial Highway near International Airport, north along Darby Creek and Cobbs Creek to the Media-West Chester branch of the Pennsylvania Railroad, then east along the PRR right-of-way to a crossing of the Schuylkill River at Reed st., just south of the existing Grays Ferry av. bridge, then along Reed st. to an interchange with the Schuylkill Expressway.

Audience Complains

The audience complained that the meeting had been called for a time—2 P. M.—when most of the men at the community were away at work.

There was hardly a voice raised from the crowd of 800 in defense of the highway.

Women cheered and children clapped as voices sang out: "It's a Philadelphia traffic problem . . . Keep it there . . . We don't want Philadelphia traffic problems . . ."

The Rev. John A. Murray, pastor of St. Louis Church, said taking the corner off the parish convent would mean the end of the parish school since there wasn't room enough to build another convent to house the nuns.

50 Homes in Line

George H. Class, Yeadon borough solicitor, said the state plan would destroy 50 homes worth maybe \$1 million, including 30 of the community's best homes on Manor Hill.

Father Murray said St. Louis parish represented a \$2 million contribution from the faithful of Yeadon and 35 years work.

He asked the state to "consider the plight" of the parish under the state plan—the convent gone, part of the parish recreation area and playground gone, "the work of 35 years affected."

The Dwindling Valleys

APR 3 1967

Another creek valley in the Philadelphia area is about to get roaded.

The creek in Darby and the strange beddies in it visited upon it is the Lansdowne Expressway. The Pennsylvania Department of Highways is being as understanding about it as it can be under the circumstances. But the charge on the police blotter will still have to be rape.

Once — 11 years ago — when the highway planners were first thinking about hooking up the Midcounty Expressway (Blue Route, for short) and the Cobbs Creek Expressway, they planned to put it down the Pennsylvania Railroad's Newtown Square freight line.

They could have done it then without too much disruption and cost, and left Darby Creek unmolested. But time drained out between their fingers.

Now they tell you the railroad route would take 902 houses and businesses compared with 224 on the creek route, and it would cost \$46 million, or \$19 million more than along the creek.

State Is 'Pozzed'

This is an old, old story. Tacony Creek, Ithan Creek, Crum Creek — the Schuylkill River, for that matter — and more have had the same abuse. Most highways always be built up creek beds, which nowadays are practically the only open land left in the cluttered urbs and suburbs?

"We're being forced into these valleys," says George Varvoutis, district highway planner for the state. "The communities are much tougher on us when we take homes. So we try to skirt the valley and the homes, both."

So the divided three-lane strips of concrete teeter ner-

vously half way up valley walls desperately trying to be as inoffensive as possible and making no one except highway planners very happy. And — I forgot — real estate developers, too.

But you can't blame the Highways Department too much, really.

If ever there was an outfit that is sensitized to public pressure, it is the Highways Department. And the fact is that mostly what they hear from the creek bottoms is the voice of spring peepers.

Taxes Are the Key

Civic agencies and individuals who are concerned speak up. But the voices the department hears like trumpets are the townships and boroughs; and the municipalities react in direct proportion to numbers of people thrown out of homes and the amount of taxable property destroyed.

All this is understandable and logical. Total destruction of open space may be accomplished, in fact, by total application of logic. There's always something sensible to put on land.

Varvoutis, moreover, contends that the Lansdowne Expressway will create addition-

al park lands. What he means is that things like the Family Drive-in in Clifton Heights will be wiped out and its area can be converted into a park.

But let's face it, a six-lane highway with a median and grading takes up space in a creek valley or anywhere. Open land will be lost. And what's left or even created will hardly be helped by the sound, sight and smell of a road whose traffic will probably equal the Schuylkill Expressway's.

Again, Varvoutis believes that if 30 feet on each side is granted to the department for landscaping and tree planting, all the unpleasantness will be baffled and negligible. It would be worth it to give them the chance, but creek lovers will remain skeptical.

John J. Logue, the trail-walking champion of open space in Delaware County, recently suggested that the department had "evidently learned nothing" from the Battle of the Blue Route.

The choice of the creek bed makes it look that way, but Varvoutis says it isn't so. The prebarring briefing of communities was much better this time, he says, and he doesn't expect a repetition of the warfare. He is confident that, with

certain leeways, this will be the ultimate route.

Is It Necessary?

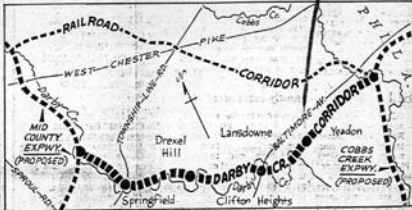
Is the Lansdowne Expressway necessary? Most people think a link somewhere in the vicinity is needed now to unplug bottlenecks.

This expressway (the railroad route, incidentally) was on the Penn-Jersey Transportation Study's "minimum" highway plan for 1975 long before the agency was metamorphosed into the Delaware Valley Regional Planning Commission.

Suppose though, that mass transportation were developed to the maximum in that section. What then? No one knows for sure. But a planner comments on the realities as he sees them:

"The federal government is dishing out for mass transportation nothing like what it spends for highways, and the lobbying pressure in Congress to keep that rolling is much stronger than for mass transit."

So we make our choices locally and nationally and we create our own environment. Probably the most you can hope for is that people will know what those choices are and what action or inaction affects them.



Darby Creek route of Lansdowne Expressway, and (above) rejected route.

Charged Creek

State Aid

APR 17 1969 INQ.
Sought in

10-Yr. Fight

By JACK HOPKINS

Of The Inquirer Staff

Darby Township's Clearview Landfill—frequent target of bitter protests by Philadelphia and Delaware County residents—is the object today of still another complaint.

A Colwyn official, who says she is fed up with rats, mosquitoes, a "horrible stench" and the finding of dead research animals at the dump, has accused landfill operators of one more offense — polluting Cobbs Creek.

Mrs. Catherine Coyle, who heads Colwyn's air pollution committee, has asked state and Federal officials to take action against the Clearview Land Development Corp.

TAKES PHOTOS

She said she wants the owners fined and the dump shut down.

Mrs. Coyle went to the landfill site last week and took photographs of trash and other debris which had been plowed to the edge of the dump and tumbled down into Cobbs Creek, which runs between Darby Township and Colwyn.

The pictures, taken near the point where the stream joins Darby Creek, have been turned over to Gov. Raymond P. Shafer, the Pennsylvania Department of Health and the Delaware River Basin Commission.

CLEAN STREAM LAW

Mrs. Coyle, who has been fighting conditions at the dump for more than a year, said health department officials told her they would look into the matter to determine whether the state's clean stream law was violated.

The land development corporation has been fined previously for violating that law.

The firm was ordered to pay a \$100 fine in 1963 after being accused of polluting Darby Creek with oil. The pollution endangered birds at the Tinicum Wildlife Preserve.

Corporation officials were warned at the time that a sec-

ond violation could mean a year in jail and a \$1000 fine.

10 YEARS OF DISPUTE

The dump has been the object of constant controversy during its more than 10 years of existence.

"Ten years ago residents of the Eastwick section of Philadelphia tried to stop the dumping of research animals, hospital waste and all sorts of potential disease-bearing materials at the landfill," Mrs. Coyle said.

She charged refuse dumped at the site included hypodermic needles which might have been used on contagiously diseased people, dirty dressings and casts and other unpleasant and unsanitary material.

2 DEAD MONKEYS

And, she charges the conditions haven't improved much — if at all.

She said a child living near the dump found two dead monkeys at the landfill site a few months ago.

The youngster picked up the uncovered animals, which, she said, had apparently been used for research because their stomachs had been sutured.

"There is no telling what those monkeys died from," Mrs. Coyle said.

She added that many persons living near the dump have moved because of the unsanitary and unpleasant conditions at the landfill.

LOADS OF DEAD FISH

"They were literally forced from their homes because of the filth and stench from loads of dead fish dumped there, from unsold stock the fish distributors didn't sell, oil sludge and cesspool cleaning tank

Continued on Page 27, Column 2

trucks dumping there," she said.

Residents living in communities near the dump carried most of the burden of protesting for some time, but last year local officials began putting pressure on the state and Darby Township to get something done about the dump.

Colwyn Council President Roy Niemann even went to the Delaware County commissioners in an attempt to enlist their aid in the battle.

NO AUTHORITY

Niemann told the commis-

sioners he had "exhausted every office there is" to force the land development corporation to correct conditions at the dump. Minority Commissioner Edward T. McErlean agreed to visit the landfill site, but the commissioners contended they had no authority.

McErlean toured the site last November but fell silent after the inspection.

Niemann contended later that McErlean, who said he was able to see "nothing but an unsightly pile of trash," tried to minimize the dump situation.

Niemann said conditions were, in his opinion, extremely bad.

ABATEMENT ORDER

Despite that setback, it seemed that the matter was coming to a head. The State Health Department appeared to be pressing the Darby Township commissioners and the Darby Township health department to do something about the conditions anyhow.

In fact, Mrs. Coyle was informed near the end of the year that the health department's bureau of housing and environmental control had issued an abatement order in connection with the dump.

The operators of the landfill site were given until next month to submit an appropriate abatement schedule and plan, she was told.

FINED FOR POLLUTION

Since that time, Mrs. Coyle hasn't been able to find out what is going to happen at the dump.

And, the problems have continued.

There was a three-hour fire on Clearview's landfill last January and dump operator Richard Heller was fined \$100 for air pollution. The fine has been appealed.

Now there's the accusation of water pollution as well.

"I think," Mrs. Coyle said, "that the only solution is for the thing to be closed."

INQUIRER April 17, 1969

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