MONDAY
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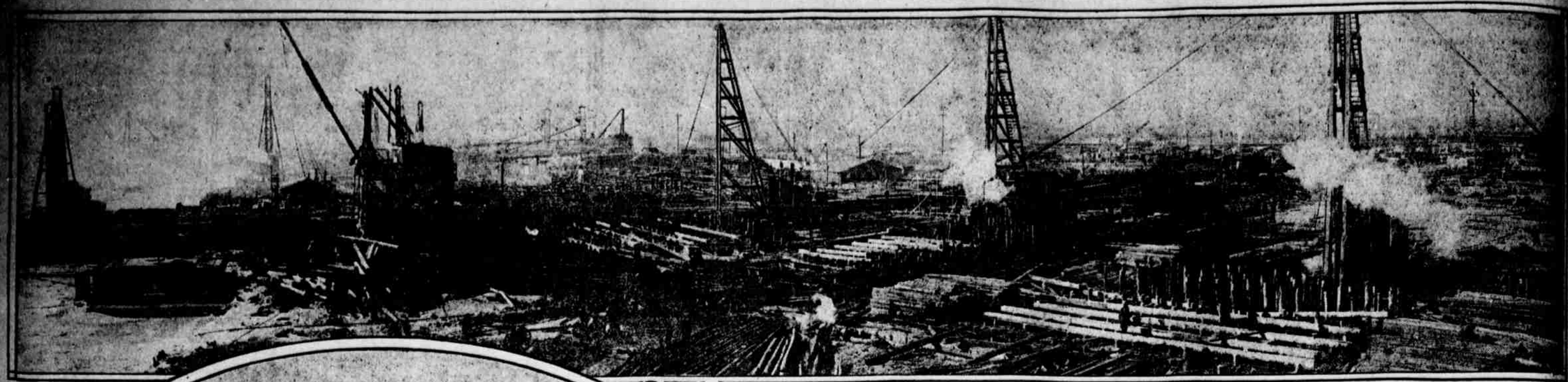
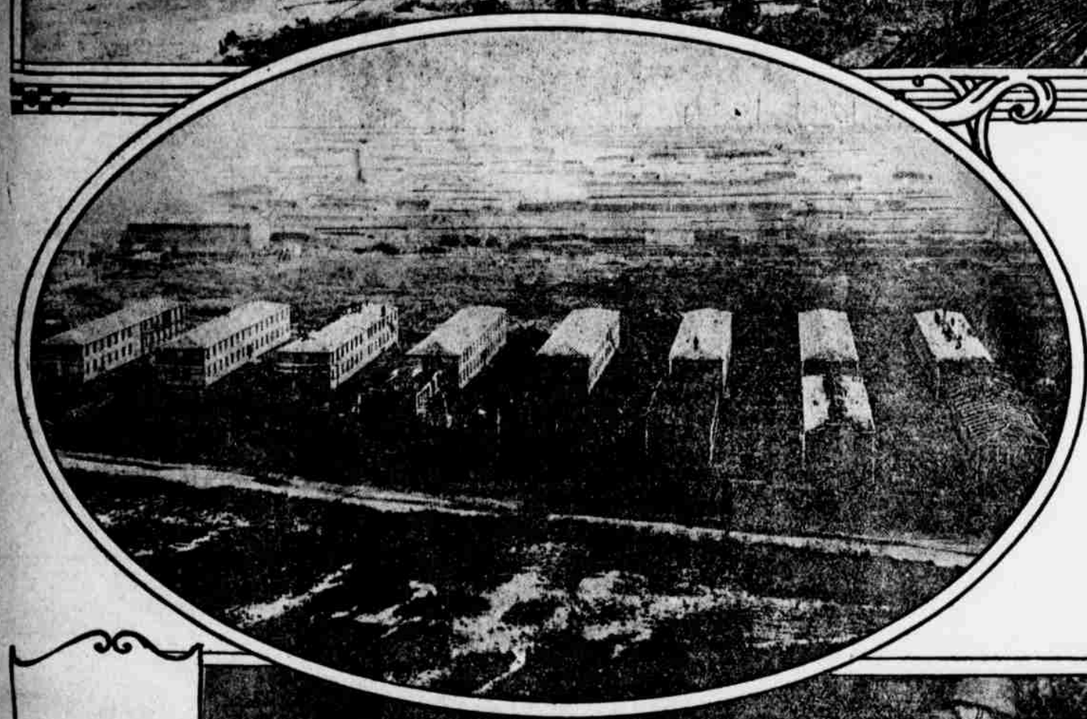
Evening Public Ledger

PICTORIAL SECTION

WARTIME SHIPBUILDING ACTIVITIES ALONG THE NEW "CLYDE OF AMERICA"—THE LOWER DELAWARE



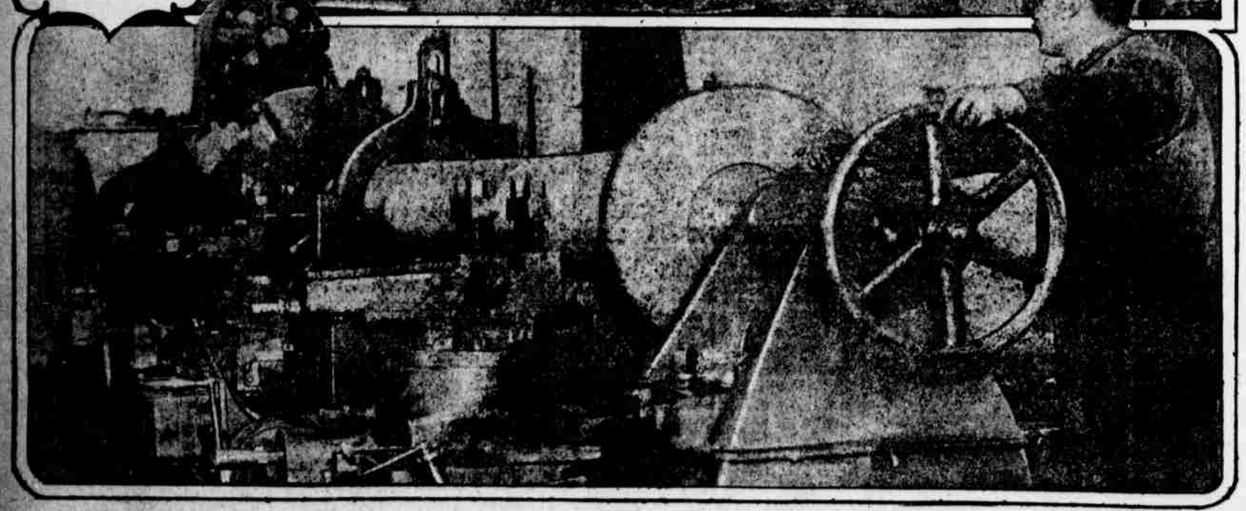
A panorama of Hog Island to the lay mind, not given to the solution of great engineering problems, represents an inextricable mass of men and material aimlessly assembled for a chaotic undertaking. Yet out of all this seeming confusion will arise some thirty-two ways on which a like number of ships will be simultaneously constructed.



Out of the turmoil arising from the difficulties of housing the thousands of workmen employed in the shipyards along the Delaware, Hog Island officials have found a partial solution through the erection of scores of these barracks within the confines of the shipyard itself.

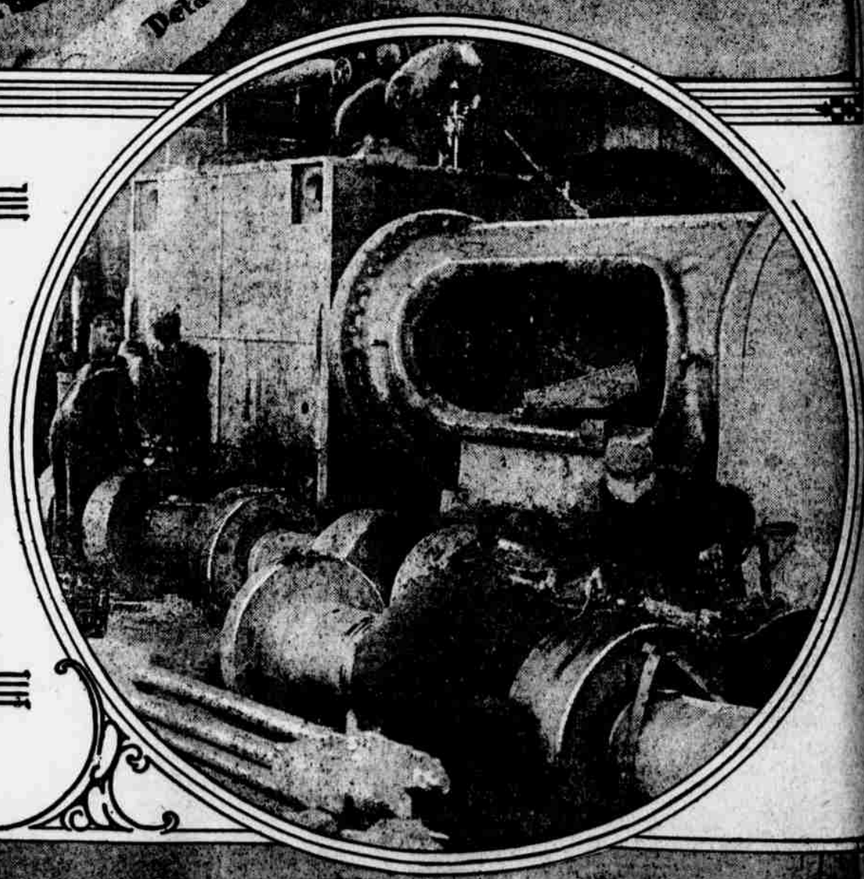
There are twelve good reasons for calling the lower Delaware the "Clyde of America," being the Delaware's twelve shipyards, as shown on the accompanying map.

To the right, a scene in the molding department of the Wetherill plant, which is supplying ships' engines for the Sun Shipbuilding Company. Here the workmen are pouring molten metal preparatory to casting parts of the engines.



These mechanics, through the instrumentality of powerful machinery, are "turning" a shaft on which will hang the propellers of one of the 10,000-ton cargo ships in course of construction at the Sun Shipbuilding Company's yard at Chester.

Workmen erecting a Corliss marine engine at the Wetherill plant of the Sun Shipbuilding Company at Chester, where work is being pushed on war contracts for merchant ships.



This desolate sweep of undeveloped land in southwest Philadelphia is about to experience a romantic change, for upon it will arise a model town to house thousands of Hog Island workmen and their families. The site, in the Elmwood section of the Fortieth Ward, extends from Sixty-third to Seventy-fifth street, between the Baltimore and Ohio and Reading Railroads, and is bisected by Elmwood avenue. Millions of dollars will be expended by the United States Government and the city of Philadelphia in turning its 400 unused acres into a modern settlement for shipbuilders.