

# HOG ISLAND SALE IS EXPECTED SOON

### Alba B. Johnson Says Large Business Firm Is About to Announce Purchase of Yard

### PLANS INCLUDE TERMINAL

## Shipping Board to Receive Hog Island Bids Tomorrow

Bids for the purchase of Hog Island will be asked by the Shipping Board tomorrow. Chairman Payne announced today in Washington. Each bidder will be asked to submit his own terms for the purchase of the yard and the bids probably will be opened March 30. The yard is estimated by the board officials to have cost the government \$65,000,000.

After two months of negotiating, a large business firm has about completed plans for the purchase of Hog Island. The name of the firm will be announced shortly. Alba B. Johnson, president of the Chamber of Commerce, said today. "The firm which is going to take over the island," said Mr. Johnson, "will operate it as a shipyard, a ship-repair depot, and as a railroad terminal. The plant there is too big for any one concern to operate as a shipyard exclusively. I feel sure this firm will be able to carry out its intentions, because it has done some very big things. It is very wealthy, thoroughly responsible, and has some of the finest technical men in the country. It has made a thorough survey of the situation and knows what it is doing." The Pennsylvania Railroad, the Philadelphia and Reading, and the Baltimore and Ohio are all anxious to have terminal facilities at Hog Island, because of congestion at present terminals in South Philadelphia, according to Mr. Johnson. A proposition, submitted to the Mayor by Powell Evans, a manufacturer, for the operation of Hog Island under a community enterprise, also being considered. A rumor that the New York Shipbuilding Corporation was the firm in question has been denied.

## WILLS PROBATED TODAY

Late Robert Wilson Leaves \$40,000 to Mother and Sisters  
The following wills were probated today:  
Robert Wilson, 2037 East York street, \$40,000 in trust to mother and sisters, Elizabeth and Mary, and at death of survivor to Presbyterian Hospital for the endowment of a fund for the care of the aged.  
E. J. 4822 Dexter street, Manayunk, \$17,000, \$1000 each to St. Vincent's Theological Seminary, House of the Good Shepherd, Lutheran Sisters of the Poor, Sisters of Carmelite Conference, Oak Lane; convent attached to the Church of St. John the Baptist, Manayunk; and after private bequest to the residue of the estate to the Rev. Eugene Murphy to be distributed among such charities as he sees fit.  
Margaret Boehm, 316 New street, \$10,000.  
Charles H. 216 New street, \$10,000.  
Anna H. Horton, 800 North Nineteenth street, \$9,400; Jay S. Gardner, 1453 Mount Vernon street, \$35,000; Sarah A. Whittington, 1011 Wackerling street, \$30,371.  
Edward Shippen Watson, who died February 28 at the Orthopedic Hospital, left \$108,000, to be divided between his two grandchildren, Sophie W. and Andrew Wheeler.  
Magnus Helms, of 211 Poplar street, left an estate valued at \$11,020.  
Inventory of the estate of Caroline B. Taylor, \$111,829.27, was filed.

## The Cop on the Corner

"The cop who scared off the 'wido' smashers at Fifteenth and Chestnut streets turned a new trick," says Maggie. "He shud be 'warded."  
"No 'ward is necessary," says I. "Twas simpy in th' line o' his duty. Cops, mind ye, don't like all this fussin' over thin' believe me, they're satisfied 't' be left alone."  
"Just th' same," insists Maggie, "whin a cop does sumthin' worth while, it don't hurt none t' hand him a bo-kay, so t' speak."  
"This fund bein' established by Hammy t' take care o' d'errin' p'lice-min's families is th' real answer," says I. "Th' May'r, ye know, Maggie, is an ole time reporter, which means he's kep' th' trials 'n' tribulashuns o' th' boys in blue. A word o' praise from him or Jimmy Cortelou is all th' 'ward a copper needs."  
"All vry well 'n' good," says Maggie, still strivin' t' drive home her point, "but what I'm gittin' at is th' general public shud have more o' a close-up on th' inside o' a p'lice-min's life. Under th' ole order a cop got rethin' but hard knocks 'n' abuse from folks all over town."  
"Faith, 'n' a cop's got a tough hide," says I. "He just throws off thin' hammer blows like a duck does water. But if it'll give ye any comfort, Maggie, I might ease ye th' informashun that a new e-ra is bustin' over th' horizon. 'Tz every cop wot wants t' do th' square thing."  
"Here's hopin'," says Maggie, "but after all's said 'n' done, ain't it th' thruth th' avirage citizen's ungrateful?"  
"In sum cases, yis," finally admits I. "Fer instance, Moe Finkelstein cud have made a bigger fuss thin' he did whin I dragged th' little key out th' Delaware last summer. I had jus' landed th' kid on th' salt wharf 'n' were subbin' him t' indooose artifaishul 'n' apparashun, whin Moe dashes madly on th' scene."  
"I'm glad ye got him out safe," says Moe, givin' Ikey a careful inspection, "but say, officer, wot's b'come o' his cap?"

## KELLY'S 12 N. 9th

Open Day & Night  
Oysters in Every Style  
Planked Shad Dinner, 45c

## Foreign Trade

Unlimited opportunities exist for men and women who thoroughly understand overseas business. The fields of manufacturing, banking, shipping and selling require men with knowledge of modern methods of dealing with business men of foreign lands. A new class in Foreign Trade will commence Thursday, March 11, at 8 o'clock. Practical up-to-date instruction by men of high standing in exporting. Full particulars on request. A few free scholarships for Discharged Servicemen.

Y.M.C.A.

## Mayor Sees Six Liners Unloaded at One Pier

Continued from Page One

her after hatch, for her stern projected out into the river beyond the end of the pier.

The engineers and experts charged with the care of the port and its commerce in the past have exerted themselves to the utmost as a rule. There were one or two exceptions among them where officials permitted rank politics to intervene.

If this city had supplied adequate accommodations much of her coal tonnage would not have been diverted to the Virginia Capes and to Baltimore. Lack of foresight, or what is equally culpable, indifference took millions of dollars and millions of tons of freight from here and gave them to Hampton Roads and Curtis bay in Baltimore.

There is only one place here where a modern ship of 15,000 tons can load bunker coal as they do at New York, Baltimore or Hampton Roads. This is at the Greenwiche piers there is but one "dumper"; the machinery by which coal cars are lifted bodily from the tracks and the contents dumped into the ship's bunkers. Time means money to ship masters and maritime companies, and hence they take on coal in ports where the saving in time and money is the greatest.

Statistics of the last ten years show that in 1910 Philadelphia's coastwise coal tonnage was 2,873,000. It ran up to 4,207,000 in 1913. In 1910 it had slumped to 868,750 tons.

But there are indications that the city is coming into its own again in this trade. Far greater improvements are demanded. Modern conditions supplied at other ports must be offered here. The city, the state of Pennsylvania and the United States Government must work hand in hand, and nothing but an aroused public sentiment can promote this comity of effort.

It is useless to build piers, provide drydocks, build Belt Line railroads and provide all necessary terminal advantages unless great ships can avail themselves and their contents dumped in the least possible time in the river voyage from the capes.

Recently a great modern ship, the Regina by name, flying the British flag, was put into the Philadelphia service by one of the great transatlantic lines. She draws thirty-six feet of water. Thirty-five feet is the authorized channel depth of the river, and about 60 per cent of this is completed.

The Regina and other vessels of her class are handicapped by the depth of the channel, although ten years ago thirty-five feet was considered adequate for years to come. On her trips to and from Philadelphia the Regina is unable to load to her capacity. Thirty-two feet is all she can take, and the difference between that and her

capacity load is a direct loss in freight tonnage to the port.  
The deepening of the channel to forty feet is another demand that must be met. Far-seeing men are not only advocating it, but have commenced work to secure it. With the deepening of the channel the removal of the dangerous Horseshoe shoals will become imperative. Millions of dollars have been paid for collisions and groundings of vessels while threading this tortuous channel.

An additional handicap will be removed when greater anchorage ground is secured between Gloucester and Kaighn's Point. The shoals there prevent modern ships in any great number from anchoring. The completion of the Delaware river bridge and the cessation of ferry traffic will eliminate this condition. With the completion of these improvements Philadelphia will have the finest anchorage grounds anywhere along the coast.

## High Lights in History

But in spite of these drawbacks there are some remarkable high lights in the story of the port of Philadelphia. The largest cargo of refined oil in cases that ever left an American port was shipped in the British steamship Lord Wolseley, which left Philadelphia for Japan in 1884 with 1,000,000 gallons in her hold. Now it is no uncommon thing for tank steamships to drop down from Point Breeze bound for European ports or docking on a trip from Mexico with a cargo of 4,500,000 gallons. While it is true that the largest ocean steamships cannot load beyond thirty-two feet in the Delaware, tank steamships with a load line of thirty feet can load around Point Breeze, on the Schuylkill side.

One grain elevator represents virtually the grain storage capacity of the city. It is situated at Kaighn's Point, at the mouth of the Schuylkill river, and is operated by the Pennsylvania Railroad Co. There is another at Port Richmond, operated by the Reading, but it is not modern in the strict sense of the term.

The Pennsylvania elevator is a modern structure of concrete, with a capacity of 2,225,000 bushels, with facilities for receiving 240 cars of grain per day.  
At least two more grain elevators should be erected, and then the fact advertised over the country that Philadelphia is not only the cheapest grain shipping port, but that it has ample capacity for storage and loading.

While I have endeavored in this and the preceding articles to indicate the needs of Philadelphia for a greater port, I am not oblivious to the remarkable advances that the port has made in recent years. Philadelphia has stood firmly as the second port of importance in the United States against all claims of other cities.  
In October last New Orleans announced that in point of tonnage its harbor was second only to that of New York. A statistical compilation was immediately begun of all the ports on the gulf coast from Galveston around to Tampa, including New Orleans, with the result that Philadelphia made the splendid showing of only 25,000 tons less tonnage in that month than all the gulf ports combined.

Recently more than 100 vessels, all engaged in foreign trade, were in the Delaware river either at anchor waiting to discharge or load cargoes, or tied up at the wharves discharging inbound or loading outbound freight. The most interesting point in this connection is that 112 vessels counted ninety-one were under the American flag.  
As the result of the world war and its stimulus to American shipping, Philadelphia's trade with Latin-American countries is growing and the demand for this city's products is increasing in the larger South American cities.

Great economic developments are foreshadowed in the Scandinavian countries. New fields are constantly opening. The Pennsylvania elevator is a modern structure of concrete, with a capacity of 2,225,000 bushels, with facilities for receiving 240 cars of grain per day.

Unusual as it may seem, our trade with the Turkish empire is increasing to a remarkable extent, and statistics available for the year just past show that during the first six months of 1919 it approximated \$40,000,000.  
There are twenty-eight transatlantic lines which schedule regular sailings; eight have occasional sailings, two coastwise, seven oil lines and three additional marine companies contemplate sailings in the near future.

There are steamship lines, other than the ordinary transatlantic traffic, to Greece, Turkey, Egypt and Roumania. To South Africa and Finland, with inbound lines from Calcutta and Bombay, besides lines carrying oil to Japan and the Far East.  
If, as President Samuel Res. of the Pennsylvania Railroad, has asserted, the trouble with the port of Philadelphia is not so much the lack of facilities as the lack of interest on the part of its merchants, manufacturers and business community generally, then the problems of a greater Philadelphia must depend upon an aroused public sentiment of the people.  
What is the answer?

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# VENUS PERFECT PENCILS

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## Joseph G. Darlington & Co. Inc.

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There is no better place to buy Dress Fabrics and Trimmings than Darlington's. Not only are the goods trustworthy and desirable in every way, but the prices are fair. Assembled conveniently together are all of the various things required in the Spring Dressmaking including Butterick Patterns. For Monday and Tuesday we announce the following specially-priced lots:

\$3.75 Black Satin de Chine—\$2.95 a yard.	\$1.00 to \$6.50 Metal Laces—50c to \$3.50 a yard.
\$3.00 Navy Satin Messaline—\$2.55 a yard.	\$3.50 All-wool Navy Serge—\$3.00 a yard.
\$5.50 Satin Charmeuse—\$4.50 a yard.	\$9.00 All-wool Navy Cheviot, HALF PRICE—\$4.50 a yard.
\$3.50 Crepe de Chine—\$3.00 a yard.	75c to 85c Fancy White Cotton Voiles—58c a yard.
\$5.00 Navy Satin Imperial—\$3.85 a yard.	
\$2.75 Japanese Pongee—\$2.35 a yard.	
\$1.25 White Cotton Net—95c a yard.	

## Women's and Misses' \$85.00, \$88.00 and \$95.00 New Spring Suits for \$75.00

Made of Poiret twill and tricotine in navy, black and rookie shade; many handsome new models, plain tailored and braid trimmed. This special price for Monday and Tuesday only.

We have a few Heavy-weight Suits and Coats for women and misses marked at very great reductions for quick clearance; also several Fur Coats. The savings which can be effected on these garments are well worthy of your attention.

## Only \$3.85 to \$12.00 For Dresses Such as These

Remarkably attractive Dresses, practical and inexpensive! We hesitate to call them "House Dresses" because to so many women that term invites immediately a mental picture of a garment sold at a low price, poorly fitting, intended for utilitarian purposes only. These Dresses at Darlington's are of an entirely different type. Cleverly designed, well finished; made from ginghams, percales and chambray; many have white vests, collar, cuffs and pockets.

Three of the well-known "Queen-makes" are sketched—there are many others which we shall be glad to show you.



## WIFE COLLAPSES AS JURIST DIES

### Loses Consciousness When She Discovers Judge Wessel Dead. Funeral Will Be Tomorrow

## MANY TO ATTEND SERVICE

Mrs. Wessel, widow of Judge Henry N. Wessel, of Common Pleas Court No. 2, collapsed a few minutes after her husband died Saturday night at the Mercantile Club, 1607 North Broad street. Her condition today is serious. While her husband's body was being carried from the gaily decorated hall, Mrs. Wessel, unconscious, was taken

to her home, 1607 North Broad street. Judge Wessel had been dancing with his wife just before he died. His daughter, Mrs. Sidney Bennett, and a nephew, Henry Wessel, were seated at a table with them. Suddenly Judge Wessel became pale and silent. Mrs. Wessel shook him, but he could not be aroused.

When Dr. Simon Leopold pronounced Judge Wessel dead of heart disease Mrs. Wessel collapsed into unconsciousness. Coroner Knight held the inquest today. It was announced that death had been due to heart disease. Funeral services for Judge Wessel will be held tomorrow morning at the residence, Rabbi Joseph Krauskopf will officiate. Masonic rites will be observed. Interment will be in Mount Zion Cemetery.

Judge Wessel was born in Nebraska City, Neb., January 2, 1871. He was graduated from the University of Pennsylvania in 1892. Thirteen years later he was elected a Judge of Common Pleas Court No. 2. He was a member of the Twenty-eighth ward executive committee and secretary of the Twenty-fifth Ward Republican Club. For many years he was treasurer and chairman of the executive committee of the Jewish Hospital. His commission would not have expired until 1920.

## George Allen, Inc.

1214—Chestnut Street—1214

### Announce for Monday the Annual Spring Silk Sale

Comprising several special offerings in fashionable dress silks of dependable quality. These are values in some cases considerably below today's wholesale prices, and we will be unable to offer them again when these special offerings are sold.

Fine, lustrous quality, Black Satin Messaline; 35 inch; value \$3.00 a yard, at \$1.85.
All-Silk Crepe de Chine in a full assortment of street and evening shades; 40 inch; \$3.50 value, at \$2.50 a yard.
Chiffon Dress Taffeta in evening shades only; 36 inch; \$3.50 value, at \$2.50 a yard.
Japanese Pongee in natural color; 33 inches wide; \$2.75 value, at \$1.85 a yard.
Heavy Corded Silk Crepe in sports weave; 40 inch; only three shades—Black, Gray and Russet; half price. Usual \$3.50 grade, at \$2.75 a yard.
Satin Charmeuse in Navy, Black and Brown; 40 inches wide; \$4.75 value at \$3.75 a yard.
Satin Duchesse in Navy and Black; 36 inch; value \$4.75 a yard, at \$3.85.

On sale at regular counter—First floor

## Aquamarine-March Birthstone

The March birthstone is aquamarine—the most beautiful of semi-precious gems and wonderfully attractive in jewelry.

Brooches Rings  
Bar Pins Bracelets  
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DIAMOND MERCHANTS—JEWELERS—SILVERSMITHS

# "Thanks to the Victrola—" said a business man

"Thanks to the Victrola," said a business man, "I can sit down for a while every day and forget that I have a business. The Victrola gives my imagination a chance. It was in a fair way of being starved. No man can afford to neglect the side of his nature to which music appeals. The business man who takes a little while off each day to listen to the great masters on the Victrola or to indulge in its lighter music will find himself keener at his desk—and a better citizen besides."

Victrolas in great variety, \$25 to \$1500. New Victor Records on sale at all dealers on the 1st of each month.

## Victor Talking Machine Co.

Camden, New Jersey