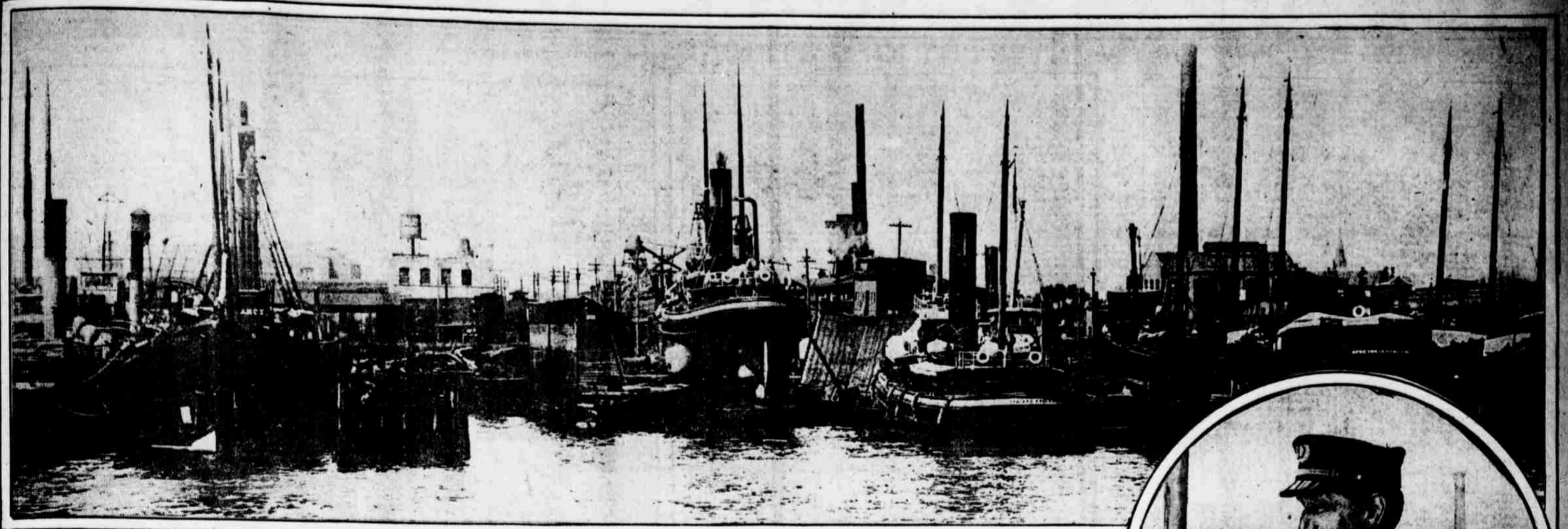


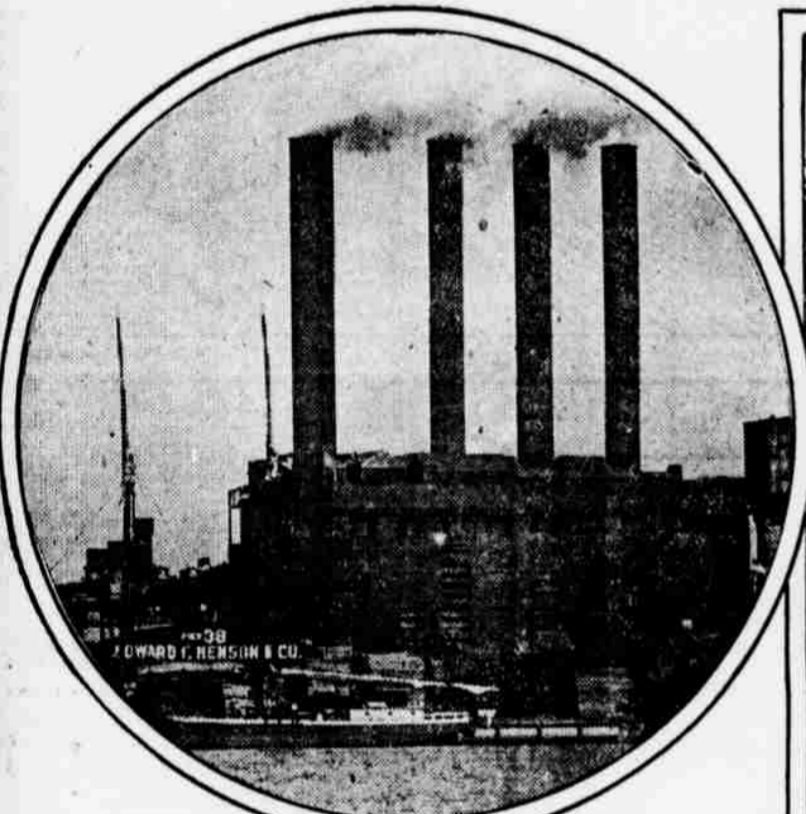
PHILADELPHIA'S WATERFRONT PRESENTS A CONSTANT SCENE OF ACTIVITY AND PROGRESS



WHERE CRIPPLED CRAFT ARE MADE "SHIPSHAPE" FOR RENEWED SERVICE
The drydocks of the Philadelphia Ship Repair Company at Mifflin street are busy centers, and their facilities are taxed to capacity by vessels undergoing reconstruction.



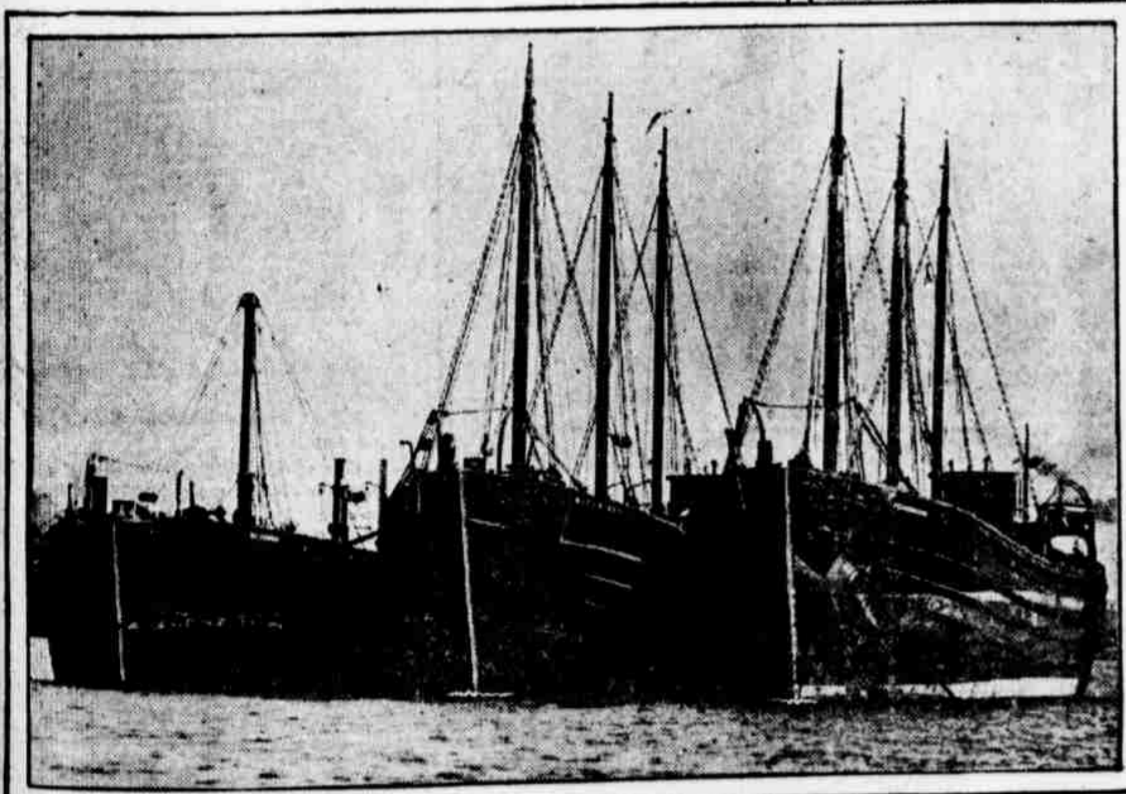
HE KEEPS TAB ON THE MOVEMENTS OF PORT VISITORS
Captain George A. Hall, of the M. S. Quay, receives daily reports on the arrival and departure of every vessel making use of the harbor facilities of Philadelphia.



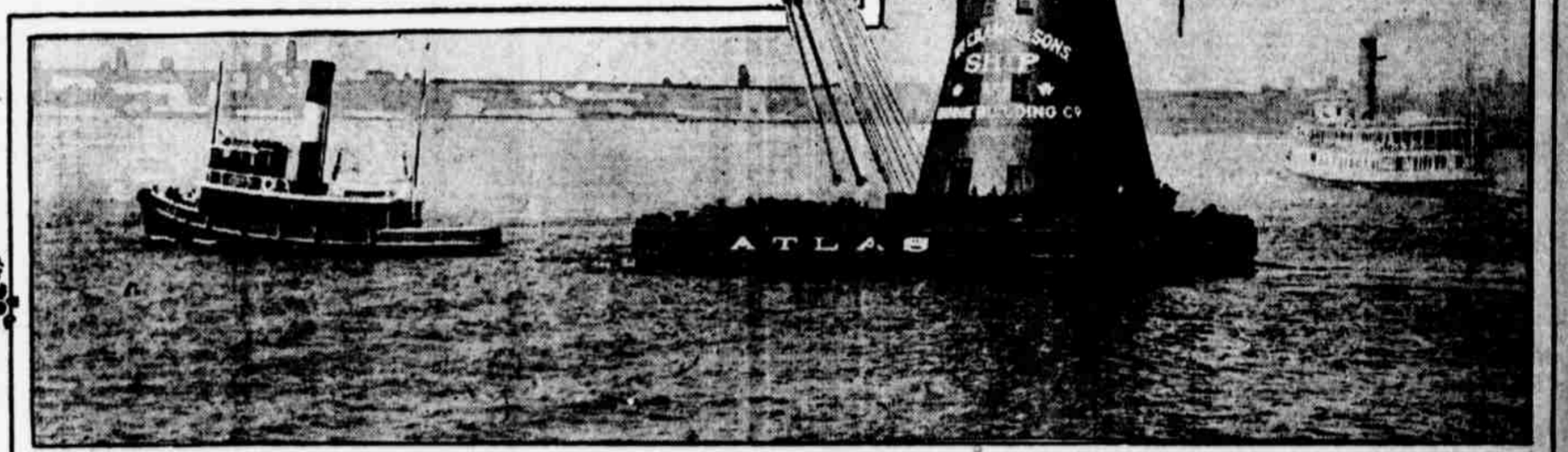
THE LUMBER SCHOONER IS A FREQUENT VISITOR
Tied up at Pier 38, North Wharves, one of this type is shown in process of discharging its cargo of building material for the City of Homes.



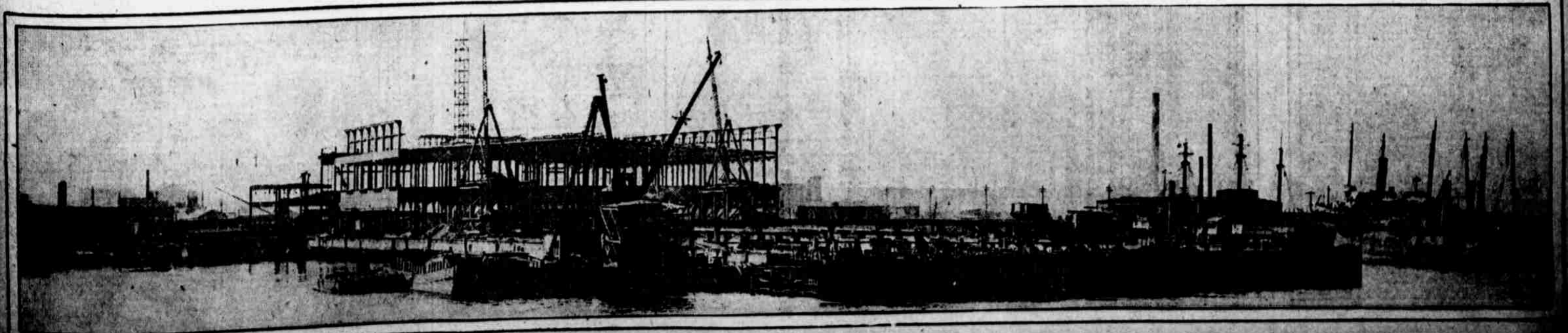
THE MOST CONGESTED SPOT IN THE CITY FOR WAGON TRAFFIC
Delaware avenue north of Market street is almost uncrossable during business hours owing to the unending stream of vehicles.



COAL BARGES TIED UP AT THE PORT RICHMOND PIERS
These "wooden walls" transport to the great industrial establishments along the eastern seaboard the fuel that keeps burning the fires in those centers of American manufacturing enterprise.



PUTS VITALS INTO A VESSEL AS IT LIES IN MIDSTREAM
This floating crane makes it possible to complete the internal mechanism of the largest craft after it has left the drydock for a newer occupant. It solves a problem that long puzzled shipwrights.



SOON TO TAKE ITS SHARE IN THE HANDLING OF THE CITY'S RAPIDLY GROWING PORT BUSINESS
The Municipal Pier at the foot of McKean street is nearing completion and promises to play an important part in taking care of the steadily increasing demand for docking accommodations along the waterfront.