

HOUSING PROJECT WILL NOT BE CUT

Fleet Corporation Will Complete Work Undertaken, Says Taylor

SENATORS GET DETAILS

Homes for Shipyard Workers at Hog Island, Chester and Bristol Included

Projects undertaken by the Emergency Fleet Corporation for housing workers in the shipyards at Hog Island, Chester and Bristol will all be completed. This is the announcement of A. Merritt Taylor, former Director of Transit here and now manager of the passenger transportation and housing division of the United States shipping board.

These projects are so nearly completed, said Mr. Taylor, that it was decided to finish them. The housing facilities are needed as badly now as they were during the war, he declared, and under the agreement with the owners of the shipbuilding plants the shipyards will take them over from the government after the treaty of peace is signed.

Mr. Taylor told the Senate Commerce Committee that the housing division of the Emergency Fleet Corporation had canceled all of the contracts upon which work had not been started and upon which the work was not well under way. The projects which it was decided to complete, he said, averaged 81 per cent completed on January 1 and they could be finished and sold to the shipyards without having the Federal Government suffer any loss.

Mr. Taylor pointed out that all of the houses being built by the Emergency Fleet Corporation are permanent dwellings or hotels, and that they can be disposed of easily without loss to the government.

The projects for housing shipworkers near Philadelphia, which will be completed by the Emergency Fleet Corporation were given by Mr. Taylor as follows: Hog Island, 1989 individual homes and four hotels to accommodate 6220 men, at a cost of \$10,831,000; New York Shipbuilding Company, Camden, 1662 individual homes and fifty-seven apartments, to accommodate 3479 men, at a cost of \$2,523,000; Sun Shipbuilding Company, Chester, 713 individual homes and fifty-six apartments, to accommodate 1654 men, at a cost of \$3,550,000; Chester Shipbuilding Company, 273 individual homes, 106 apartments and one hotel, to accommodate 1168 men, at a cost of \$3,000,000; Bethlehem Shipbuilding Corporation and Pusey & Jones, Wilmington, Del., 811 individual homes and six apartments, to accommodate 1034 men, at a cost of \$3,000,000; Merchant Shipbuilding Corporation, 273 apartments and one hotel, to accommodate 2822 men, at a cost of \$5,210,000, and Westinghouse Electric and Manufacturing Company, Washington, Pa., 200 individual homes and three dormitories, to accommodate 1041 men, at a cost of \$1,220,000.

Housing accommodations are being provided by the Emergency Fleet Corporation, said Mr. Taylor, in a report submitted to the committee, for 27,732 men, at a cost of \$66,883,845. The fleet corporation has saved more than \$4,000,000, he said, of the \$74,000,000 appropriation made by Congress for housing shipyard workers.

NURSES' HOME FOR SOLDIERS

Medico-Chirurgical Building to Be Billeting Quarters. Upon request of Mrs. George W. Childs Drexel and Mrs. George W. Boyd, of the Red Cross Council of special committee on care, sustenance and relief agreed to provide equipment for the nursing home of the Medicine Sun Hospital, 1721 Arch street, to billet small detachments of soldiers passing through the city.

At a cost of \$2500 a boiler will be installed by the city to provide heat for the building, and about \$2000 more will be necessary to complete the building. The building may be used by the nurses' home property proves too small.

Christmas Gift Leads to Injury

A pair of roller skates given to him by his father as a Christmas present was indirectly responsible for an accident last night to nine-year-old Raymond Mustaro, 719 North Tenth street. The boy was "hitching on" to a milk truck on Cornhill avenue near Poplar street, when he was thrown to the ground, a wheel of the truck passing over his leg. The doctors at Drexel Hospital say they may have to amputate the leg.

And So They Were Married

Episode Three—(Jealousy) By HAZEL DEYO BATCHELOR Copyright, 1919, by Public Ledger Co.

CHAPTER III

A FEW days later Helen ran in to see Ruth. Ruth, strange to say, felt slightly ill at ease although she was angry at herself for feeling so. She had been in the bathroom with her arms plunged into a fortyish basin of melted soap suds. Three of her fine georgette waists wrung out, strewn the wash basin. Somehow this fact made Ruth uncomfortable, she felt at a disadvantage. Helen was so smartly dressed for the street, so remote from the washing out of even the finest garments.

Ruth left her work, and went into the living room with Helen. "Well," she asked interestedly, "any news?" "I'm on the trail of something," Helen returned.

Ruth was surprised at the little stab of jealousy that went through her. How small to feel jealous of Helen. "Something interesting?" She forced herself to inquire.

"I think so; it makes me thrill to feel that I can earn anything at all. I never knew how it would be to actually earn money. I suppose any job no matter how small and insignificant would excite me."

"But Helen, how about regular office hours? Won't it be awfully hard to keep them? You know you're not accustomed to them at all, and any work that you get will be different from the work you had in France."

"I don't care if it is hard, somehow I expect it to be, and I'll be glad. I don't want to have time to think much, and as for going back to the life I lived before, the idea is impossible."

"How you've changed!" Ruth sighed. Helen laughed. "You sound as if you didn't like me as well."

"I don't know you as well." "Oh, Ruth, you're foolish." That sounded like the old Helen, the gay, incoherent Helen. Ruth felt a sudden impulse to keep Helen in that mood.

"Stay to lunch?" she asked. "Oh, I can't, dear. I just ran over for a few moments to see your place. I have an appointment at 12:30 and another at 2:30. I'll just have time for a bite in between, you see."

"I can see that I'm not going to have very much to do with you now that you have this new idea in your head." Ruth could not help saying. "Not as much as before, perhaps, but when we do see each other I'll have so much more to talk about."

Ruth was about to retort. "What about me?" but stopped. That would be virtually admitting that Helen was embarked on a business career, she would not do that.

Nothing seemed right after Helen left, and for the rest of that day Ruth felt restless. She had a desperate feeling of not counting in the scheme of things. One moment she would feel unimportant, and the next she would wonder why she felt that way and be furious with herself.

By nightfall Ruth had worked herself up again into a nervous irritability state so that she was totally unprepared for what Scott told her when he came in. "Saw Helen at lunch today," he remarked.

Adventures With a Purse

THE original investment in a good camera is only the first expense. It's like the purchase of an automobile. After you have it the upkeep may prove very costly. But with a camera the matter of expense in the way of developing and printing your pictures may be greatly lessened. There is a developing and printing outfit which comes that includes everything but the lantern, and so simple and easy is it to understand that even a young boy can operate it. Complete with pans, paper and chemical fluids it may be had for \$1.85. And think of the money saved in developing and printing—besides it's fun.

There's an unfortunate feature in the buying of some perfumes—some of it evaporates. But sachet powder, now, combines the delicacy of scent with the added advantage that it will last longer. One of the loveliest of perfumes, greatly sought, not so much because it has taken its name from a famous woman, but because of the innate charm, the subtle, alluring scent, comes in sachet form. For the slender purse, a goodly sized bottle is out of the question, but even she who must count her pennies can have a small bottle to use when she wears her fustiest gown, and best loved pin and necklace. For a sympathetic shopkeeper has little phials containing some of the precious grains for fifteen cents and twenty-five cents each.

With the introduction into milady's wardrobe of the dark dress, with no color, white for softness at the neck, comes an ever-growing demand for brightly colored chains and necklaces to relieve the severity of the one-color gown. The well-dressed woman never overlooks the value of contrast in her clothes. A dark green frock, or one of lighter blue, and she will add the skillful finishing touch of an all-black chain. One chain I saw today has an individuality of its own. It is three-quarter length, consisting first of one large round black bead, almost cherry size, then a smaller bead, next a large bead, and so on down to the end from which depends a large black heart. I am not sure that my description does it justice. I can but say that it is even more attractive than it sounds, and its price is \$1.50.

An uncommon little flower-holder consists of a wooden figure of a Japanese girl, brightly colored. Behind her is a little round vase holding a single bud or flower which would peep from over her shoulder. The price is fifty cents.

For the names of shops where articles mentioned in "Adventures With a Purse" can be purchased, address Editor of Woman's Page, Evening Public Ledger, or phone BR 2000, Bucks County Historical Society, 2300. Maintenance of seven pikes cost \$9057.

BUCKS COUNTY EXPENSES UP

Hulmeville Bridge Main Factor in Increase in Year's Outlay

It cost Bucks County \$77,511 more to operate in 1918 than in 1917. The total expenditures in the county in 1918 were \$277,442, against \$199,928 in 1917. Part of the increase was caused by the construction of the new Hulmeville bridge which cost \$40,000.

According to the annual statement it cost Bucks County \$39,619 for the maintenance of its bridges and the bill for care of the same amounted to \$27,792. A total of \$20,600 was paid for county purposes as follows: Bucks County home, \$18,000; law library, \$500; G. A. R. Memorial Day fund, \$300; Bucks County Fair, \$1500; Bucks County Historical Society, \$200. Maintenance of seven pikes cost \$9057.

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SKIP-STOP HEARING HERE ON JANUARY 29

Public Service Commission Sets Date for Presentation of Testimony

Complaints against the skip-stop system from business organizations and individuals will be received at a public hearing to be held in Philadelphia January 29, before the Public Service Commission of Pennsylvania.

The Philadelphia Rapid Transit Company almost simultaneously issued a reply to the bill of complaint brought before the commission by the United Business Men's Association of Philadelphia. Admitting that the proper allocation of skip-stops has not yet been made, and that the system would have to be revised in any contingency the P. R. T. persisted in adhering to the system. Its defense is based on the report of the committee of thirteen which found the system was not responsible for any fatal accidents.

The company formulated even more completely its determination to put the question of skip-stops up to the travelers on the various \$2 lines of the city, though it did not explain just what method of balloting would be used, or how it proposed to secure the presentation of the wishes of the car-riders. Subject to the action of the Public Service Commission, the company said, a vote on each line would be taken to determine whether skip-stops would be retained or discarded. The company admitted that many of the corners now skimped were wrongly located, and intimated that these would be revised by popular vote on lines where skip-stops were maintained.

Admitting that one-third of the car-riders are inconvenienced, the company claim that the saving in time and money to the other two-thirds was sufficient to justify maintenance of the system.

At the conclusion of its lengthy argument the P. R. T. made the statement that skip-stops were of no material advantage to itself, but, in addition to its belief that skip-stops were a convenience to the traveling public because they shortened the time, the resulting economies allowed maintaining the wage scale of employes and kept the fare down to the present rate. The answer was signed by Thomas E. Mitten, president of the Philadelphia Rapid Transit Company.

U. S. FLIERS COMING HERE

Transcontinental Squadron Will Be Guests of City

Members of the transcontinental airplane flight squadron which covered the 4600 miles of the journey from San Diego to Washington in the actual flying time of fifty-five hours will be the guests of the city. The date of their arrival in Philadelphia will be announced in a few days.

Arrangements for entertaining the fliers are being made by Major James H. McKee, 1509 Poplar street, who is surgeon of the squadron and participated in the flight. Major McKee called on Director Krusen, of the Department of Health and Charities, and conferred with the members of Council's Committee on Sustenance and Relief, which will entertain the fliers while in Philadelphia. The squadron is in command of Major Albert D. Smith, who has been in the army since seventeen years old. The squadron includes, in addition to Major Smith and Major McKee, Lieutenant Ryan Field, California, where finished pilot complete their course in aerial

gunnery; Lieutenants Albert Pyle and Herbert McLean, pilots; Lieutenant William Evans, official photographer, and Sergeants Blandin and Lewis. The squadron left San Diego December 4 and reached Washington January 6.

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