

U. S. URGED TO KEEP HOG ISLAND YARDS

Senator Fletcher Advises Against Scheme to Sell Craft to Private Interests

FAVORS MERCHANT MARINE

The government should exercise its option and acquire title of Hog Island and continue to build ships there, according to Senator Fletcher, Democrat, of Florida.

Senator Fletcher has gone on record as against the Hurley plan of disposing of the ships to private concerns.

He voiced his opposition to the Hurley plan on the floor of the Senate yesterday. The senator has recently retired as chairman of the commerce committee of the Senate.

"The government should retain its fleet of merchant ships," he said, "and should continue to operate them and receive the enormous profit that is now made in bottoms. This will make up for some of the loss sustained in the ship-building program."

Senator Fletcher said that the Senate commerce committee intends to call in witnesses and hold further hearings in regard to cancellation of contracts. The cancellations so far made, he said, have cost the government \$200,000,000.

"Congress must determine now whether the government shall cease the building of ships when those under contract are completed. What is to become of Hog Island plant, which has cost about \$60,000,000 as it stands; the yard at Bristol, Pa.; the rights under the option respecting the submarine boat yard at Newark, and interests in other yards?"

"I do not favor the abandonment of all construction by the government and scrapping the yards in which large sums of money have been invested. I think the government might gradually work out of construction, but in the meantime get the benefit of the plants and facilities already created and build such ships for such purposes as the country needs."

"For instance we have the option to acquire fee simple title to the Hog Island property, on which we have expended about \$60,000,000 for \$1,740,747.15, and we can exercise that option at any time. It embraces 927.14 acres of land, with about a mile frontage on the Delaware river, including riparian rights, piers, fifty shipways, water houses, railroads, water sewers and lighting systems, buildings and improvements of every nature. As a great ocean terminal the property is worth practically what it has cost, but at auction it would not bring one-tenth its real value. It is too large for any private concern to operate as a shipyard. It might be divided into several yards. Just to close it down and attempt to sell it, would call for enormous sacrifice. We could lease a portion of it and operate the other, continuing to build steel ships as demands of our foreign trade require."

"The yard at Bristol, on which we spent \$14,574,334.19, we might not continue. The yard at Newark lay, on which we have spent \$17,328,008.06, and on which we have a lease on an option to buy, should yield us something."

"But whatever we do as to the agency yards at Bristol and Newark, we should unquestionably exercise our option and acquire title to the yard at Hog Island."

My judgment is we ought to continue to build ships there."

Washington, June 27.—Outlining future plans of the shipping board before the House merchant marine committee yesterday, Chairman Hurley said the board expected to order 125 ships of from 11,000 to 15,000 tons "to round out" the merchant marine fleet and to expend \$25,000,000 in building ten dry-docks large enough to accommodate the largest vessel.

Mr. Hurley said this program could not be carried out if the Senate bill making it unnecessary for shipyards to secure permits for the construction of ships for foreign nations were enacted. He asked that the bill be laid on the table.

Mr. Hurley said the ten dry-docks would be built at the places where they could be used most advantageously for the repair and reconstruction of ships.

The committee voted to pass the measure over indefinitely.

BLACKSMITH IS 'DECORATOR'

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Deaths of a Day

WILLIAM B. KIRKPATRICK

Newspaper Publisher and Real Estate Broker Dies

After an illness covering a period of several months, William B. Kirkpatrick, of North Wales, newspaper publisher, real estate broker and justice of the peace, died early yesterday at his home in that borough. Magistrate Kirkpatrick had just passed his fiftieth birthday.

Following his location in North Wales some years ago, he purchased the North Wales Record, a weekly newspaper. Later he established a real estate business and was elected justice of the peace in the suburban borough. He was identified with Fellowship Club of Gwynedd, one of the northern suburban country clubs, as a member of the board of governor, and was an officer of the Press League of Bucks and Montgomery counties, the official organization of newspaper publishers and writers of the two counties. He was a member of several fraternal societies and one of the best known men in the North Penn district.

Some months ago he suffered a nervous breakdown, and his condition steadily became worse. His son, Sergeant William H. Kirkpatrick, secured release from the service early this year in order to take over the newspaper interests, and has since conducted the publication of the Record. His wife died about a year ago, and with the son, a daughter survives.

The funeral will be held from the Kirkpatrick residence, 118 Fifth street, North Wales, tomorrow afternoon, with interment at Greenlawn Cemetery, North Wales.

FAIRMOUNT DAM IN BAD CONDITION

Entire Supply Depends Upon Pumping Station With Antiquated Equipment

RESERVOIR IS TOO SMALL

West Philadelphia's supply of filtered water originates at the Belmont pumping station on West River Drive, Fairmount Park, and is wholly dependent upon the Schuylkill river and the safety of Fairmount Dam.

The dam, originally built in 1817, is a wooden structure typical of the back woods of Maine and Michigan.

Upon the dam depends not only the suction pool from which all the stations along the Schuylkill river take their water, but a proper reserve in times of low pressure.

The dam was rebuilt in 1874, was badly damaged by floods in 1904, and was repaired, only to be shattered again by heavy ice jams in the winter of 1918. Last year Councils spent \$45,000 in repairing the structure, and it weathered the mild winter of 1918-19.

Director Datesman, of public works, long ago asked Councils for \$400,000 to build a dam which would insure safety of the supply and be in keeping with the park surroundings. Later this request was repeated at \$500,000. The estimated cost of a modern dam is now placed at \$1,000,000.

REDS SOUGHT AID OF RICH

N. Y. Probers Hear That Ford Received Russian Soviet Letter

New York, June 27.—Copies of letters addressed to prominent American officials and business men apparently seeking recognition of the Russian Soviet, which were seized in a raid on

a new dam would permit the use of water from Queen Lane and other plants by West Philadelphia in the event of a break at Belmont such as the one which occurred a few days ago at the big Torresdale station. The system also would enable the central section of the city to use water from Belmont in an emergency.

An increased water supply from the Schuylkill raises the question of dredging. The Fairmount Park Commission will have to keep the river clear of mud. Intakes are frequently clogged with mud, thus causing an upset of capacity output. Extensive dredging is declared to be needed near the Belmont intake.

The Belmont pumping station is equipped with two new 22,000-gallon turbo centrifugal pumps, two good reciprocating pumps with a capacity of 10,000,000 gallons each and two old pumps that are never used except in case of extreme necessity.

The other equipment includes six new boilers. The equipment needed at this station includes one big new pump at a cost of about \$800,000 and other equipment connected with the plant. The preliminary filter at Belmont is of the coke variety and is said to be the best of its kind left in the country. Its work is unsatisfactory. There are also eighteen slow sand filters.

From the sand filters the water is pumped to the George's Hill reservoir and from there by gravity throughout West Philadelphia. George's Hill is equipped with a high pressure stand pipe and an auxiliary pump. The reservoir has a capacity of 40,000,000 gallons, or less than one day's supply, for the section in the event of accident or shutdown.

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Davis Calls Dam Unsafe

Chief Davis and other engineers have characterized the dam as unsafe and lacking in strength to withstand ice pressure or flood conditions. An interlocking series of pipes under

the Russian soviet bureau here, were introduced yesterday before the Lusk legislative committee investigating seditious activities in New York state.

One communication said the Russian Government is ready to honor its just obligations and is "ready to put in banks here cash up to \$200,000,000 to pay for goods purchased and to establish credit here." It was addressed to James P. Mulvihill, Washington.

Among copies of letters read into the record were some addressed to the firm of Henry Ford, sent by the commercial department of the Russian soviet bureau, dated April 9, declaring a hearing

was sought with Mr. Ford "on something else than the purely commercial side of trade with Russia—the social aspects of the regeneration of Russia."

A telegram from Frank Campbell, assistant secretary to Henry Ford, making an appointment to meet Senator Nuorteva, secretary of the soviet bureau, was read into the record by

Mr. Stevenson. The telegram was dated April 25, 1919, and read:

"I had to see S. Nuorteva Saturday and Sunday down in Detroit. Have them wire definite time from Chicago." Mr. Stevenson said the telegram was presumed to be in reply to letters sent Mr. Ford, but that he had no evidence that the appointment had been kept.

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