

Hog Island Ends Epic of Ships Today

Continued from Page One
the United States shipping board. Mrs. Kraft was well known socially in Philadelphia when her father was the commandant of the League Island Navy Yard.

The launching of the seven ships within approximately fifty minutes is expected to be a world's record in keeping with Hog Island's marvelous achievements.

Hog Island today is in gala attire for the big occasion. Its miles and miles of roads, scores of buildings, shipways and wet basins are in a state of preparation.

The Navy Yard Band, Ferguson's Band and the West Point Cadets Band will furnish the music. Sailors and marines from the Philadelphia Navy Yard and a detachment of cadets from Camp Dix will add to the military aspect of the ceremonies.

No event in the yard's history—not even the memorable occasion of August 5, 1918, when Mrs. Woodrow Wilson, "the First Lady of the Land," christened the Quistoneck, the first ship, before the eyes of President Wilson—will surpass today's affair, according to Mr. Brush, the "big boss" of Hog Island.

Launching seven ships in approximately fifty minutes is a big feat—in fact, it has never been done before—but "Big Bill" Fortune, builder of the cantilever bridge over the Quistoneck river, and chief of the launching gang, expects to get away with it.

After the "big splash," what then? Thirty ships will remain in the wet basin to be fitted, otherwise the shipyard will be idle. Gradually the workers in the yard, of whom there were 38,000 at one time, drawing \$1,000,000 a week, are leaving to resume their pre-war employment.

The shipping board has not yet indicated the future use of the shipyard. It was a war-time project, pure and simple. Now that the world—or most of it—is at peace, the reason for the yard—quantity production of ships—no longer exists.

Since the yard was first laid out in September, 1917, over swampsy ground overrun with the river tides, it has been the most talked-of industrial achievement in the world.

It was not long after the first ship, the Quistoneck, left the ways, that the armistice was signed and all overtime at the yard was stopped. For awhile, day and night shifts were at work. Thereafter shipbuilding continued, but no longer with the primary object in view—to defeat Germany.

This, he says, demonstrates the success of quantity production as applied to ships and is a great lesson to the world's shipbuilders.

Hog Island has been called an assembling plant rather than a shipyard. What it did was to take pieces of steel fashioned all over the country and fit them together. The plant cost \$60,000,000.

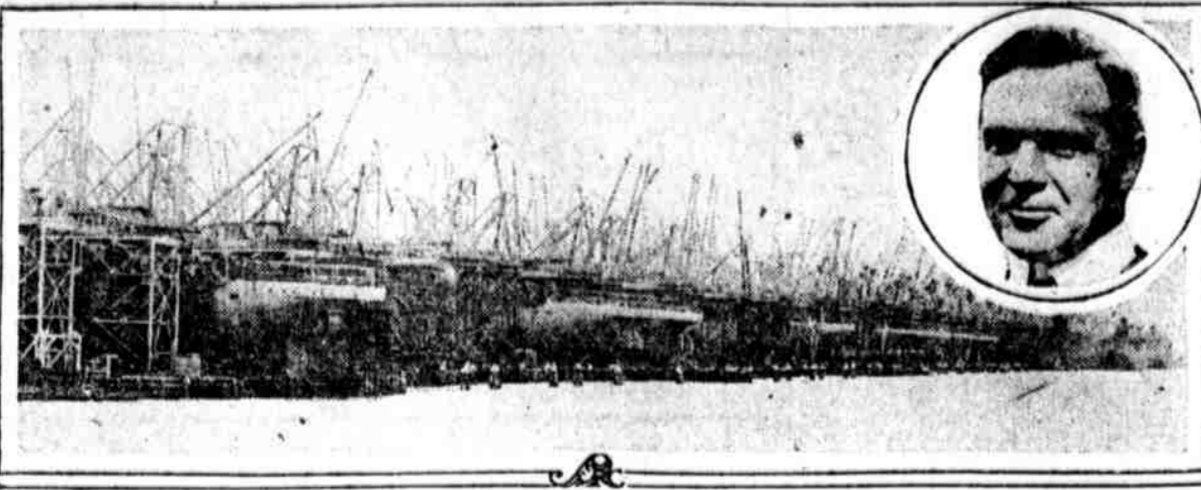
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SCENE OF TODAY'S LAUNCHINGS



The first of the seven ships to leave these ways at Hog Island is scheduled at 4:30 p. m. It is hoped to have all seven ships in the water in fifty minutes. Matthew Brush, president (inset), hopes to add this record to the many already attained in the launchings at Hog Island as the closing effort of the yard

900,000, had at one time 38,000 employees and a payroll of \$1,000,000 a week. The yard is said to present one of the best terminal opportunities in the United States, with piers as large as the Bush Terminal in New York and many warehouses, with miles of railroad track, gantry, cranes, etc.

2 MEN WHO BEGAN HOG ISLAND GUESTS
The two men whose vision was responsible for Hog Island will be among the interested spectators at today's launchings. Charles A. Stone, president of the American International Corporation, and George J. Baldwin, senior vice president of the same corporation, were the men who, in the summer of 1917, pictured the world's greatest shipyard, with its fifty ways, seven piers, 1,000 feet long; shops, yards, warehouses, record buildings, telephone buildings, hospitals, barracks, miles of roads, telephone wires, electric wires, etc.

Orders were placed in thirty-eight steel mills and the pieces shipped to eighty-eight fabricating plants at the same time that gangs of men attacked the swamps of Hog Island. In a year the dream of Mr. Stone and Mr. Baldwin had become a reality. Shipbuilding actually was begun. The scheme

astounded old-line shipbuilders. It was the first big event in the history of Hog Island, according to Matthew C. Brush, in charge of the great shipyard since December, 1918.

MANY WAYS TO GET TO SHIP LAUNCHINGS
Trolleys, automobiles, trains and excursion boats will carry the vast throngs to the Hog Island launchings today.

Special trolleys will run from Portieth and Market streets over Route No. 45 and from Third and Jackson streets, direct to the yard.

The Reading will run a special train from Thirty-first street and Girard avenue at 2:45 o'clock, stopping at the Baltimore and Ohio station, Twenty-fourth and Chestnut streets, at 2:50 o'clock, and arriving at the shipyard about 3:15. The special will return to the city shortly after the launching of the seventh ship.

The Wilson Line will run an excursion boat from the foot of Chestnut street, anchoring in mid-stream off the shipyard, with a full view of the seven vessels leaving the ways. A skipper from Billingsport, N. J., will run special boats to the shipyard for the benefit of New Jerseyites.

Automobilists to the yard can take

the following route from the center of the city: South on Broad street to Shunk, west on Shunk to Seventeenth, south on Seventeenth to Moyamensing avenue, to Fenwick ferry bridge, to Black's road and then to No. 1 gate of the shipyard.

From West Philadelphia the following is the best route: Elmwood avenue to Island road, to Lyons avenue, to Eighty-fourth street over Tinicum avenue to Ninety-fourth street, direct to the shipyard. All automobiles will be parked inside the gates.

BRUSH 'HIRED OUT' TO 'LEARN THE ROPES'
Matthew C. Brush, the "boss" at Hog Island since December, 1918, came to the shipyard in the fall of that year and hired out as a shipbuilder to "learn the ropes."

He was not a shipbuilder, but an engineer and trained mechanic. Prior to coming to Hog Island he was president of the Boston Elevated Railway Co. for two years, in which capacity, he once told the Senate committee investigating the conduct of Hog

Island, he and others had "probably saved from a possible receivership \$132,000,000 of citizens, widows and orphans' money." He is forty-two years old and his salary at Hog Island was \$40,000 a year. He succeeded Frederick Holbrook as chief executive of Hog Island. He has had long experience with steam and electric railways, and was once an apprentice boy for the Union Pacific Railroad. He is a graduate of Massachusetts Institute of Technology and for a time was a reporter for the Minneapolis Journal and Times. He is a native of Stillwater, Minn.

TO VIEW SHIPS FROM RIVER
Navy Yard Officials to Have Steamer for Launchings
Navy Yard officials will view the launchings from the river. The government steamer Charles F. Pierce, attached to the Navy Yard, will take the officials and their families from the yard to a point opposite Hog Island, from where the ceremonies will be witnessed.

Carrier pigeons from the marine corps loft at the Navy Yard will be released, announcing the successive launchings.

STRIKER FACES ARREST
Warrant to Be Asked for Allen Who Caused Walkout

Wilkes-Barre, Pa., July 21.—John T. Dempsey, president of District No. 1, United Mine Workers of America, said yesterday that warrants would be issued for the arrest of Renaldo Capolino, organizer of the mine workers who agitated the present strike of 7000 men. He will be arrested on the charge of collecting money in the name of "Local 1581, United Mine Workers," when neither he nor his followers are members. Capolino and his friends aspire to control the destinies of the United Mine Workers' organization here, but have no charter. It is likely that the strike will finally be settled by the anthracite conciliation board, but the matter cannot go before this body until all complaints are working and the grievance is submitted through the regular committee.

EXCHANGE FOR OPEN SHOP
The Master Builders' Exchange has endorsed the open shop policy of the Chamber of Commerce. At a meeting yesterday the exchange decided to join with the Chamber of Commerce and all other bodies seeking to curb industrial agitation.

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Rounds
Captain X at the Front
The Poilu fought on his "vin-ordinaire."
The Tommy on his tea.
But the Doughboy had to have his cigarette.
What he wanted was smoke, and plenty of it, and that's what the round, loosely rolled, canteen cigarettes gave him. Their round shape meant a free and easy draught.
Captain X had taken with him a liberal supply of his favorite PALL MALL, plain ends, but found he could not replenish his supply at the front, so he began smoking the popular, round cigarettes. Their shape gave him an idea.
Back in America once more, the Captain came and gave us his idea,—a big idea. He suggested that we make PALL MALL cigarettes round in shape, loosely rolled,—a cigarette that does not have to be tapped, squeezed or loosened, a cigarette with a free and easy draught.
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