

READERS' VIEWPOINT

Letters to the Editor on Current Topics

DENIES PORT LACKS PIERS

Board of Trade Secretary Says There Are Plenty, and Captain Gately Explains

To the Editor of the Evening Public Ledger: Sir—In your issue of Saturday there was an article in which Captain Joseph Gately, of the United States Shipping Board, was credited with the statement that there was no hope for the establishment of further shipping lines in this port for the reason that there was not a single wharf available for a new line along the entire riverfront.

I know of no way of correcting this more tersely than to say it is absolutely untrue—and this can be particularly proved by Ceylan & Co., who, as agents for a French line about to be established in Philadelphia, together with the vice president of the line from New York, made a thorough inspection of the port on Friday last, at which time he was given the selection of three piers which were then available for the use of the line, which is expected to start business in October.

The closing statement of the article wherein it was calculated that more than \$7,000,000 had been lost by delays in the construction of piers in Philadelphia, largely to be attributed to the fact that the government had prevented such construction during the time of the war, is entirely too ridiculous to require an answer.

Would it not be well before the publication of articles that so discredit the port of Philadelphia for a representative suiting some one having knowledge of the matter?

Under the present administration of the Department of Wharves, Docks and Ferries by Mr. George F. Spruille every thing is being done to invite new lines to Philadelphia and ample facilities can be offered all those likely to accept the invitation. W. R. TUCKER, Secretary of the Philadelphia Board of Trade, September 13.

This letter was shown to Captain Gately and he was asked upon what authority he based his statement that there were no piers available. In reply he has written the following letter:

To the Editor of the Evening Public Ledger: Sir—Your representative has brought to my attention a letter which you have received from William R. Tucker, secretary of the Philadelphia Board of Trade, by me to the effect that new shipping lines would have difficulty in using this port because of the lack of available piers.

I did not make that statement in a spirit of criticism of this port nor of the port authorities. I have carefully read the article in which I was quoted and which you published on the 11th of this month, and I think that Mr. Tucker has entirely misinterpreted it. As I read the article, its only endeavor was to enlist public support of the port authorities and show each and every citizen of the city that the growth and prosperity of the port are matters in which he should be personally and vitally interested.

Therefore, Director Spruille should have the hearty backing of the citizens whom he is confronted by contractors who delay the important work on the new piers now being built. That is my intention of the article; it was what I meant to point out in the interview and I know that that was the attitude of

your representative who interviewed me. If I was mistaken in my statement that there are no piers available here now, I can only say that the mistake was a natural one, and that it was founded upon a letter which I myself received recently from the Department of Wharves, Docks and Ferries. A friend of mine in the shipping business wrote me some time ago that he was coming here and asked me to see if I could arrange to lease a pier for him. I at once wrote the department for information of all the piers that might be available. In reply I received a letter saying that I might be able to lease one now privately owned in Gloucester. If I wanted one on the Pennsylvania side, the Department, which has the piers, might be pleased if proper arrangements could be made.

My most natural conclusion from that letter was that the only pier available belonged to the federal government. I think that any one would draw the same conclusion. If the Department of Wharves, Docks and Ferries had other piers available, it seems to me that they should have given me information to that effect.

Finally, I can say that all of the other statements in your article were absolutely accurate and that the article presented most concisely and convincingly some conclusions which to the most extreme importance. Delays of ships in any port are costly and wasteful; no matter what the cause, ships lying at anchor in the stream eat up money faster than the public imagines, and the statement that his waste would amount to \$7,000,000 is not "too ridiculous" to require an answer, as Mr. Tucker's letter says, but a calculation that the article itself very clearly verifies.

I regret that Mr. Tucker has misinterpreted the tenor of your article, because to me it seemed to be an excellent presentation of facts that would arouse support for the work of the Department of Wharves, Docks and Ferries, the

United States Shipping Board and the Philadelphia Board of Trade. Very truly yours, JOSEPH E. GATELY, Captain, United States Shipping Board.

Think Home Should Come First To the Editor of the Evening Public Ledger: Sir—Why not put the four-year program for Philadelphia in the following order: 1. Homes to accommodate population. 2. Enlargement of water supply. 3. Development of transit system. 4. Dry dock big enough. 5. Art museum. 6. Free library. Philadelphia, September 17. R. F. L.

Doubtful About the Bridge To the Editor of the Evening Public Ledger: Sir—Some months the head of the present city administration has advocated the erection of a bridge spanning the Delaware river, and during the last week has seemed to favor a tunnel under the river. There seems to be no limit to these visionary schemes in the minds of our municipal fathers, but while I confess to being a small minority in looking at these particular projects, I feel urged to say a word or two regarding the facts.

A bridge undoubtedly would be a good thing in some ways. It would a tunnel, but in many the bridge would not. The main reason for this is that it is not at all likely the bridge will be built for the next twenty years. The city is not the money. Nor is there, when the facts are known, any strong desire for it. It would likely turn out to be a waste of money. It would eat up the time it was intended to be a "bridge" street up to Seventh street, impeding our two principal squares, Independence and Washington.

As to the tunnel, this might be feasible if it were not for the proverbial slowness of action on the part of our people. As to the part the P. & D. apparently desires to play in its construction and operation, it seems to me the height of absurdity to even imagine such a thing. This company, known to some in connection with the support for a readjustment of fares and more revenues on the part of the city administration, has just been placed, or has placed itself in the position of passing the annual dividend on \$20,000,000 of stock, all of which money was held out of the hands of our citizens. Under such conditions, it is not surprising that the company has been accorded the justice, plainly liberally in its request, of sufficient increase in revenue to pay its stockholders a dividend of one cent per share. It is not surprising that the company has been accorded the justice, plainly liberally in its request, of sufficient increase in revenue to pay its stockholders a dividend of one cent per share. It is not surprising that the company has been accorded the justice, plainly liberally in its request, of sufficient increase in revenue to pay its stockholders a dividend of one cent per share.

men, are lying in a foreign port without any money they are apt to be tempted to their hands on property which does not belong to them, and there are always a lot of bum boatmen around to tempt the reason to steal the ship's property, and in many ports this is a very bad offense. A boy may easily get into trouble and bring disaster to his folk back home. I consider this should be altered and the old law allowed to remain in force, as after all the money rightfully belongs to the seaman, and the shipowners do deny the interest on the men's earnings, but the seaman can benefit out of their earnings. G. GARDNER, Westport, Pa.

Friends' Select School Opened this morning. Friends' Select School, the Dayway, Cherry and Sixteenth streets, opened this morning.

Our Need to Save Trees To the Editor of the Evening Public Ledger: Sir—In the Evening Post of September 15 George Rex McClellan's illustration in its request of sufficient increase in revenue to pay its stockholders a dividend of one cent per share. It is not surprising that the company has been accorded the justice, plainly liberally in its request, of sufficient increase in revenue to pay its stockholders a dividend of one cent per share. It is not surprising that the company has been accorded the justice, plainly liberally in its request, of sufficient increase in revenue to pay its stockholders a dividend of one cent per share.

Opposes Seaman's Legislation To the Editor of the Evening Public Ledger: Sir—Kindly find space in your valuable paper for my letter with reference to the recently passed act of Congress, an amendment to the seaman's act to restrict the amount of seaman's wages to one payment of half wages only at any one port.

I consider the shipowners have made a mistake in forcing this bill through. First, it causes quite a number of Americans to refuse to go to sea any longer; but more importantly, it causes the loss of the lives of many seamen. I am sure that there is nothing to be gained by the passage of this act, and I am sure that there is nothing to be gained by the passage of this act.

Winter Trip to CALIFORNIA can now be planned. Pre-war Service of the SUNSET LIMITED. Will be restored October 1 with Observation Car, through Dining Car and all the comforts of modern travel.

New Orleans San Antonio Los Angeles San Francisco Sleeping Car Service to Globe, Arizona, for the Slide Trip to ROOSEVELT DAM, on the APACHE TRAIL. For information and reservations address SOUTHERN PACIFIC LINES. F. T. BROOKS, General Agent, 1200 Chestnut Street.

A New Peerless Car At a Reduced Price— This is a 1920 7-passenger model, driven less than 500 miles, delivered to me brand new less than one month ago, fully guaranteed. If you will buy it FOR CASH I will sell it for \$2900. It cost me \$3443, you can save \$543. I am leaving the country on business, so have no use for it.

Address A 318, Ledger Office.

For safety, comfort and distinction choose the car with a low centre of gravity

MERCER

WHEN the brakes take hold on a slippery day what feature of design is the surest guarantee against a skid? A chassis of the proper height.

When the holes are many, the ruts deep, and the road shocks severe what feature of design does most to minimize the jar to human nerves? A chassis of the proper height.

When the coach builder undertakes to design a body for the utmost passenger comfort what foundation does he need above all others? A chassis of the proper height.

When charming lines are an additional object what factor is absolutely indispensable for the proper display of his art? A chassis of the proper height.

A chassis of the proper height for these purposes will always be a chassis with a low centre of gravity, which, strange to say, is a consideration only rarely valued at full weight in designing cars of the Mercer class.

But in Mercer it receives full recognition.

The Mercer centre of gravity is low. Watch the Mercer hug a rough road surface. Watch its action when the streets are wet. Study its lines, test its seating comfort.

Bearing as it does the Hare's Motors stamp of high approval, Mercer is designed and built with close attention to every point of fundamental excellence.

HARE'S MOTORS, INC. WE SHALL KEEP FAITH

LOCOMOBILE COMPANY 2314 MARKET STREET PHILADELPHIA, PA.

SCHOOL OF Commerce Accounts and Finance Fall Term Opens September 20—Classes In

Accounting, Auditing, Business Finance, Business Law, Cost Accounting, Specialized Accounting, C. P. A. Theory Problems, C. P. A. Auditing Problems, Factory Organization and Management, Industrial Management, Investment Banking, Public Speaking, Purchasing and Store-keeping, Salesmanship (Elementary), Salesmanship (Advanced), Spanish, Advertising (Elementary), Advertising (Advanced), Business Correspondence, Business Principles, Business Statistics and Graphic Methods, Credits and Collections, Employment Methods, Federal Tax Reports, Foreign Exchange, Foreign Trade, Foreman Training, Office Organization and Management, Real Estate Law and Procedure, Real Estate Practice, Conveyancing, Show Card Writing, Short Story Writing, French

Registration Books Now Open Detailed Particulars of All Courses Will Be Given on Request

YMCA

West Building 113 S. 52d St. Central Building 1421 Arch St. North Building 1013 Lehigh Ave.

With acknowledgments to K. C. B.

Transfer? A fat chance!



I READ a story. ABOUT A fellow. WHO SLIPPED. ON AN icy hill. AND STARTED to slide. AND TRIPPED up. A FAT lady. WHO SAT on him. AND RODE down hill. TO THE foot. AND THEN he wheeled. "MADAM, YOU'LL HAVE TO GET off here. THIS IS as far as I go. SO WHEN a new clerk. WHO DIDN'T know. MY REGULAR smoke. TRIED to sell me. SOME OTHER kind. OF CIGARETTE. I REMEMBERED that year. AND TOLD the clerk. JUST WHERE to get off. OTHER KINDS will burn. AND GIVE off smoke. I'LL ADMIT that much. BUT THAT'S as far as I'LL go. THERE'S ONLY one kind. OF CIGARETTE. THAT CAN, and will, and does. REALLY SATISFY.



OTHER cigarettes may please your taste for a time—but that's as far as they go. With finer tobaccos—both Turkish and Domestic—and with finer blending—Chesterfields give you the fullest possible cigarette enjoyment. They always satisfy. It's the blend—and it can't be copied.

Chesterfield CIGARETTES They Satisfy