READERS VIEWPOINT

Letters to the Editor on Current Topics

DENIES PORT LACKS PIERS

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

Fir In your issue of Saturday there was an article in which Captain Joseph E. Gately, of the United States Shipping Stoard, 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 alons the entire riverfront.

I know of no way of correcting this more tersely than to say it is absolutely an untruth—and this can be particusari; indered by Geyelin & 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 pur-

tain Gately Explains 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:

reaction of articles that so discredit the port of Philadelphia for a representative of the paper to verify such facts by continuing some one having knowledge of the matter?

Under the present administration of the Department of Wharves, Docks and Ferries by Mr. George F. Sproule everything is being done to invite new lines of Philadelphia, and ample facilities can be offered all those likely to accept the avoitation.

W. R. Tucker, Secretary of the Philadelphia Board of Trade.

Trade.

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

To the Bitter of the Evening Public Ledger.

Sir.—Tour representative has brought

or analysis of a second proper arrangement for the war that the only piera available. The war that the only piera available to be second to the war that the only piera available to be second to the war that the only piera available to be second to the war that the only piera available to be second to the war that the only piera available to be second to the war that the only piera available to be second to the war that the only piera available to be second to the war that the only piera available to the war that the war that the only piera available to the war that the only piera available to the war that the only piera available to the war tha

ness, so have no use for it.

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 busi-

Address A 318, Ledger Office.



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With echnowledgments to K. C. B.

Transfer?



ABOUT A fellow. WHO SLIPPED. ON AN lay bill. AND STARTED to slide. AND TRIPPED up. FAT lady. WHO SAT on him. AND RODE down hill. TO THE foot AND THEN be wheesed "MADAM, YOU'LL have TO GET off here. THIS IS se far. A8 1 go." 80 WHEN a new clerk. WHO DIDN'T MOW MY REGULAR smoke TRIED TO sell me. SOME OTHER kind. OF CIGARETTE. REMEMBERED that yars. AND TOLD the clerk. JUST WHERE to get of

OTHER KINDS WILL burn AND GIVE of smoke I'LL ADMIT that much. BUT THAT'S as far.

AS PLL BO.

In peakages of 20 protected by Also in round AIR-TIGHT time of 50.



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





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



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.

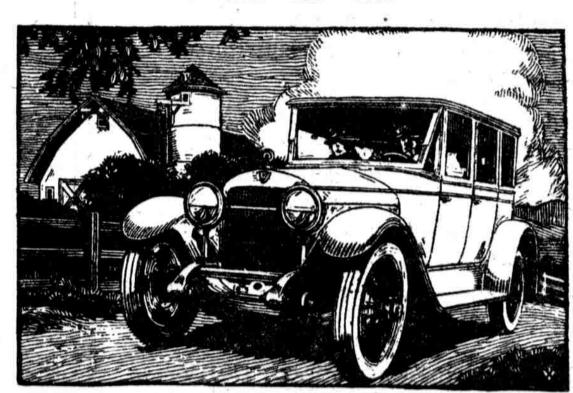
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