BRIDGE MARKS NEW BRIDGE RECORDS ERA ON RIVERFRONT TO BE SET BY SPAN

Ing Review of Changes From Days of Clipper Fleets

Director Sproule Gives Interest- Longest of Suspension Type Will Need 50,000 Tons of Steel in Construction

ONCE OWNED BY ONE MAN'WILL END TRAFFIC JAMS

changes in the last decade or two, says Director Sproule of Wharves, Docks high water of 135 feet, and Ferries, as that between Race and the Delaware River Bridge, connecting Cal Philadelphia and Camden, will be

Bridge Joint Commission takes from the city for this purpose was formerly owned by Taylor M. Uhler, who for many years operated freight barges between that point and places on the Delsware and Lehigh Canal.

In the readjustment which followed will enter into the construction of the the extension of the pierhead line, made bridge. possible by the removal of Smith's and Windmill Islands, the city purchased cubic yards. river the pier which is about to be re- approach moved, leasing it to the Baltimore and Ohio Railway Company.

than any man in the city, the two talands are clearly shown. The one to the left is Smith's Island and the one to the right is Windmill Island. The pier extending into the river is the old Chestnut street pier, and Market street is just about opposite the point where the ferryboar in midstream is shown.

be 125 feet, in addition to the other ways to be two surface car tracks and two rapid transit car tracks.

The roadway for automobiles and wagons will be in the center of the bridge. The surface cars will run along the bridge between the pright wires than ferryboar in midstream is shown.

to go through the narrow cut between the two islands seen in the picture.

The two islands seen in the picture.

The two islands seen in the picture.

At present 100,000 passengers cross the river each day, and this number is the river each day, and this number is sides of the islands dyked.

On the return trin they went through when the bridge is opened,

The old piers had to be very short, is said, under the center of the span. relatively speaking, because, of course, they were not allowed to extend into

port began to boom. Sixty years ago the entire riverfront between Race and Vine streets was tions, according to the engineers owned by John J. Risigeway. Within vehicular traffic will double by was the extreme length which it was

In order not marginal street there was a regulation pleted, three each way. The bridge h which was enforced strictly. This was maximum load all over the bridge that the masters of all vessels lying at 12,000 pounds per lineal foot. To not steam supplied most of the motive erowded with vehicles end to end and power of the marine trade, it often the footways packed with people. The power of the marine trade, it often the footways packed with happened that when the huge vessels utmost the bridge will be

tended entirely over the roofs of the mared at 6000 pounds per lineal foot bouses on the western side of the street, only. s well as over the width of the street

This was the time of the clipper ship and these superb salling vessels put the bridge, the towers, American merchant marine far ahead of others in the world, by their ed, stanchness and carrying ca-city. Until the speed of the steam seel drove the clippers of the sea this position was held by these great ships.

Was Berth of the Republic

The old Republic, which for many The old Republic, which for many The Brownian older and summers ran between Philadelphia and 1506 feet; the Williamsburg bridge has Cape May, had her berth just below the pier to be demolished for the bridge approaches and immediately south this locality, was the old Kerr salt pier This latter pler was always the scene the

of great activity until the passing of that the great old American elipper ships such as the State of Maine, one of the most famous or this arkable fleet, the John A. Briggs, Tam O'Shanter, t', Gatherer, Eric e Red. Standard, Indiana, Abner Courn and the bark Guy C. Gross discharged and loaded general cargoes on the Sutton Line for San Francisco by of Cape Horn, taking grain from Francisco to Liverpool and returnng here with salt cargoes,

were not only the romantic lays of the United States upon the high as, but they made a very practical ancial return as well. The captain of a great ship in those days was a big in whatever port he made. Along the locality where the ap-

of the new bridge are to be preaches of the new bridge are to be erected the water is deep, so much so, in fact that it is a matter of record that operate through by the ice and sank at its operate through a five-loop terminal station beneath the plaza. The rapid tran-10, 1863, its topsail-yards not visible above the surface of the As a matter of interest it might be

that this famous ship was comanded at that time by Captain James Lindsay, who in late years served with distinction as master of the port who died only a few years ago in other spot of historic interest lies

No other section of the Delaware riverfront has undergone such radical linking Philadelphin and Camden, will have a main span of 1750 feet. It will have a clearance above mean

From the top of the towers to mean Vine streets where the approaches of high water it will measure 385 feet.

Cables will have a diameter of thirty Each cable will contain 16,531 gal-

receted on the site new occupied by
Municipal Pier No. 11 North.

The property which the Delaware
The property which the Delaware the Delawar

hese cables will weigh 6100 tons There will be a total length of wire the bridge of 22,100 miles, enough to go almost around the earth.

Much Steel to Be Used Steel to a total weight of 50,000 tons

Of masonry, there will be 320,000

These figures give an idea of the from the Uhler estate the riparian rights vastness of the span. The bridge itself of this property and extended into the will be 1.82 miles from approach to vehicles can pass over it each hour. All exposeed masonry will be of granite. The width of rondway between

In the photograph reproduced on the back page of this paper today, says Director Sproule, who probably knows more about the Delaware waterfront

Were Drawbacks to Port

These islands were the greatest drawback to the development of the port of Philadelphia, and it was not until they were removed that the possibilities of the city as a water terminus were shown. When the ferryboats left the Chestant or Market street wharves on the trip to Canaden they were obliged

To Increase Interstate Travel

expected to be tremendously increased

the dyked channel shown in the picture. The central span, between the two to the left (north) of Smith's Island, towers to be in the river on each side, to the left (north) of Smith's Island, towers to be in the river on each suc. 2 Cities Join Hands and there was frequently much trouble will be 800 feet in length. The clearon account of the ice in the winter. The leaner, under extreme temperature and selands were removed in 1893; that is, load conditions for 300 feet of this in the work began that year, but it was not center of the bridge, will be 135 feet until 1898 that they were entirely removed and the channel was clear.

The ance, under extreme temperature and center of the bridge, will be 135 feet above high tide. At low tide this clear-ance will be increased to 142 feet 6 After this was done, it was possible to extend the pierhead line and build plers which would accommodate the marine traffic of the city. By the pierhead line is meant the distance into the water which a pier is allowed to of masts, and these two could pass, it

Will Relieve Ferry Jams

they were not allowed to extend into the water far enough to impede traffic.

There was obliged to be a channel between the piers and the islands sufficiently wide to accommodate the vestage passing up and down the river.

When the removal of the islands was accomplished the piers were immediately accomplished the piers and the passenger traffic the Boyle.

Counsel for the Bridge Commission occupied the seventh car: in the eighth were Rear Admiral Nulton, commandately accomplished the piers and the islands was the except of the were Rear Admiral Nulton, commandately accomplished the piers and the islands was the except of the appointed place.

Counsel for the Bridge Commission occupied the seventh car: in the eighth were Rear Admiral Nulton, commandately accomplished the piers accomplished the piers accomplished to accommodate the vea extended, and when this was done the 1900 there were 16,000,000 passengers came the bridge executive staff, the carried across, in 1910 27,462,109. At this rate, under present condi-

this area two piers were located, one and the passenger traffic by 1934. Howthe other 267 feet in length and a mated, this rate of increase will be Schwartzkopf and Captain Kimberling.

Mittle more than 37 feet in width, this accelerated to a degree impossible to of the New Jersey State police, smart latter being the largest structure in estimate at this time, but of tremendous the upper section of the harbor. This proportions.

The average daily cross-river traffic erect a pier at that time at present is 6500 vehicles, with and still maintain the necessary traffic average daily peak-hour rush of about channel between the land and the ison holidays for all ferries is about Delaware avenue, which is today 10,000, with 1250 vehicles trying to width, was then only get across during the peak hour. Six lines of vehicular traffic can travel to obstruct vehicular traffic along this at one time over the bridge, when com-

piers were required to rig in their crowd the bridge it would be necessary booms. As this was the day of for the tracks to be covered with heavy full-rigged ship, when sail and ears filled with people, the roadways came alongside the piers lib booms ex- to stand, under actual practice, is esti-

Strength to Be Stressed

All the main trues members of the some bracing will be made of high-strength alloy steel. A medium carbon steel is to be used for the remainder. with the exception of the cables and hangers, which will be made of high carbon steel wire. This wire has an ultimate strength of 215,(80) pounds per square inch and an clastic than 144,000 pounds per square The Brooklyn bridge has span of

a span of 1600 feet. The Philadelphia-Camden bridge will exceed the Williamsburg bridge by 150 feet, Every twenty and one-half feet along the main cables a cast steel "saddle" will be fastened, and over these saddles sailing vessels. It was invariably four galvanized wire ropes two and fiveeighths inches in diameter each will be The bridge hangs from these.

In each anchorage or masonry struc-ture at each side of the river, to which the bridge is to be fastened, there will be four elevators, connecting with the At the Philadelphia end of the bridge bounded by Fifth, Sixth, Race and Vine streets,

Four Roads Through Plaza

Through this plaza will be four roadways, with a combined width four times that of the bridge roadway. At the Camden end the approach structure will come to grade fifty feet east of Fifth but the roadway will be constreet. tinued to a plaza bounded by Sixth. Seventh, Penn and Linden streets. At the Philadelphia end of the bridge the surface or bridge shuttle cars will tion beneath the plaza. The rapid tran-sit tracks will be arranged for connection with the Philadelphia subway sys-

surface car terminal is so designed that it will be entered at grade from Sixth street to a mezzanine floor. This mezzanine space will have ample for handling incoming and going passengers and to provide for comfort stations, first-uid rooms, storage rooms and similar spartments. Another spot of historic interest lies and north of the property which is the place where the paus filibustering steamship Bormuda teriously sank in August, 1900.

Was commanded at the time by a Samuel Hughes, who was a S eparate stairways will lead to and

IN NEW JERSEY'S SECTION OF BRIDGE PARADE



Kitty Seymour (left) and Alice Carmon, aides on the Camden Auto Trade Association's float, as it left the Camden Ferry Terminal today. The New Jersey State flag is in care of Sergeant William Forrester

Barlow, of the commission. In the third car rode the Rev. Dr. Joseph Krauskopf, Very Rev. Dean W. J. Fitzgerald. of Camden, and the Rev. Carter Helm Jones. In the following cars were Bridge Commissioners Smith. Snyder, Lewis and Adams; then Commissioners Weglein, Stevens, Jeffries and Shay; in the sixth car Commissioners Gallaher. Noyes, Boteeger and Boyle.

the sistant engineers and consulting engi-

N. J. State Police Nattily Attired

In the very last car were Colonel in their new uniforms of natty blue and blue crossed with black Sam Brown be They were making their first appearan ance at a public function.

Then came the firemen's band felthe national, State and city colors, together with the float showing the comdeted bridge. Every feature of the huge pageant represented pride in a victory dearly won, and a determination-by a display of force-to hold

that victory.

Directly behind the float and the Firemen's Band ploided the only national representation in the parade battalion of sailors from the Island Navy Yard. Proudly beside the ensign who led this contigent marched of seventeen-a "music." full-fledged marine-the only represen tative of his corps in the line of march.
As the colors of the naval contigent moved up the street hats were removed !

with a deeper reverence, as if there was present some psychic force that made the people-thousands of them-feel that there was just a little something more to this demonstration than is attached to the hundreds that take place in this city yearly.

National Guards in Line

Then came the tramp of heavier teet. the Pennsylvania and New mets and National Guard swung past. Pennsylvania was reprement, a clattering artillery unit, wi lenging the world to prevent the cul-After them cluttered and barked the ted constabularies of Pennsylvania and New Jersey. Everything in the parade was in pairs. There was as much a sense of joining together in the very formation of the pageant as there was in floats which depicted William Penn and Lord Camden gripping hands

Camden's bridge dreams came when the parade passed through its All the lore and legend of the old State were symbolized in that parade, and floats portraying a great future for Canden and its suburbs brought cheers from the crowds that lined the route of

Children were out in thousands, for the day was proclaimed a holiday in the The courthouse was closed

Long before the Philadelphia and leading civic units had a pride-Pennsylvania section of the procession cannot be used too often in speaking of ing for the purpose of fixing the tax. reached New Jersey's shore the mene of were lined up and waiting. The blare of bands and the fluttering flags at the Pennsylvania Railroad ferry entrance about 10:30 o'clock told crowd the Pennsylvanians had ar-

Commission, with executives on bridge, the staff, the Board of Engineers, the Governors and Mayors and special guests.

police, fluttering guidons of red, national and Pennsylvania State colors, and "Engineers, first and last on the street, and the big float representing the com- job." from National Engineers' Assolis dyin

ties Join Hands truck in and out of the ferry house. He made it, and there was no delay. The parade was over Federal street to Haddon avenue, to Newton, to Broadway, to Market street and thence

the detail model of the bridge came next.

The detachment representing the new State Police of New Jersey were on motorcycles, and this was the first had at the new organization.

The men wore their long blue overconts, which covered their uniform of

oat and tan riding breeches. Colo nel Schwarzkopf, the commandant, rode motorcar with his aide, Captain Kimberling. Corporal Cunningham was Then came the firemen's band feet in direct charge of the motorcycle squad. lowed by a shimmer of gay guidons and. The people gave the troopers an ovarode along. on as they rode along. Sergeant William Forrester, of Bat-

y B. of Camden, dressed as a herald inent place in line. B. F. Smith velvet and lace, rode near the head herald, was in charge of the thou of the Camden parade, carrying the New Jersey State flag of blue and white. He represented "New Jersey." history, the progress of Herbert Herman, the State, and its opportunities in the Camden and its suburbs were well future now the bridge is assured, were illustrated by the float of the Camden portrayed by the floats. Lord Camen, one-time lord chancellor of England, and the man who gave Camden its name, rode in jack boots and velvet. front of the Camden Rotary This character was taken | Berlin, Walter Friant.

This float represented the bridge, and at the Pennsylvania end Lord Camden was greeted by William Penn, That Binds, portrayed by George Kappel. The leg-Camden Greets William Penn After 100

Grim, black in their whipcord unitheir faces for the first time since the to the street car strike many years ago Commonwealth law forces. batons against their shoulders they rode their restive horse

as only trained cavalry men can.

After them on barking motorcycles their new black and blue uniforms and anxious to show the public that they are willing and rendy to try to equal the high standard set by the Pennsylvania unit.

Police Band Blares

Then with the blare of the Philadelphia Police Band echoing in their ears across a stream which has divided them marched a battalion of Philadelphia brothers, Dr. Charles Bingham Penpatrolinen, armed with rifles and in rose, Richard A. F. Penrose, Jr., and not cease until every building has been new demonstration brought the nearest thing to applause that came from the parrolmen, who followed-as always, in 1905.

one a boast, each one proof that today's parade—in the start of an ac- This must be made to Register Camp Among the floats in line from the Chamber of Commerce in The Senator's turne brothers, who Camden, the Lion Club there, the Ro- were named as beneficuries and executary Club neross the river and many Down Federal street from the ferry-ouse they came, at their head in auto-represented by every organization that the has taken part in the fight for the

Such slogans as "we reared for the bridge" from the Lion's Club of Cam-den; "We've talked over the bridge for and the big float representing the completed bridge.

Charles Schremp, driver of the truck
bearing this lengthy \$1500 model, had attracted the most attention was that of Philadelphia in 1915.

old-fashloned barouche, with a plod-ding, tired-looking horse as the 1826 method of transportation and a modern, speeding limousine as the "Zip" of Other clubs in line with beautiful

floats and mottoes were the Board of Trade, Philadelphia; the Philadelphia Real Estate Board, the Philadelphia Auto Club, the Maritime Exchange, the Pennsylvania Builders' Exchange and Employers' Association and the Coal Employers' Association and the Coal Club. Behind the floats came a squadrom of Philadelphia and Camden mounted police in military formation.

After the parade had traversed its route up Market street, around City Hall to Broad, up Broad to Spring Garden, to Delaware avenue, a recommendation of the proposed bridge, and all else recommendation of the building of this proposed bridge.

"It will raise values in land and invite many commuters here, who will take advantage of the situation, so that by the time the bridge of completed in the building of this proposed bridge.

"It will raise values in land and invite many commuters here, who will take advantage of the situation, so that by the time the bridge of completed its land, etc.." would cost about \$140.

Behind the floats came a squadrom as and, of course, the population will interest to be covered by ferther than the building of this proposed bridge.

"It will raise values in land and invite many commuters here, who will take advantage of the situation, so that by the time the bridge of completed in the building of this proposed bridge.

"It will raise values in land and invite many commuters here, who will take advantage of the situation, so that by the time the bridge of completed and arrangements have been made to transtate that could do so much for our town as the building of this proposed bridge.

"It will raise values in land and invite many commuters here, who will take advantage of the situation, so that by the time the bridge of the situation of the building of this proposed bridge.

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"It will raise values in land and invite many commuters here, who will be building of this proposed by the building of this proposed bridge.

"It will raise values in land and invite man Vine street. The autos holding the Philadelphia. Bridge Commissioners, the State and up and the entire pageant passed be-

whole parade was the most important. While the flutter in the crowd gave notice that Governor Spread of the country. tice that Governor Sproul or Mayor Moore might be passing, not a murmur escaped any one when the car bearing a quiet, dark, little man slipped past. But, after all, he was and is the most of Burlington will derive from this important factor in the great structure bridge. that will unite the two cities.

Ralph Modjeski! While the others cheer—he will build the bridge. The physical work started today. The mental work dates back far. The dream dates farther back still. Both are Ralph Mcdjeski's. The bridge—after being connections can be had with Philadel-Mcdjeski's. The bridge—after being Camden's and Philadelphia's and Pennsylvania's and New Jersey's and the United States' and the world's—is of the Mount Holly Township Committee Committee Cambridge Cambridge Committee Cambridge Cambrid

broadway, to Market street and thence to the Pennsylvanian Ferry.

From the moment the Pennsylvanian first appeared, marching out of the entrance of the ferryhouse, the parameters and the ear in the parade broke down at Second and Market streets did not realize who it was that was important enough to hold the movement up for several minutes. They did not head for the column. Out Federal street is eadles, was on hand to meet the head of the column. Out Federal street is eadles, was on hand to meet the head of the column. Out Federal street is eadles, was on head to meet the head of the column. Out Federal street of the worth allow that the brain that conceived the head of the column. Out Federal street is earlier to show an interest, because of the camben bridge to its last bolt and river the was not real.

Camber Police Lead

Leading all was the escent of the camben mounted police, commanded by Sergeant Welch. Then came the Lyric Band in their brilliant biassar uniforms of blue and cream. The float carrying the detail model of the bridge care is of blue and cream. The float carrying the detail model of the bridge care so make a street of the float and the world's—is stored and the mach will accrue to Mount Holly Township Commits that will accrue to Mount Holly and the nearby territory don't the project. He urges every Woodbury, declares the project He urges every Woodbury, declares the will do everything possible to boost the project. He urges every Woodbury, the bridge will give every one. The benefits that will accrue to Mount Holly and the nearby territory of the bridge are so many that of the Mount Holly Township Commits. At his the New Jersey Rodomits, At his the New Jersey Rodomits, At his the New Jersey Rodomits, and show an interest, because of the benefit the bridge are so many that the nearby territory the project. He urges every Woodbury, declares the project and the nearby territory the street of worth the nearby territory than the nearby territory than the Mount Holly Township Commits of the Mount

plain working men who will actually put the bridge in place, were Dan Pier-William Morgenwerck.

printed "We talked over the 100 years, now it's a walk-over." surmounted the float of the Lion' bridge," was the legend painted on this

Jersey," a model of the ancient Lion's Head Inn, of Haddonfield, had a promherald, was in charge of the float, Beside it, also on horseback in colonial costume, rode James Stretch, as "King's officer," Ralph Hill and

Real Estate Board. Upon this float were a dozen or more dolls' houses that drew excited shouts of admiration from the school children. Haddon Heights Audubon, Gloucester, Haddonfield Berlin, Collingswood, Woodynne Woodynne. Clementon, Merchantville and

towns were represented. A charming bridge float, "The Tie was put in line by Camden Automobile Trade Ascrocla-tion. The float represented the bridge with Miss Alice Carmen as Miss Philaelphia, and Miss Kitty Seymour a-Miss Camden.

lingswood carried a banner insisting anchorage of the Delaware River Bridge that Collingswood was "the fagrowing borough in South Jersey. A float built around an automobile, representing the bridge and the river crowded with shipping, was driven by Some of the old squatty buildings in in the Delaware at night and quickly Chief Kelly, of the Camden Electrical which they plotted raids on merchantsold their precious cargo for spot cash

PENROSE WILL BEQUEATHS HIS FORTUNE TO BROTHERS "Nominal" Value of \$200,000 May

Really Mean \$20,000,000 Senator Penrose has bequeathed all

his property, real and personal, to his Spencer Penrose.

In the will, filed after the funeral. crowd during the entire route of the the estate is valued at \$200,000 and parade. The splendid drill and firm upward, although friends of the Senastep seemed to indicate that one cod of the bridge would be guarded safely, reach \$20,000,000. No inventory was just as the firm trend of the Camden filed with the will, which was executed Furthermore, the document paired in a new unity-showed that the directs there be filed no inventory or other end would be safe too. account of the estate, but this provision After the police came the floats, each cannot be carried out because of the the income tax law.

The law makes necessary an accountcomplishment that dates back so long, bell within a year, but may be made within three months. The Senator's ture brothers, who

tors of the estate, renomined their rights as executors to letters testamentary and nominated the Pennsylvania Company for Insurances on Lives and the Granting of Annuities as alministrator with the will anrexed. Mother Dying, Seek Missing Son

The police were asked today to find John Maxwell, formerly of 339 Ninth City,

Leaders in Camden and Nearby

Mayor Ellis, Camden—"The spanning of the Delaware River by the bridge, which is now being started, will link two of the greatest industrial and residential districts in the country, with benefits of incalculable value to both.

over the bridge to Philadelphia and return will open up Haddon Heights to such a boom that we here cannot yet fully estimate its greatness."

Conrad Bennett, Mayor of Audubon—"This is an ideal manufacturing town. The bridge will surely bring manufacturing bere but the plants must

Sees Era of Prosperity

"Such a connection cannot fail to

bring increased prosperity and activity to this city and the region surrounding it, the latter in particular being in a position to profit greatly by it."

Volney G. Bennett, Mayor of Merchantville—"The Delaware River bridge will be warmly welcomed by all the suburban communities affected by It will have the immediate effect of raising valuations throughout this region and, of course, the population will in-

view was held at Delaware avenue and will be more accessible than North "This bridge has been needed, and

city dignituries and other officials lined awaited, and talked about, for 100 up and the entire pageant passed be-years. Now it is almost a reality. Soon years. Now it is almost a reality. Soon it will be finished and in operation, and

> Thomas S. Mooney, Mayor of Burlington—"I cannot find words to express the full benefits which the residents results. Real estate and property values will take a sharp rise and the population will increase in proportion.
> "Burlington has many manufacturing

Dressed in overalls, representing the dain working men who will actually that millions of dollars will be saved that millions of dollars will be saved during the first few years that the pridge in place, were Dan Pieron, Herbert Moffet, C. A. Smith and Villiam Morgenwerck.

William Morgenwerck.

within an hour, on the average, of the safety and a timesaver, the bridge across the Delaware River is one of the greatest projects ever started as a benefit to lower New Jersey.

Mayor Harry G. Peddle, Wenonali— John S. Roberts, Mayor of Barring-

where there is a large section of desirable land available for building purable land available poses, and this will attract commuters are subjected to long walls at the ferby the hundreds, which will greatly ries, while the bridge will give con-"We rour for the benefit this little but growing borough, veniences that can barely be imagined, gend painted on this "Builders already are anticipating It is bound to help South Jersey at the boom to come with the building of

JERSEY SEES BOOM
IN START ON BRIDGE

Card of the old and slow ferry service means of speedy transportation between here and Philadelphia which, with low taxes, will be a remarkable invitation for Philadelphians to locate here.

"And developments of the White Horse pike would come resulting in opening up building sites along that important highway. We are ready for the boom which will surely come."

Cather Professional Control of the Old and slow ferry service means of speedy transportation between here and Philadelphia which, with low taxes, will be a remarkable invitation for Philadelphians to locate here.

"And developments of the White Horse pike would come resulting in opening up building sites along that important highway. We are ready for the boom which will surely come."

Oaklyn Enthusiastic

Towns Expect Immediate Benefit

W. B. MacMullin, Mayor of Oaklyn—"We anticipate untold benefits to this berough in the building of the bridge, which will be great prosperity for this municipality. With the improved manner of government (commission form) here and attractive building sites available along the railroad and White Horse pike, as well as in other sections of the berough, Oaklyn will mount up in every possible manner that will benefit the property holders, renters and the municipality at large."

W. B. MacMullin, Mayor of Oaklyn—"We anticipate untold benefits to this berough in the building of the bridge, which will be great prosperity for this municipality. With the improved manner of government (commission form) here and attractive building sites available along the railroad and White Horse pike, as well as in other sections of the berough, Oaklyn will mount up in every possible manner that will benefit the property building sites available along the railroad and white Horse pike, as well as in other sections of the berough. Oaklyn will mount up in every possible manner that will benefit the property building sites available along the railroad and White Horse pike, as well as in other sections of the berough. Oaklyn will mount up in every possible manner that will benefit the property building sites available along the railroad and White Horse pike, as well as in other sections of the berough. Oaklyn will mount up in every possible manner that will benefit the property building sites available along the railroad and White Horse pike, as well as in other sections of the berough of the bridge. W. B. MacMullin, Mayor of Oaklyn-

bridge today.

Public sentiment in New Jersey reveals a feeling of jubilation that the long projected plan has at last been long projected plan has at last bee brought to a point where its consummation is in sight.

The opinions of prominent men in
various New Jersey communities, given
herewith, reflect the general tone of
thought.

over the bridge to Philadelphia and re-

manufacturing here, but the plants must locate in the near future or there will be no room left for them, as this enterprising borough is already feeling the benefits of the bridge in a bun-boom that is destined to fill up every vacant spot in the place. Thomas W. Jack, Mayor of Col-

"We do not fear annexation to ferenter Camden at this time or for there was a hot fight in

dition to a municipality of modern im- years, have not been removed. "It will have many directly beneficial Portunce, size and population.
"It will have many directly beneficial Portunce, size and population.
"Hundreds, yes thousands, of Philadelphians would rather live here, out in the open, than in Philadelphia, but the act of crossing the ferries counteracts this to a remarkable degree. the bridge and cars running over it will put an end to this objection, and this place will build up by leaps and

From Other Suburbs

the Cainden Chamber of Commerce had a large float, upon which was printed "We talked over the bridge for 100 years, now it's a wall over the bridge for the printed that the bridge for th "The borough of Wenonah and immethe matter of autoists driving to and from Philadelphia. At this time they large, as well as the towns and cities the span over the Delaware, and adjacent to Philadelphia. 'naturally there will come with the dis-

BRIDGE WILL CLEAR AWAY HAUNTS OF OLDEN PIRATES

Squatty Buildings Where Captain Kidd and His Ilk Swaggered tigute and report on the engineering

"Fifteen wen on a dead man's chest, along the Jersey Coast and also of some

They would be especially applicable A new motor fire engine from Coi. to the spot on which the west men along the coast are still standing.

> but a memory. Work on demolition of all buildings the immediate neighborhead of the bridge anchorage started today, when Mayor Moore pulled up the first board on Pier 11.

Ready for Actual Work Then the crash of picks, shovels and machinery was heard and the noise will

nyade a hundred years ago. voted their time to legitimate they were decidedly in the minority deeds, was dispensed in generous quan-

irate gangs. In those days their business was brisk oratory and plenty of action. and they were given wide-open hospitality by the proprietor. The bigger the loot the more they drank, so ouraged them.

Many of the old fireplaces about it.

memories of many dark deeds. Scene of Curdling Tales And if the bricks in these fireplaces could speak they would tell some blood-

curdling tales.

Will Be Razed to Make Room for Interstate Span depredations of the famous "Blackbeard."

ere not overburdened with conscience, There are many tales of shady trad-ing. There was keen competition also. and every one was looking for a good will stand, for the worst pirates who rate gang which had been operating at ever frew a cutioss reigned in this ben was always followed by good bar ever frew a cutiass reigned in this gains. Frequently the pirates can neighborhood more than 100 years ago, their craft alongside of a merchantman run -and no one asked questions. but in a short time they will be nothing

Police Roused Sometimes

At times the authorities stirred themselves a little, and then the ad-themselves a little, and then the ad-venturers adopted more cautious meth-venturers adopted more cautious meth-ceed. The Board of Engineers, their craft up Dock Creek, which was a charge of the passing the cominist their craft up Dock Creek, which was a charge of the passing the cominist their craft up Dock Creek, which was a charge of the passing the cominist their craft up Dock Creek, which was a charge of the passing the cominist their craft up Dock Creek, which was a charge of the passing the cominist their craft up Dock Creek, which was a charge of the passing the cominist the short distance below Chestnut street, and then made their way cautiously afoot to their strongholds on North Front street.

Among others who lost through the

t cease until every building has been depredations of the pirate gang was ped out of existence.

Stephen Girard, His establishment, then at 23 North Water street, was Front street. Race to Summer, the virtually in the shadow of their head-anchorage site, was a neighborhood which only the brave of heart dured in specie was coming to him on the in specie was coming to him on the Vineland, a merchantman. They way-While a few of the residents along inid the ship off the New Jersey Coast, ront street and on Water street demade the captain walk the plank and business, got away with the loot with little dif-minority, ficulty. Word reached them that the The most popular establishment was the Government was on their trail and they saloon. There were scores of these decided to "lay low." Sixteen of the where rum, which inspired men to dark gang landed at Cape May and others went further up the coast. Two were ity. The back rooms of many of these arrested in Burlington, N. J., and two places were the headquarters for the more in this city. All were hanged after a trial in which there was little

most victous pirates of the day, To become a member of Gibbs' gang was necessary to prove one's bravery, which these grizzled buccaneers gathered Candidates were submitted to severe will tumble in the dust during the next tests. One of his hobbies was to just tumble in the dust during the next tests. his green men aboard one of the pirate ships and set fire to it. The fellows who shouted for help and showed the white feather were regarded as lambs and were put ashore in disgrace. Many of the buccaneers were

nard, who was commissioned by the strutted about Water street calling his the raiders. He eventually chased them forces together for attacks on craft from Philadelphia.

Today's Celebration Is Culmina. tion of Suggestion Made in

1818 to Join Cities

JERSEYITE REVIVED PLAN

In its beginnings, the Delaware River Bridge dates back more than

hundred years. The first record of a project to span the river appeared in 1818, when the New Jersey and later the Pennsylvania

New Jersey and later the Pennsylvania Legislatures were petitioned for permission to build a bridge.

There was no connection between this ancient enterprise and the tramendous modern bridge, one of the greatest in the world, which it is hoped will span the river by the beginning of the Sesqui-Centennial.

The bridge plans of a hundred years ago, however, are interesting as a bit of old Philadelphia history. Realized, they might have influenced the development of both Pennsylvania and New Jersey.

Jersey.

Smith's Island as Terminal

In 1818 Ferrand and Sharpe pro-cosed a bridge to be built. They wished to build a span from Camden to Smith's Island, otherwise known as Windmill Island, which was a familiar landmark or watermark-to the Philadelphian of an older generation. It lay opposite Ingswood—"This growing borough of nearly 10,000 will be benefited wonderfully through the building of the bridge, and I know of no other boom that could do so much for our town as the building of this proposed bridge.

The building of this proposed bridge.

The projectors of the scheme cathering the scheme catheri trast with the \$29,000,000, which the

years, although that may come in the far future. The time is ripe row for the boom that the bridge will bring, and Collingswood is in a position to take advantage of it."

The old chronicler's necessary of the book that the bridge will bring, and collingswood is in a position to take advantage of it."

The old chronicler's necessary of the latest that the bridge and ride the rest in a boat.

The old chronicler's account of the John K. Lippincott. Jr., Mayor of Haddonfield— 'We will get more and better favors here through the bridge building, and Haddonfield will lear building, and Haddonfield will lear building. though they have lessened in a hundred The Smith's Island project came to

nothing. For years the enterprise lay, dormant. Then a dozen years ago a citizen of Collingswood, N. J., the late Richard T. Collings, interested binself Richard T. Collings, interested unused and gave his best years and almost un-remitting efforts to the project. For a year he received little encouragement, but finally interested the Board of Free-holders of Camden County. One by one, he stirred up other neighboring one, he stirred up other neighboring counties. At last the New Jersey Leg-islature, in April, 1914, provided for

crossing. The commission made its report in 1918, advising against the use of a tunnel, and suggesting a bridge from Arch street, this city, to Cooper

Meanwhile Philadelphia had not been

street. Camden.

idle. Toward the end of 1914 City Council passed a resolution calling mon the city's chief engineer to make a survey and report. then chief engineer of the Bureau Surveys, reported that a bridge be tween the two cities would be per tween the two cities would be per-fectly feasible as an engineering feat. He recommended a high-level type bridge, with no piers projecting beyond pierhead tines. He suggested that it begin at Fifth and Race streets, this city, and run to Sixth and Linds. city, and run to Sixth and Linden streets, Camden.

Council took its next step when it passed an ordinance, approved December 18, 1916, appointing the Directors of Works, City Transit and Wharves net as a joint commission to inves and financial aspects of a bridge between the cities. This councilmank commission was superseded by the Pennsylvania State Commissi

three members, nuthorized by the Legis-lature in July of 1917.

This chanty immortalized by Robert
Louis Stevenson could justly be applied to some of the adventurous residents things to suit themselves. Incidentally many of the business men along Water and Front street in those days.

New Jersey took the Lead New Jersey took another progressive step in 1918, when its Legislature created the Interstate Bridge and Tunnel Water and Front street in those days and bridges as extensions of the State highway system.

Pennsylvania and New Jersey Com

missions joined hands and engaged Dr

Warren P. Laird, of the architectural department of the University of Penn-

extrania, to make preliminary study nending what has been called the Wash ington Square-Federal street site. Uniform legislation was passed in and New Jersey, creating the present Delaware River Bridge Joint sion to September, 1920. has proceeded swiftly, so that there is every reason to believe it will be completed by the Sesqui-Cen-

Why pay more?

tunial opening in 1926.

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