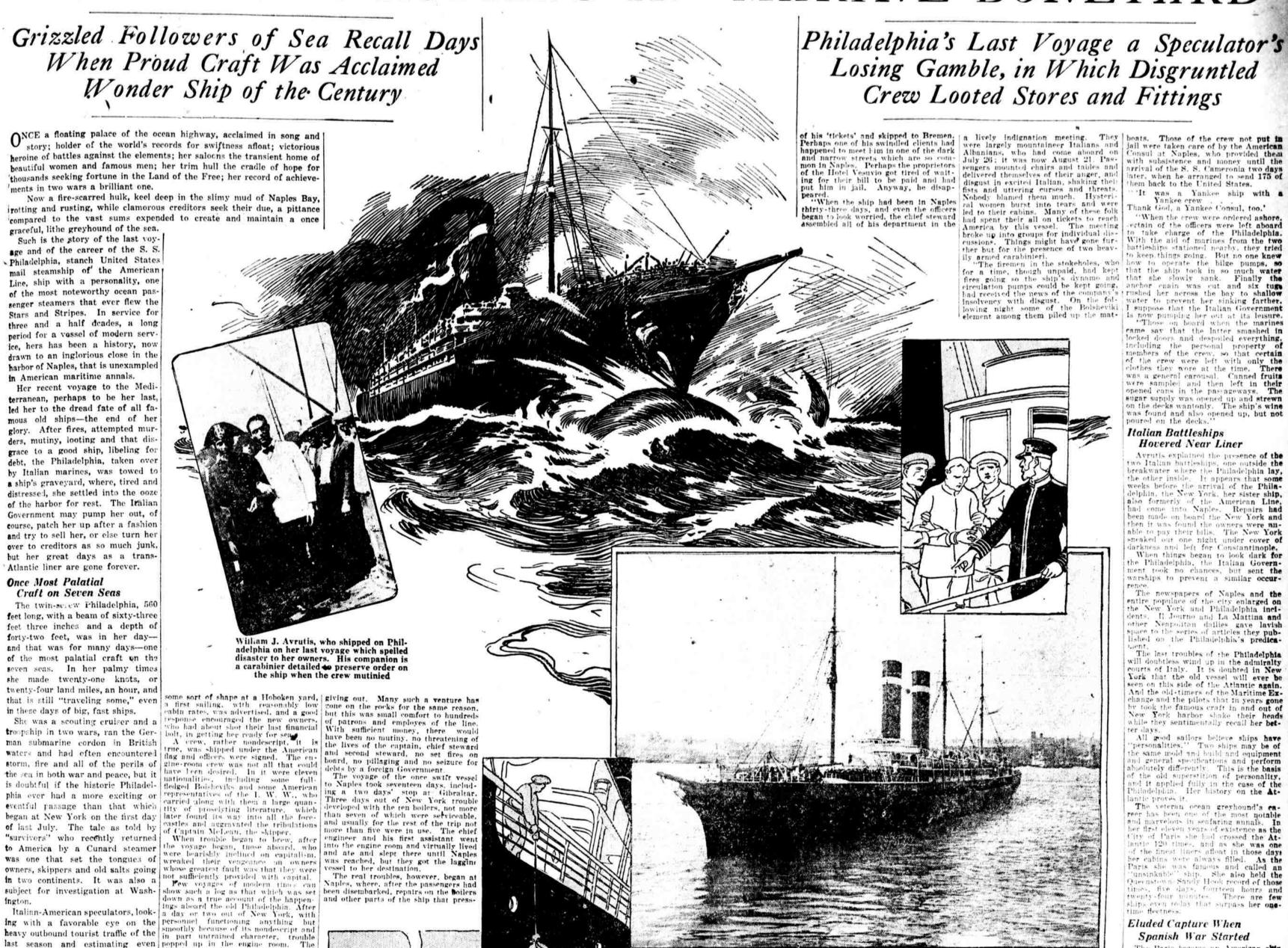
LINER, ONCE QUEEN OF ATLANTIC GREYHOUNDS, NOW LIES ROTTING IN "MARINE BONEYARD"



S. S. Philadelphia, originally the City of Paris. Picture shows graceful liner as he appeared in her remodeled form. For years she was undisputed queen of

bound emigrant traffic from Italy, wouldn't hold steam nor make it at cast about and hit upon the Philadelphia. She was still good to look shoveled beneath them by the perspiring tyres who wanted to see Italy.

larger returns from the westward-

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ship began to lag, until she was run-uing only a few knots, for the boilers

jail were taken care of by the American Consul at Naples, who provided them with subsistence and money until the arrival of the S. S. Cameronia two days later, when he arranged to send 175 of em back to the United States.

'It was a Yankee ship with a Yankee crew Thank God, a Yankee Consul, too.'

"When the crew were ordered ashore, ectain of the officers were left aboard to take charge of the Philadelphia. With the aid of marines from the two battleships stationed nearby, they tried

locked doors and despoiled everything, including the personal property of members of the crew, so that certain of the crew were left with only the clothes they were at the time. There clothes they were at the time. There was a general carousal. Canned fruits were sampled and then left in their opened cans in the passageways. The sugar supply was opened up and strewn on the decks wantonly. The ship's wine was found and also opened up, but not poured on the decks."

Italian Battleships

Hovered Near Liner Avrutis explained the presence of the two Italian battleships, one outside the the other inside. It appears that some weeks before the arrival of the Philadelphia, the New York, her sister ship, also formerly of the American Line, had come into Naples. Repairs had been made on board the New York and able to pay their bills. The New York sneaked out one night under cover of darkness and left for Constantinople. When things began to look dark for the Philadelphia, the Italian Govern-ment took no chances, but sent the

entire populace of the city enlarged on the New York and Philadelphia inci-dents. Il Journo and La Mattina and other Neapolitan dailies gave lavish space to the series of articles they pub-lished on the Philadelphia's predica-tions.

The last troubles of the Philadelphia will doubtless wind up in the admiralty courts of Italy. It is doubted in New York that the old vessel will ever be seen on this side of the Atlantic again. And the old-timers of the Maritime Exchange and the pilots that in years gone by took the famous craft in and out of New York harbor shake their heads hey sentimentally recall her

All good sailors believe ships have 'personalities.' Two ships may be of he same mold and build and equipment and general specifications and perform absolutely differently. This is the basis the old superstition of personality. and it applied fully in the case of the Philadelphia. Her history on the At-

antic proves it. veteran ocean greyhound's career has been one of the most notable and marvelous in senfaring annals. In her first eleven years of existence as the City of Paris she had crossed the Atlantle 120 times, and as she was one of the finest liners affect in those days her cabins were always filled. As the Parts she was famous and called an "unsinkable" ship. She also held the Queenstown Sandy Hock record of those ships even reday that surpass her one-time flectness.

Eluded Capture When Spanish War Started

The Paris became an American ship in 1893, when little Miss Griscom hauled the Stars and Stripes to her peak. She finished a memorable run across the Atlantic on April 30, 1898, under command of Captain Frederick Watson War with Spain having been