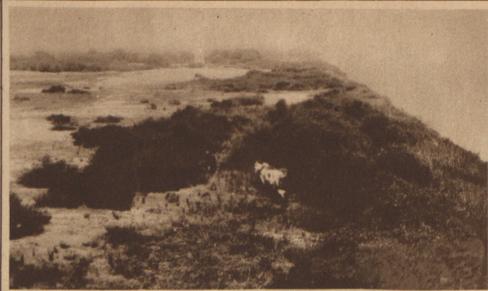




HOG ISLAND



Hog Island as it was a few months ago—a stretch of arid land.



Close-up aeroplane view of Shipway Group No. 1, showing dredge at work and illustrating the character of obstacles met with on the shallow river front.

Hog Island, when the contract for the biggest shipyard in the world was signed, on September 13 last, was a 900-acre tract of marsh, sand dune and tangled undergrowth, reached from Philadelphia by a single soft dirt road traversing two miles of marshy mainland and an antiquated ferry. Since work was started, about October 1, 1917, three roads across the meadows, converging into a great causeway to the island, have been built, necessitating the use of thousands of tons of fill; two railroad extensions more than a mile long also have been built across the meadows, seventy-five miles of track have been laid in the yard for the immense storage plants, hundreds of thousands of piles have been driven through frozen earth, thirty-two shipways with concrete basins have been completed and eighteen others will be ready in less than ninety days; a complete drainage water supply and electric power distribution system have been installed, all underground; barracks for 6,000 men have been put up, with two mess halls, an administration building, twenty-four subdivision office buildings and inclosed shipbuilding school, a power plant and a dozen smaller distributing plants, more than twenty miles of timber plank roads capable of supporting any loads of any weight, more than one hundred shops and storerooms; a wet basin capable of accommodating thirty ships has been dredged out of the shallow river front. To protect it from filling in a semicircular dike a mile and a half long was built. The entire river front, facing fifty shipways, has been dredged deep enough for launching big freights, and a channel has been cut two hundred feet out into the main thirty-five-foot channel of the Delaware. In addition, the Penrose Ferry Bridge over the Schuylkill River has been rebuilt so that it will sustain heavy loads. All this has been accomplished in the face of weather difficulties ranging from thaws, when hundreds of motor trucks stalled in the mud, to zero weather, when the island was lighted day and night by huge bonfires. Men worked fifteen minutes and took thirty minutes to thaw out.



This view shows the main wharf in the foreground, bases of the last half dozen shipways just beyond, pile drivers at work, and, in the distance, a glimpse of the freight storage and assembling yards.



A panoramic view of the island river front, taken while the aeroplane was travelling in an easterly direction. The blur in the left distance is the Philadelphia Navy Yard, at League Island.



Aeroplane view, showing two of the shipway groups and a long stretch of river front, the main timber road through the length of Hog Island and a section of the freight storage yards; also, in the background, an area newly cleared of brush and levelled to be occupied by more buildings.



A detailed view of activities at Hog Island taken from a tower.



Aeroplane view, showing the barracks or dormitories in the distance and Shipway Group No. 4 at the river front.



A view of the island from the northwest, showing partly constructed shipways running down to the water front.

THE MARCH OF CAMP UPTON'S MEN



The great demonstration in Fifth Avenue on Washington's Birthday, when thousands of New York's drafted men paraded in the snowstorm.