

# 717,000 IN NORTH PHILADELPHIA DEMAND QUICK WORK ON RAPID TRANSIT PROGRAM

## SUBWAY TO SAVE YEARLY LOSS IN TIME OF \$689,000

Northern Section's 717,000, a Population Greater Than Boston's, Demands Prompt Work on Rapid Transit Program.

Abolition of the Exchange Ticket System Will Cut \$572,000 From Passengers' Annual Expenses.

Good Traction Service, Which Has Given West Philadelphia Values So Great an Increase, Promises Millions to Property Holders in North.

### Transit Program in Brief

The transit program provides for the operation of all high-speed lines in conjunction with the surface system, which will serve as the agent for the gathering and distributing of passengers using the high-speed lines without extra charge.

Thus the advantages of rapid transit will be extended as equally as practicable to every front door in Philadelphia.

Passengers will be enabled to travel in a forward direction between every important section of the city and every other important section of the city quickly, conveniently and comfortably by way of the combined surface and high-speed lines, regardless of the number of transfers required in so doing, for one 5-cent fare.

Eight-cent exchange tickets are to be abolished.

The North Broad street line will save passengers \$689,000 a year in time, (4,583,616 hours at 15 cents per hour.)

Abolition of exchange tickets will save passengers tributary to the North Broad street line \$572,000 a year.

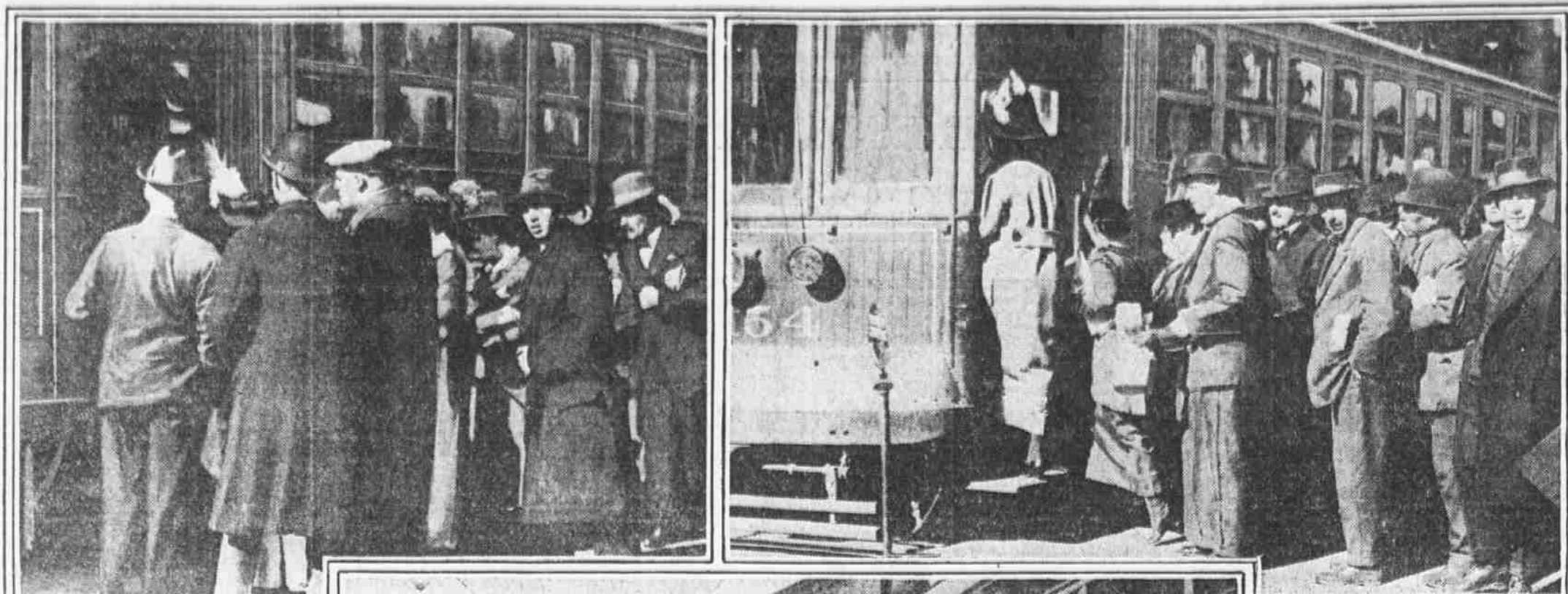
Property owners of North Philadelphia and the northern suburbs within the city will make many millions.

More than 717,000 persons who live in the northern section of Philadelphia are vitally interested in the program for rapid transit. Boston has a population of about 710,000. Boston has about 20 miles of subway and elevated railway lines.

The northern section of Philadelphia, for the purpose of this article, may be described as that section of the city bounded on the east by H street, on the south by Callowhill street and on the west by the Schuykill River, and extending northward to the county line.

This northern area includes many pre-

## REASON FOR REAL RAPID TRANSIT



Everyone of the residents of this northern section is personally interested in demanding the prompt ratification of the "Transit Program," and the prompt construction of the Broad street subway, which is designed to extend from its connection with the delivery loop at or near Arch street northward to Pike street, there dividing into two branches, of which at least one will be elevated, one continuing in a northerly direction northeastward along McFerran, Luzerne and 1st streets, and the Northeast Boulevard, to the old 2d street pier.

out of the 717,000 population of this northern section, and those having business in the northern section, 615,000 passengers travel daily on the cars.

It is important that every resident of this section, and every one employed there, should know the personal advantages which should result to him or her by the adoption of the "transit program."

First, the discriminatory eight-cent exchange ticket is to be wiped out, as arranged between Director Taylor and officials of the Philadelphia Rapid Transit Company under the terms of the "transit program."

Second, all residents of this section who live beyond any walking distance of the Broad street line will be enabled to take surface cars to or from the nearest station of the Broad street line and branches on free transfer.

On boarding the high-speed line they will be carried for the same five-cent fare to any point on that line or to any point in the city in a forward direction on the present or future high-speed system, if not directly, then by free transfer.

Upon leaving the high-speed system, if necessary, they will be enabled to take a surface car-line from the station at which they leave to their destination on another free transfer, making the entire journey for one five-cent fare. Similar reverse movements and facilities are made available to the thousands employed in the northern district but who do not live there.

This means a ride from Germantown or Chestnut Hill to Darby or any point

Camden and the Baltimore and Ohio station for interchange of travel between them, and people will be enabled to travel from any one of these important railroad stations to their destination in practically any part of the city for one five-cent fare by the high-speed system and free transfers on surface lines.

The North Broad street line will serve the northern district, which is divided into three sections. The first is the district between Callowhill street and Allegheny avenue. The second is the area served by the western branch of the line, comprising Germantown and Chestnut Hill, Nicetown and North Philadelphia proper. The third is the district, comprising Fox Chase, Oak Lane, Olney and other settlements lying west of Broad street.

At the present time in the district between Callowhill street and Allegheny avenue, the traffic count shows that the time saving per individual is not large, but the large number of people served will make the aggregate time saving very important.

In the other districts, lying farther north, the number served is much smaller, but the time saving to each is much larger.

Furthermore, the traffic survey shows that many of the passengers in the district between Callowhill street and Allegheny avenue ride to points outside the delivery district, and to such passengers the high-speed facilities which will be afforded will be of increased benefit.

Furthermore, the surface car speed in the district between Callowhill street and Allegheny avenue is slower, owing to the cars being more crowded and the street congestion being more severe than in the portion of the district farther out, and in this section also the cars are more crowded than in the outlying districts, so that the new high-speed facilities will furnish a greatly needed relief and permit traveling to be done with much greater comfort than on the existing street cars.

while the battle for the high-speed system and free transfers proceeds.

For the period from 1906 to 1912 the increase in taxable values in all of West Philadelphia was \$80,172,745, or 50.3 per cent, while the increase of taxable values in other residential districts of the city, excluding West Philadelphia, was only 23.3 per cent.

In the 46th Ward, which adjoins Market street on the south, extending from 45th street to city line, and which is directly served by the Market street "L," the valuation of unimproved real estate in 1906 was \$675,000, although it was only assessed at 90 per cent of that amount.

In 1906 the assessed valuation of the same property in that ward was increased to \$1,587,000 (basis 100 per cent).

In 1912 it still further increased to \$4,561,000, or a total increase in 12 years of 590 per cent.

WEST PHILADELPHIA'S PROFIT.

It is particularly interesting to the holders of the vast tracts of real estate tributary to the branches of the Broad street subway, which are undeveloped and which will remain largely unimproved so long as they continue to be unavailable for residential purposes by reason of the lack of capacity of the existing lines to carry any more people to and from such districts, and the great length of time necessary to reach such property by street car transportation from the business district.

West Philadelphia is profiting largely and disproportionately to the other sections of the city from the advantages afforded by rapid transit. It is becoming a city in itself.

Large and prosperous shopping districts have sprung up at 52d and Market streets and 60th and Market streets, with theaters, banks, stores and other industries.

The present rapid transit line running to West Philadelphia has in the last 10 years diverted to and concentrated the city's growth largely in West Philadelphia.

This section is now well built up, and the residents of other sections of the city are aware of the advantages which they should share with their West Philadelphia neighbors.

HOW NEW YORK VALUES JUMPED.

An exhaustive investigation of the effect of the construction of rapid transit lines on the value of real estate served was conducted by the City Club of New York in 1908, and its report thereon was filed with the Board of Estimate and Apportionment and with the Public Service Commission, New York city.

It discloses the following facts, which will be of vital interest to real estate owners in Philadelphia.

The method pursued in arriving at the values was as follows:

Assessment Values, as given by the Department of Taxes and Assessments, were taken for the year of 1900 on vacant lots on a basis of 90 per cent of full value for the district from 7th street to Spuyten Duyvil; 65 per cent between Central Park and the Harlem River, and 90 per cent in the Bronx.

These were compared with the assessment values of 1903 on a 90 per cent basis for all of these districts, and in each case the full value was obtained by raising the assessment figures to 100 per cent.

In the districts which were largely built up all vacant lots were listed. Where there were few buildings, as in the extreme northern portion of Manhattan, a sufficient number of such lots were taken to show the general land values, and from these was figured the total value for the district. To ascertain the proportion of increase in land value attributable to the building of the subway, it was necessary

to deduct from the total rise what might be termed a normal rise, or the increase that would have taken place through the natural growth of the city without the added stimulus of a new transit line.

METHOD OF JUDGING INCREASE.

The only basis of arriving at a judgment of what such a normal rise probably was is to ascertain the rise for a period of equal length under normal conditions.

Accordingly, the increase in value of the same land during the preceding years from 1893 to 1900 was determined.

It was found that values rose during this period of seven years on an average of about 50 per cent. In the district on the west side below 135th street and on an average of about 43 per cent. from this point north to the Spuyten Duyvil.

These percentages, then, may be taken in these districts as the best basis ascertainable for a judgment as to the normal rise for a period of this length, and if subtracted from the rise which took place along the subway in 1900 to 1907 should indicate the effect of the subway on land values during the latter period.

By applying this method it was discovered that the land from 79th up to 110th street and between Central Park and the North River had increased on an average about 45 per cent, which is about the expected normal rise. In the district along the Lenox avenue line, south of the Harlem River, the average increase was about 43 per cent, which would indicate that the land did not increase in value due to the building of the subway. The explanation of this unexpected condition is, no doubt, that an elevated road already existed to give fair service to these districts, so that the additional facilities had little effect on land value, except in the immediate vicinity of subway stations.

WHERE SUBWAY HELPED MOST.

The rise in land value along the Broadway branch from 110th to 157th street was much more noticeable, averaging about 70 per cent, but the locating of Columbia University at this point affected values to the extent that makes it quite impossible to arrive at any reliable conclusions as to the proportion of rise which should be attributed to the subway.

The situation from 157th street northward, however, is entirely different. Between 157th street and 175th street, Convent avenue and the North River the land increased in value between 1900 and 1907 about \$17,833,000. Although the elevated road paralleled this district, yet, owing to the topography, the road was of little service, so the subway added very materially to the transit facilities of the locality.

The district between the Harlem and North Rivers from 157th to 175th street increased in value about \$22,450,000, from 175th street to Dyckman street the increase was about \$15,925,000, from Dyckman street to Spuyten Duyvil the increase was about \$13,100,000. The aggregate rise in this land from 157th street to Spuyten Duyvil was \$69,300,000.

If an estimated normal rise of \$30,190,000 based upon the rise of the previous seven years be subtracted from this, it leaves a rise of about \$39,110,000, apparently due to the building of the subway, which is 194 per cent increase in the value of 1900.

BRONX VALUES ADVANCE.

The rise in land values in the Bronx is likewise very noticeable. Taking the district along the subway, extending in width one-half mile on either side, the increase in land values was as follows: From the Harlem River to Willis and 3d avenues the rise was about \$9,300,000; from that point to Prospect avenue, about \$2,100,000; from the latter point to Bronx Park, about \$13,500,000.

The aggregate rise of land values for this district from the Harlem River to the Bronx Park was about \$44,900,000. Subtracting from this the aggregate normal rise of \$13,500,000, it leaves an increase of \$31,400,000, due to the building of the subway.

As previously stated, the aggregate rise of land values above 157th street in Manhattan caused by the subway was \$49,200,000. The cost of building the subway from this point to 23rd street was \$27,500,000, or but 55 per cent of the actual rise caused by the new line.

In the Bronx the situation was in most respects similar. The aggregate increase in land values of the district extending about one-half mile either side of the subway due to the building of the subway and in excess of the normal rise of \$13,500,000 was about \$11,500,000. The cost of the line from 134th street to Bronx Park was about \$5,700,000.

It will be noted that the aggregate rise in land value in Manhattan from 157th street to Spuyten Duyvil and in the Bronx due to the building of the subway was \$95,500,000. The cost of the entire subway from the Battery to Spuyten Duyvil and the West Farms Branch to Bronx Park was only \$45,000,000.

NORTH PHILADELPHIA'S DEMANDS.

The people of West Philadelphia and the real estate owners are traveling with comfort, convenience and saving in time, all factors which contribute to general prosperity. The people of the northern

**Interesting Comparison**

Boston, with a population of 710,000, has 20 miles of subway and elevated railway.

North Philadelphia has a population of 717,000 people, but, despite the fact that its residents in number are greater than the entire population of Boston, it is forced to be content with congested surface transportation.

The battle has just begun.

North Philadelphia, as well as every section of our great city, must have real rapid transit.

section justly demand that they be placed on a basis of equality with their West Philadelphia neighbors.

The Broad street subway, not counting the passengers from South Philadelphia, will effect a time saving for 40,700 persons daily, including those who live tributary thereto in the districts served by the surface lines acting as feeders.

The present Market street subway-elevated line saves time for only 165,000 in West Philadelphia.

Director Taylor has pointed out the importance of opening the Parkway and of grading Henry avenue from 29th street and Allegheny avenue through to Roxborough, including the construction of the Henry avenue bridge over the valley of the Wissahickon.

He calls attention to the great need for a subway-elevated line extending from the delivery loop, under the Parkway to a point near the Green street entrance of Fairmount Park, thence northward through the northwest section, probably via 29th street to Allegheny avenue, thence via Henry avenue into the heart of Roxborough.

There is no justification for Roxborough's isolation.

ADDITIONAL SURFACE LINES.

The transit report outlines additional surface lines which are urgently needed in North Philadelphia as feeders to the high-speed system, including a new surface line leading from the Broad street high-speed line on Chew street through Germantown:

A surface line extension on North 5th street for Logan.

A surface line extension on North 5th street for Oak Lane.

A direct cross-town connection, instead of the roundabout line between the northern district and the northern district, via Wyoming avenue.

And a surface line extension from Allegheny avenue into Roxborough.

The people of North Philadelphia are strongly behind the great movement for the adoption of the transit program. This fact in itself is a guarantee of success.

The people of the entire city are becoming aroused and more and more determined to force this issue, regardless of any obstructions.

No one will be more delighted to see the new high-speed system in operation than the people of Olney.

**Olney Grows Weary of Slow Car Service**

**Present System Adds Two Hours to Workers' Day, and Trolleys Are Packed.**

Passengers who travel on the Olney line, route No. 62, will be glad when they see a rapid transit system started in that direction. Incidentally, if there is not soon a definite sign that such a road will be started there promises to be an exodus from Olney of those who are obliged to use the Fourth and Fifth streets line.

Many of these workers are employed nearly 11 hours a day, most of them working from 7 in the morning until 6 at night. With the present car system they figure that their working day is really 13 hours, as it takes nearly an hour to go and return from their places of employment if it is in the central part of the city.

To compare the time now required to ride from Olney to Arch street with the time it will take for the same distance when the elevated road is completed, an Evening Ledger reporter took the trip this morning.

He rode south from the starting point at Fifth street and Olney avenue to Fifth and Arch streets, which is on a line with the proposed central subway delivery loop and the journey took 45 minutes. As it will require only 25 minutes to make the trip, according to calculations shown in the report of Director Taylor, of the Department of City Transit, each rider will thus be saved 20 minutes on each trip, or 40 minutes daily.

CAR FACILITIES INADEQUATE.

The car facilities on the line do not improve matters. Nearly every morning from 6:30 until 7:30 there is a crowd massed on the southwest corner of Fifth street and Olney avenue eagerly waiting to ride to work. As soon as a car arrives, it is immediately packed from door to door. Such was the case this morning and a large number of the passengers had to stand until Girard avenue was reached, a distance of 4 blocks.

As the car was jammed at the start, others who waited to board it on the trip south had to stand mournfully on the corner and watch it go by. As an overflow was left at the Olney corner, those riding in the car following undoubtedly were packed in just the same. Although many of the passengers left the car at Allegheny avenue and also at Lehigh avenue, there were crowded waiting on those corners to take their places and breathing space was just as scarce as before.

"THIS MAN'S PATIENCE GIVES."

"I'm not going to put up with this much longer," said one grumpy strap hanger, as he threw his crumpled newspaper on the floor.

"You have been saying that every morning for months," said a brother strap holder.

"That I have got a new house, and about ten more of these rides will be my limit." Some one suggested that he should wait for the subway, but as this appears to be remote there was a general laugh.

The jokes about the line and the laughter that followed made many forget their aching troubles temporarily. These strap-hangers are not the only ones who had to ride all the way to Market street.

Asked why they got on a car that was already packed, many of the riders said that if they waited for a car with a seat they would not get to work till 10 o'clock. If the sentiment of the general feeling for the subway, but as this appears to be remote there all will unite determinedly in a fight for better transit.

PRESENT TIME—42½ MINUTES

TIME BY RECOMMENDED RAPID TRANSIT LINE—22 MINUTES

### TIME SAVING, OLNEY TO CITY HALL

The diagrams show the time consumed in the journey by the present trolley system, 42½ minutes, and the saving under the rapid transit program, 20½ minutes.

perous sections—Germantown, Chestnut Hill, Nicetown, Fern Rock, Olney, Fox Chase, Oak Lane, Logan, Tioga, Falls of Schuykill, Manayunk, Roxborough, and that densely settled section surrounding and north of Girard College.

Throughout this entire district of the city the demand for rapid transit and free transfers is insistent and will not down.

The members of the business men's associations in northern Philadelphia participated with those of other sections most actively in obtaining the enactment of the enabling legislation at Harrisburg which has placed Philadelphia in a position to proceed with transit development. At Harrisburg last year the Logan Improvement Association took a leading and active part.

At all of the meetings of the business men's and civic associations the transit question is the main question at issue.

When Director Taylor gets ready to make his next move the various associations of the northern section of the city, which have accomplished so much in the past, will be found working with him shoulder to shoulder for the improvement of the northern section of the city.

Their united effort will be irresistible.

on the Woodland avenue elevated line for five cents.

From Fox Chase or Chestnut Hill to any point on the South Broad street line or any point in South Philadelphia for five cents.

From Germantown, Chestnut Hill, Oak Lane or any point in the northern district to any point in the northwest section for five cents.

From any of the above points to Frankford or to West Philadelphia for five cents, using the privilege of a surface car ride on free transfer from the rapid transit station upon leaving the high-speed lines, if necessary.

BROAD STREET SUBWAY ADVANTAGES.

Every car rider should understand the importance of this provision and what it means to him in cheap and rapid transportation.

The operation of the Broad street subway will furnish comfortable accommodations for those who travel to and from the northern district at present in greatly overcrowded surface cars. This line will also save time to City Hall from North Philadelphia and outlying sections as follows:

From Roxborough to City Hall, 35 minutes.

From Olney to City Hall, 29½ minutes.

From 29th and Allegheny avenues to City Hall, 15 minutes.

From Germantown to City Hall, 19½ minutes.

The Broad street subway and delivery loop, which will connect North Philadelphia with every point in the business district and with South Philadelphia, will also connect them up by free transfer with the other high-speed lines, as well as surface lines.

The rapid transit system as designed will connect all the important railway terminals, including North Philadelphia station, the Reading Terminal, Broad street station, West Philadelphia station,

WANT BROAD STREET LINE STARTED NOW.

The operation of the Broad street line will remove sufficient travel from the existing surface lines to make traveling on the surface lines more comfortable for the local or short distance riders.

The 231,000 persons who travel daily between the northern section and the central business district vigorously demand the construction of this Broad street line at once, which will cut down the time required to travel from the northern terminal of the line to City Hall from 43 minutes to 22 minutes, a saving of 21 minutes, each way, or 42 minutes a day.

The 6,000 persons who travel daily between the northern section and South Philadelphia will save still more time by being enabled to travel southward on the Broad street subway as far as League Island without transfer, or on the other hand, they will be enabled to save both time and money in traveling southward from the delivery loop by free transfers on the surface lines.

Of the 40,000 who travel daily between the northern section and West Philadelphia, those making the entire trip will not only save 21 minutes each way, but will also be carried to any point on the Market street subway-elevated line by a free transfer and without the payment of an additional fare.

The 58,000 persons who travel daily between the northern section and the northern eastern section will be enabled to use

CHARGE OFFSET BY INCOME.

This annual fixed charge of \$2,340,000, or \$1,750,000, as the case may be, will be offset by the net income resulting from the operation of the Broad street line and delivery loop over and above the reasonable payments allowed the operator, and the estimates show that the annual deficiency in the early years of operation will be comparatively slight and that the line will soon pay the total annual interest and sinking fund requirements out of its net earnings.

Moreover, under the personal property tax act, the city has a practical subsidy guaranteed by the State in aid of transit developments to offset any such deficiency.

The following are certain items, in addition to the net income of the Broad street line, that may be used to offset the annual fixed charge of \$2,340,000, or \$1,750,000, as the case may be:

First, Annual savings to the residents of the northern section of the city resulting from the elimination of exchange tickets, \$372,000, in addition to the saving of exchange ticket charges in South Philadelphia, which will be pointed out in a later issue.

Two, Annual saving in time to passengers tributary to the Broad street subway, more than 4,583,616 hours a year, or at 15 cents an hour, \$689,000, in addition to the saving of time to South Philadelphia, which will be pointed out in a later issue.

Three, Increase in revenue to the city resulting from the increase in taxable values in the northern and southern districts.

HOW TRANSIT AFFECTS REALTY.

The new era which dawned for West Philadelphia with the establishment of its real rapid transit system was mentioned in Tuesday's article on rapid transit, and it will be emphasized frequently

On Saturday the Evening Ledger will explain the transit situation in South Philadelphia.