

REALTY VALUES BOUND WHEN HIGH-SPEED LINE ENTERS WEST PHILADELPHIA

MARKET ST. "L" PROVES WHAT TRANSIT DOES

Best Argument for Improved Service Found in West Phila., Where Land Values Trebled in Nine Years.

Ratio of Increase in Population of Thriving Section Since Construction of Speed Line More Than Twofold.

Property has virtually tripled in value in the vicinity of 60th and Market streets since the building of the West Philadelphia elevated line.

As an illustration of the trend of progress in this direction, a number of specific cases are given.

The plot of ground at the southwest corner of 60th and Market streets, now occupied by a store of the Rumsey-Borell Drug Company, was valued at \$30,000 in 1908.

In 1908 the site was occupied by the dwelling of William Chadwick. His residence was a three-story brick structure built along substantial lines, but of old-fashioned design.

This entire lot was bought by Leroy A. Worrell, a real estate agent, 60th Market street, in 1903 for \$15,500. Borton's place occupies a portion of this lot, 40 feet on Market street and 73 feet on 60th street, and for this part of the lot Borton, it is said, has been offered \$65,000, which he refused.

HOW LAND VALUES INCREASED. In other words, 290 square feet of ground at the southeast corner of 60th and Market streets is now worth nearly three times as much as 6000 square feet of ground at the same place nine years ago.

This boom in real estate values spread throughout the neighborhood, especially south of Market street. The southwest corner of Market and Salford streets, about 49 yards east of 60th, was bought by J. Ringelstein ten years ago for \$4,000.

This was sold recently by J. Greiverson Glading, a real estate agent, for \$14,500.

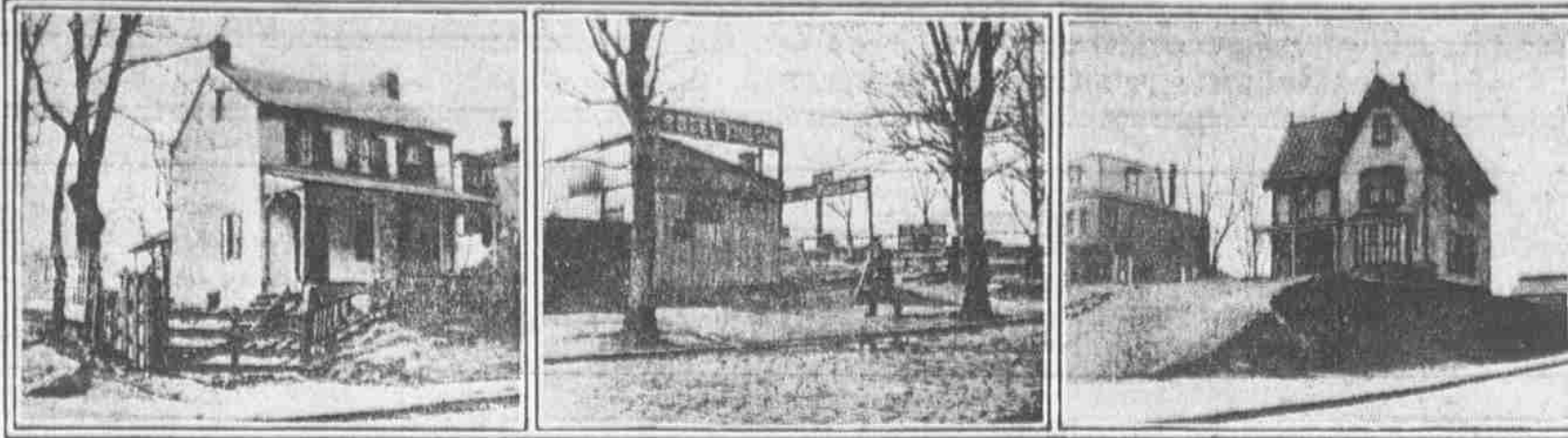
The lot at the northwest corner of 60th and Ludlow streets, formerly owned by the Graham estate, was bought seven years ago by the Berman Brothers, real estate agents, 6019 Market street, for \$5,000.

A still greater percentage of profit was realized by the same firm in the sale of the lot at southeast corner of 60th and Ludlow streets. About ten years ago this site was bought by John Cooney for \$1,000.

A similar increase in value came to the property at the southwest corner of 60th and Ludlow streets. By way of a little history concerning this piece of ground it is interesting to know that back in 1886 it was bought from A. G. Elliott for \$21.86.

Other illustrations of increased property values in this neighborhood as a

HOW SUBWAY-ELEVATED LINE HAS DEVELOPED WEST PHILADELPHIA BLOCK



MARKET STREET, 60TH TO 61ST STREET, TEN YEARS AGO

Courtesy of Leroy H. Worrell

result of the Market street "L" to West Philadelphia will be given in Saturday's issue.

BIG INCREASE IN POPULATION. Aside from the practical results which came to West Philadelphia in a financial way, through the elevated, the population in that part of the city increased more than that of any other section from 1900 to 1910.

In the districts tributary to the Market street elevated line the increase in population during the period stated was 74.29%.

Previous to that investigation showed the average increase every ten years in that section to be 36.00%.

In other districts the increase in population during the last decade has been much smaller. The north-western section was nearest to that of West Philadelphia in growth.

No part of the city has had a greater building boom than West Philadelphia, and it is still in progress. In 1900 there were 27,681 dwellings in West Philadelphia for 148,646 persons and in 1910, 50,995 dwellings for a population of 247,928, or an increase of 23,314 dwellings in ten years.

GROUND SOON TO BE BROKEN TO HASTEN CITY TRANSIT WORK. First Step Toward High Speed Service Taken by Citizens Who Voted for Loan Bill.

The citizens of Philadelphia have decreed that they shall have an adequate transit system. The first definite step was taken when they voted on election day for the \$11,250,000 loan which carried with it a \$500,000 provision for the relocation of sewers, thus settling the wheels in motion for the high-speed lines which will bind the business and residential sections of Philadelphia into one compact community.

The next step will be taken by the courts when they announce the official count of the vote. This is now in progress and soon will be completed. Councils will then pass an ordinance authorizing the city to float the loan. It must then be advertised for 30 days before Councils can make the necessary appropriations.

Thus ground should be broken soon after the first of the year for Philadelphia's transit project.

The sewers to be removed are within the boundaries of this loop, which will extend from Eighth street to Broad and from Locust to Arch street.

PLANS COMPLETE, SAYS TAYLOR. "The \$500,000 item, which was inserted in the loan bill at the request of the Department of City Transit for the relocation of sewers in the business district, preliminary to the building of the subway delivery loop, will enable the department to proceed with the work."



MARKET STREET, 60TH TO 61ST STREET, TODAY

This transformation of one Market street block shows better than words what the elevated line has done for this neighborhood generally. East of 60th street it is the same story. The three buildings, shown in the upper picture, were Tagwell's Hotel, Bee's blacksmith shop and the lition when the picture was taken.

partment of City Transit. These plans and specifications, which are complete in every detail, are now in printed form and ready to hand to the bidders.

On the day the money is made available by Councils, bids will be advertised for and the contracts will be let without a moment's delay. The public support given the loan bill is very gratifying.

COMPARISON WITH OTHER CITIES. Philadelphia has an area of 747 square miles and in 1910 had a population of 1,940,832. The total investment for a subway-elevated system up to date is \$17,000,000.

WAR'S HORRORS FAIL TO DULL JOHN BULL'S SENSE OF HUMOR. How to cross the Channel; an idea for the Huns.

Philadelphia has only 14.7 miles of high speed service, of which only 4.1 miles are subway. The remaining 10.6 miles of Philadelphia's rapid transit service are elevated.

HOW BOSTON SOLVED PROBLEM. The city of Boston is slightly smaller than Philadelphia, yet the far-famed "Hub" has 24.5 miles of high speed service of which 8.5 are underground. Besides the subway service Boston has 17.7 miles of elevated service.

THE BOSTON ELEVATED RAILROAD COMPANY, which takes in all branches of the service, is well known as a good, live, money-making concern. From 1902 to 1913 inclusive it has paid an annual dividend of 6 per cent. The annual gross earnings have increased in nine years more than \$4,000,000.

Greater New York covers an area of 556 square miles and in 1914 had a population of 5,333,297. The investment up to 1913 was \$31,600,000, of which the company invested \$25,000,000 and the city \$6,600,000.

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congestion in the narrow streets of the principal business district. In 1903 a partial solution of this problem was undertaken by the construction of a subway for surface cars under Boylston and Tremont streets, which was completed in 1905.

This was followed by the construction of a high-speed system, consisting of an elevated line extending two miles to the north and an elevated line extending three miles to the southwest, both connecting with a loop, which included the principal district and connected the two large railroad terminals.

The east side of this loop is on an elevated structure running along the water front, and two of the Tremont street tracks of the original subway were used temporarily for the west side. A subway about one mile long was then constructed under the principal business street, and this is now used permanently for through operation of the elevated lines to the north and south.

The elevated line to the south has been extended to a distance of five miles from the centre, and it is proposed to extend

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 6-cent fare.

Eight-cent exchange tickets are to be abolished.

CITY FULLY ASSURED AGAINST HIGHER TAX UNDER TRANSIT PLAN

Director Taylor Shows Maximum Liability Would be Counterbalanced by Available Offsets.

False impressions are frequently created by those attempting to block the city's progress for selfish reasons, and there is a possibility that these obstructionists may again raise the unwarranted cry that the tax rate may be increased should the high speed transit lines be built.

To show that there is no ground for such predictions it is relevant to publish the following statement made by Director Taylor, of the Department of City Transit, in one of his recent reports:

"I wish to warn the people of Philadelphia against some rather loose statements which have been made recently regarding the probable effect of the transit program on the tax rate of the city of Philadelphia. I have endeavored to show clearly that the maximum annual liability which the city would assume by reason of issuing all of the bonds necessary to complete the entire program as outlined would amount to only \$2,619,667 per annum in the early years of operation and that the offsets which the city would have available to meet this annual liability would be more than sufficient to fully counterbalance it.

"We are constantly hearing that the transit program may increase the present \$1.50 tax rate in the city to \$2 or \$2.25. As the assessed valuation of taxable real estate in Philadelphia amounts to upwards of \$1,611,000,000 at the present time, an increase of 10 cents on \$100 in the tax rate would yield upwards of \$1,611,000 per annum, which amount, added to the one-mill tax on personal property (\$500,000 per annum) granted to the city by the State as a subsidy in aid of transit development, would make a total of upwards of \$2,110,000 per annum, an amount in excess of the city's maximum annual liability under any possible conditions resulting from the carrying out of the entire program as outlined. An increase of 10 cents on \$100 in the tax rate would be the very maximum amount of liability which could be imposed upon the city in the carrying out of the entire program as outlined, if the new lines earned nothing whatever above the payments allowed the operator and if the city had not the other offsets specified, including any profits resulting to the city from the operation of the municipal lines.

"As the transit program will be self-supporting and the only contingent liability which the city will assume amounts to less than 10 cents on \$100 of assessed valuation of taxable real estate, fully and completely offset as above stated, it will not increase the tax rate.

"There is a great world-wide awakening to the view that communities must collectively, for the good of all, undertake wider spheres of services and that the community itself should retain, to a greater degree, the increased increment in values which is created by the concentration of its own population and by its own activities. Here now within our own city we have an undoubted urgent need for better means of transportation. Private interests cannot handle this proposition without municipal aid. No one can reasonably doubt that the comprehensive transportation system proposed will in time develop ample direct capacity, not only to carry itself, but to actually relieve taxation for other purposes."

TUNNELED UNDER HARBOR.

A tunnel has also been driven under the harbor to East Boston, extending into the heart of the business district, where connection is made with the north and south line. Special type cars are operated singly in this tunnel and run out on to the surface lines in East Boston.

Within the past year a subway line running about three miles westward to Cambridge has been put in operation. Standard rapid transit service is maintained in this subway. An extension of this line eastward through the business district, and thence southward for a distance of about two miles, has been authorized and is in process of construction.

An elevated line for surface cars extends about a mile to the northwest, and an extension of the subway for surface cars on Boylston street is in course of construction to a point two miles from City Hall.

All underground construction was undertaken by the city, while all of the elevated construction belongs to the operating company, which also owns and operates practically all of the surface system. All of the high-speed lines have elaborate terminals for the transfer of passengers to and from surface cars. This method of transfer is the most important feature of Boston's rapid transit system.



How to cross the Channel; an idea for the Huns.

THE SEARCHLIGHT ON THE WATERWORKS

Old lady—I'll take 2 penn'orth of Brussels sprouts, please, so as to 'tip the poor Belgians.