

UNPRECEDENTED PROSPERITY WAS ELEVATED'S GIFT WEST OF SCHUYLKILL RIVER

NEW ERA CAME TO WEST PHILA. WITH 'L' ROAD

Business in Vicinity of Sixth and Market Streets Revolutionized as Demand for Store Properties Increased.

Firms of National Repute Quick to Realize Advantage of Establishing Branches Where Values Soared.

Additional facts brought out in an investigation of the neighborhood of 60th and Market streets show that the elevated road has created a new era of prosperity for that district besides increasing realty values to inconceivable heights.

Plans now under way will, when completed, make this business centre compare favorably with any other section of the city. Within a few yards of 60th, at the northeast corner of Market and Salford streets, the Cross Keys Theatre is in the course of erection. It will be devoted to vaudeville under the direction of John J. McQuirk, of the Stanley Amusement Company. The house will seat about 2000 persons.

Just around the corner, at the northeast corner of 60th and Ludlow streets, the Woolworth Company, it is said, will open one of their big 5 and 10 cent stores. Two other firms of national repute will erect branch stores on part of the same plot. The site on which these stores will stand has probably had bigger leaps in value than any other corner in the neighborhood.

HOW VALUES LEAPED.
In 1909 it was assessed at \$4500, but the march of progress, brought by the Market street elevated line, caused such a demand for corner properties that it jumped to \$70,000. It was sold for this sum recently through J. Greiverson Glad- ing, a real estate agent. The lot has a

frontage of 92 feet on 60th street and 100 feet on Ludlow street. That the real estate boom was not limited is shown by comparison in valuation of the site at the northeast corner of 60th and Chestnut streets. This is occupied by Hallahan's shoe store, which has blazed the way for further progress down 60th street. This plot of ground, with a frontage of 85 feet on 60th street and a depth of 45 feet on Chestnut street, was bought in 1906 for \$10,000. It is now estimated to be worth \$25,000 without the improvements. This gain of \$15,000 in eight years is the inducement which has caused many other merchants to plan branch stores for this section.

An illustration of foresight as to the value of the elevated is shown in the case of Mrs. Sara Duthie, a widow, who conducts a drygoods store at the southeast corner of Salford and Market streets. As soon as ground was broken for the placing of the iron columns, this energetic business woman began to enlarge her store.

\$4000 PROPERTY NOW WORTH \$15,000.
Shortly after the elevated road was opened she was glad she had taken such a step, for business began to increase. Mrs. Duthie said she bought the place about ten years ago for \$4000. It is now worth \$15,000.

Opposite her establishment, at the northwest corner of Salford and Market streets, the site now occupied by a bakery had a somewhat similar increase in value. The lot is owned by J. G. Glading, and in 1905 was assessed at \$9000. Today it is assessed at \$15,500.

The north side of Market street, west of 60th, also shared proportionately in the "L" road boom. In March, 1906, the properties at 5303-05-07 Market street sold for \$23,500. Two years ago one of the places was bought by John E. McCully for \$15,500.

On both sides of Market and 60th streets the story is the same. The value of the "L" line will be greatly increased, many believe, when the 50th street surface line is opened. This will enable thousands of riders daily to transfer north or south from the "L" for one 5-cent fare.

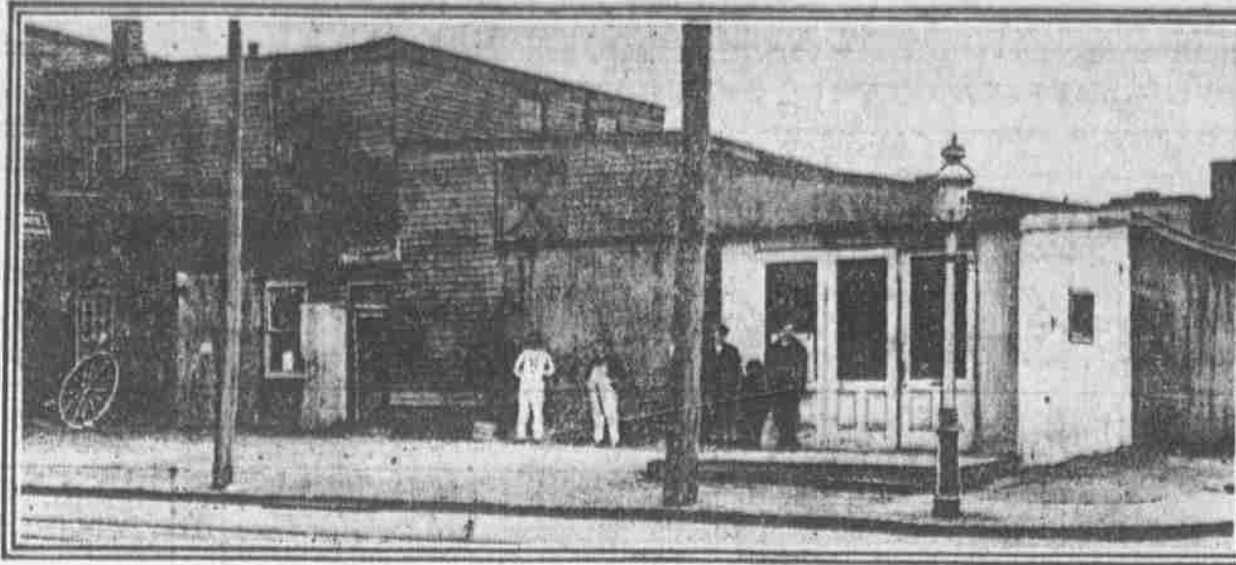
STUDYING TAYLOR PLAN

Cincinnati Man Here to Investigate Transit Program.

A study of the rapid transit system of this city and also of the plans of Director Taylor will be made by Alfred Bettman, one of the leading corporation lawyers of the Middle West, who came here to attend the conference of Mayors.

Mr. Bettman is desirous of obtaining suggestions for the proposed rapid transit system to be installed in Cincinnati. He said that \$10,000,000 would be spent on the system. Speaking of the plans recommended for this city's high-speed lines, Mr. Bettman said they were the finest that he had ever seen.

WHAT THE "L" HAS DONE FOR REAL ESTATE ON 60th STREET



EAST SIDE OF 60TH STREET SOUTH OF MARKET, 10 YEARS AGO

UTILITY AND GRACE COMBINED IN PLANS FOR NORTHEAST 'L'

Boulevard Will Not Be Marred by Railway, Which Will Be Virtually Noiseless in Its Operation.

The elevated railway, designed to run on part of the Northeast Boulevard, combines both beauty and utility in design, as shown by the accompanying sketch. Built on graceful lines, the structure will fit harmoniously into the surrounding landscape in a manner which will not mar the attractiveness of the avenue.

The design decided upon is the result of an exhaustive study of elevated railways, both in this country and Europe by the city transit engineers. They have, in addition to providing for the ornamental features of the structure, planned an improvement in road bed construction which will render the operation

of the railway virtually noiseless, a boon to the residents of the vicinity reached by the "L."

This branch of the road, which is to extend from the terminal of the Broad street subway, consists of a succession of elliptical arches of steel ribs, carrying a solid concrete floor, the panels of which appear as spandrel arches. An appropriate design for stations has also been worked out, whereby the space under one span is utilized for a mezzanine floor which will accommodate the ticket office. This will only require the platforms and waiting rooms along the tracks. By this arrangement economy will be effected both in structure and space.

The elevated railway is designed to pass along the south strip of parking area, which is 56 feet wide, the Boulevard being 100 feet wide. A macadam or granolithic walk is designed to be constructed underneath it, affording a pleasant promenade, with shelter from sun or rain. The structure will be so light and open as not to seriously obstruct the view across the Boulevard.

SAVING TIME IN STATION STOPS.

The schedule speed of a rapid transit line is largely influenced by the number and length of the station stops, hence it is highly important that the cars shall be so designed as to load and unload passengers with minimum delay during the period of maximum traffic, which is crucial in determining the capacity of the line.

Modern cars for rapid transit lines have

pressed air, and it has been assumed that the maximum station stop, which is the determining factor in both track capacity and schedule speed, will not exceed 40 seconds and will average 20 seconds.

Owing to the grades, curvature and cross section of the subway, which have been adopted after due consideration, it will be impossible to operate therein the present standard type of steam rail-road cars, and should it become practical to connect with suburban branches of the steam roads at a later date, such branches must re-equip with cars uniform with the subway equipment. It has been found that for rapid transit lines of a character proposed for Philadelphia the type of car mentioned will be best adapted to the service.

On account of the physical conditions, it is proposed that all cars shall be motor cars, each equipped with two motors of approximately 125 horsepower each, standard rating, and multiple unit control, and with the electrically operated

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.

automatic air-brake system. The estimated weight of the car without passengers is 30 tons. Care of this type can be built so as to operate with entire success in any city having a clear head room of 12 feet between top of rail and roof.



EAST SIDE OF 60TH STREET SOUTH OF MARKET, TODAY

MASS MEETINGS WILL DEMAND BETTER TRANSIT

Popular Desire for High Speed Service Will Be Voiced.

Many sections of the city have been aroused to the necessity for better transit facilities, and numerous mass-meetings have been arranged in order to decide upon a concerted plan of action to change conditions. Business and improvement organizations in every ward are now conversant with the rapid transit program and will take steps to demand an early start on the high-speed lines recommended in the plan of Director Taylor, of the Department of City Transit.

Preliminary meetings to arrange plans for mass-meetings have already been held in the districts where the high-speed lines are most necessary. Business and Improvement Associations and other organizations are working with unanimity of purpose so that the results will be equitable to all. Many of these bodies are endeavoring to have Director Taylor, of the Department of City Transit, address them that each community may hear the transit plans in detail.

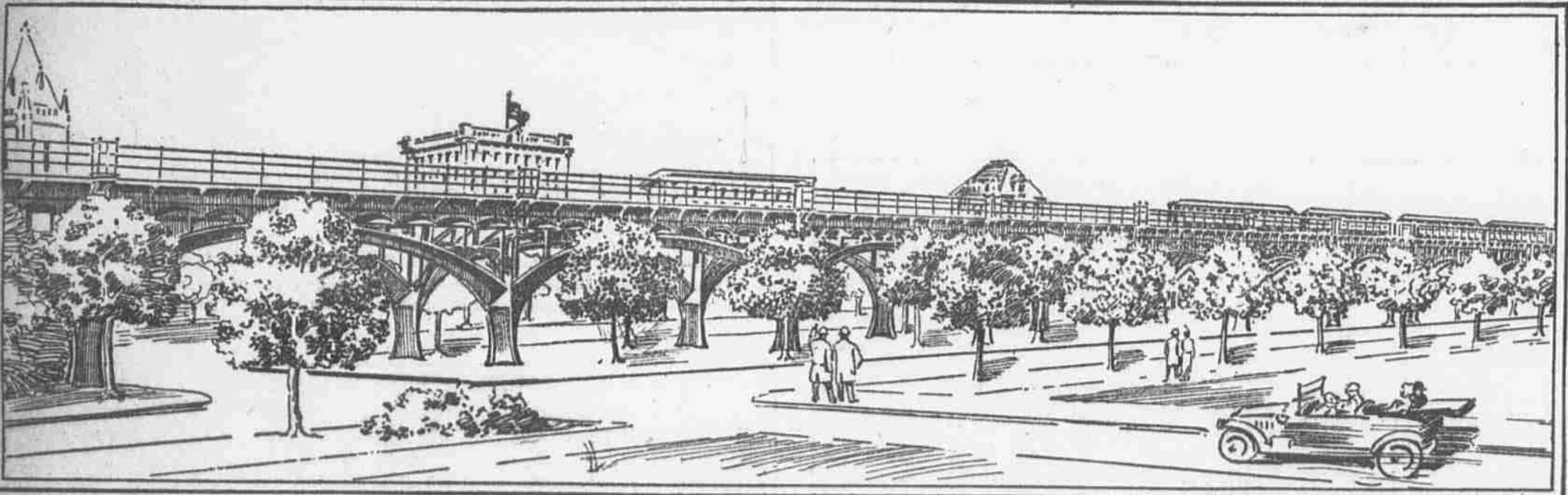
Following the EVENING LEDGER's recent article showing the need of high-speed lines from Frankford to the central business district, the Frankford Business Men's Association took action and have arranged for a mass-meeting next Thursday night in the Frankford Free Library, where Director Taylor will deliver an address. Frankford has been placarded with posters announcing the affair, and, judging from the sentiment of the people in that section, it will be largely attended. In Kensington similar enthusiasm exists

for the elevated line to that section, and since the people have voted for the loan which enables the first definite step to be taken, there has been a demand for quick action. Arrangements are being made for a mass-meeting in Tex. Hall, Frankford avenue and Cumberland street, the director will also be asked to address.

Roxborough and Manayunk are also arranging meetings which will be held during the present month.
The transit situation was the chief subject discussed at the last meeting of the Southwest Philadelphia Improvement Association. The principal speaker at this gathering was John Wannamaker. He deplored the transit service for the southern part of the city, and said the people of that section would not recognize the many advantages offered there unless they had easy access to and from the centre of the city.

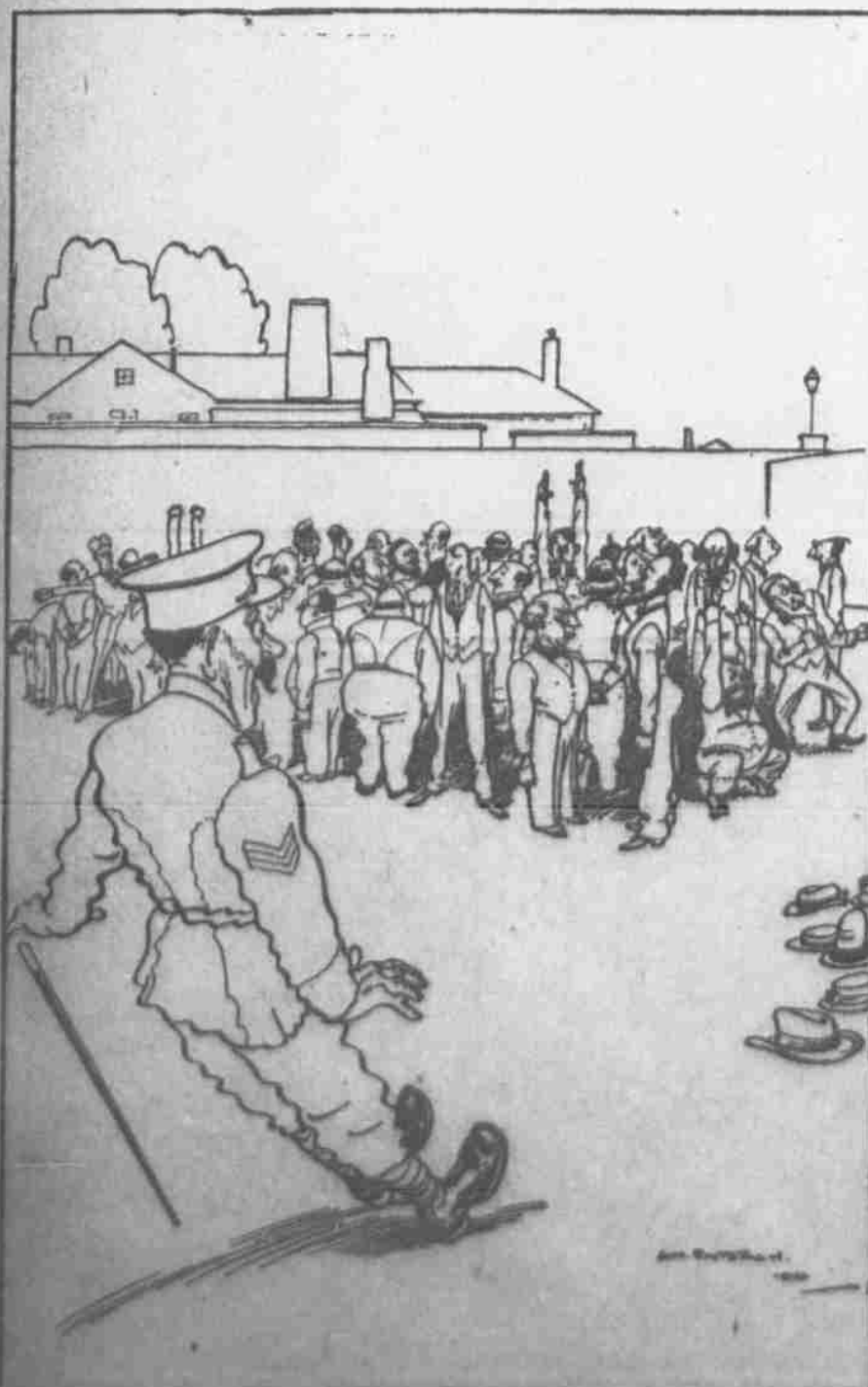
New York, including only Manhattan and the Bronx, has a total of 19.6 miles of high-speed service, including 7.0 miles of subway and 12.6 miles of elevated. Brooklyn and Queens have 12.9 miles of high-speed service, of which 11.7 miles are elevated. Greater New York, not including Richmond, has a total of 32.5 miles of high-speed service, of which 28.3 miles are underground.

The New York service surpasses anything in the United States as far as mileage is concerned. The subway express train service and even the old-time express service on the elevated are well known. The express service became a necessity for those living uptown.
Chicago has 13.7 miles of high-speed service, which is all elevated. It will be service, which is all elevated. Philadelphia, with 14.7 miles of rapid transit track, has about one-half the mileage of Boston, one-tenth the mileage of Chicago and one-twentieth the mileage of Greater New York.



The above sketch is reproduced from the drawings made by the engineers of the Department of City Transit. It shows the type of structure which will be constructed along the Northeast Boulevard after the transit plans are adopted.

AS THE CARTOONISTS SEE CURRENT EVENTS OF THE WORLD



HOLDING ON
The British bulldog aids the French poodle.



The Policeman—What have you there? Pigeons?
The Englishman (naturalized)—No, they was singing birds.
The Policeman—What song do they sing?
The Englishman (naturalized)—Home, Sweet Home.

The artist writes—I understand members of artistic professions are forming a union. I don't see how they can do that unless they are all in the same line of business. I have imagined a union of artists.

The Kaiser—What made the car stop, boy?
The Crown Prince—Well, it's like this—the wheels didn't seem to be working, Poppin.

Bibbs (trapping prematurely on his own mantelpiece with a tumbler)—Look 'ere, barman, I wish you'd serve me. I'm in a hurry to get home.

From London Sketch.