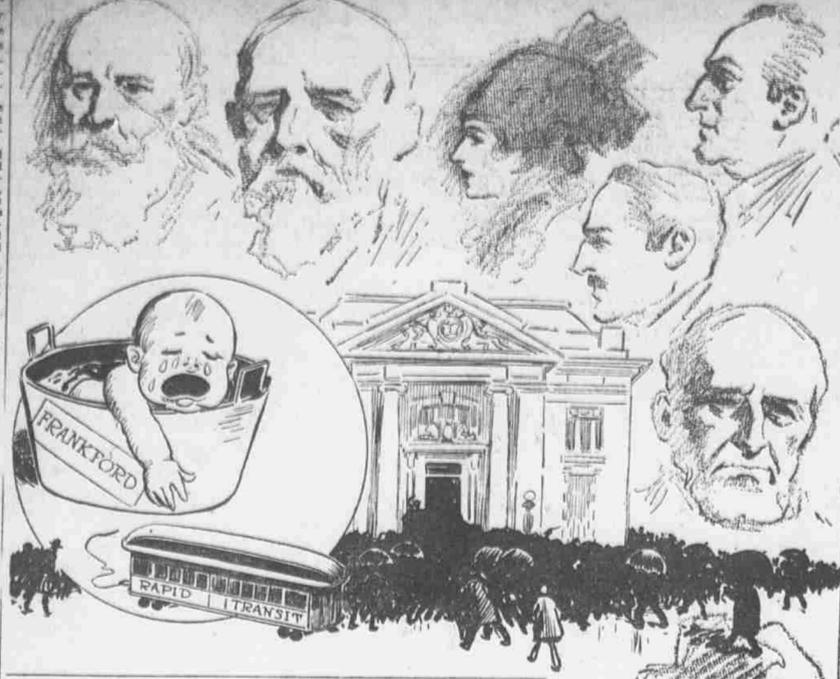


PERSONS AND IMPRESSIONS AT MEETING WHERE FIRST GUN WAS FIRED IN TRANSIT CAMPAIGN



Faces of Frankford folk interested in high-speed transit seen at last night's meeting and an impression of the crowd trying to get in the hall.



A. MERRITT TAYLOR DIRECTOR OF CITY TRANSIT

of its entire program, including the estimated cost of each particular branch. The cost of the Frankford elevated, \$5,000,000; the Broad street subway and Market for the Darcy elevated. It could be made to begin work as soon as funds were available and approved by the City Council and the Public Service Commission.

The careful forethought and adequate provision for the city has been placed in a position to proceed with the transit improvements without any delay whatever. It would be unjustifiable to proceed with this program without due regard to the importance of co-operation between the city and the existing company, for the end that the entire transportation system of the city must be operated as one great unit in a manner best calculated to serve the public and to afford protection to the capital already invested in the business.

Therefore, after tedious negotiation, a program for transit development with the transfers has been arranged by the Department of City Transit and the officials of the Philadelphia Rapid Transit Company.

There is no question whatever as to the city's ability to do its part in this program.

There is no question whatever as to the Philadelphia Rapid Transit Company's ability to raise the \$12,000,000 required to equip the city-owned high-speed lines, for the city has been provided with a first mortgage on that equipment and also upon the 50-year leasehold of the municipal facilities and the earnings produced thereby.

The progress further provides for free transfers between the surface lines and for the elimination of 5-cent exchange tickets, with reasonable compensation to the company for loss of revenue therefrom. It also provides for free transfers to passengers using both the surface and high-speed lines in a forward direction in making a complete journey for one 5-cent fare. It provides for the raising by the Union Traction Company of one such fund as will be required for the normal extension of the existing surface lines under proper restrictions which and as necessary upon which funds interest will be allowed at 6 per cent.

DEPARTMENT HAS "GONE LIMIT"

The Director avers emphatically that the Department of City Transit had "gone the limit" to afford reasonable protection to the existing system in consideration of its co-operation in establishing and operating the new transit facilities in a manner to best serve the public. Along this line he added:

"If the program be not accepted by the Union Traction Company, the need will still exist for the establishment of the new high-speed lines and for the other advantages arranged for the public, and they will have to be secured without Union Traction co-operation.

"If this second alternative is adopted, both the Philadelphia Rapid Transit Company and the Union Traction Company will forfeit that protection which is accorded them by the transit program against the loss of net income which the high-speed lines and against the loss of exchange ticket revenue.

"In this event, the city, in establishing the high-speed system, will be compelled to secure an independent operator to equip and operate the city-owned system independently of and in competition with the existing company. The cost of the city in first providing protection to the existing system in return for its co-operation thoroughly justifies this course."

CITY CAN DO WORK ITSELF.

In view of these considerations, said the Director emphatically, it was unthinkable that the people of Philadelphia will await the pleasure of the stockholders of the Union Traction Company in this matter or tolerate any influence that may be brought to delay the establishment of rapid transit. The city will be fully warranted in beginning construction before an operating contract is let. This course was pursued in New York.

"As a very last resort, and only as a very last resort, the city is entirely capable of equipping and operating the high-speed system itself. I can, however, say that I am utterly opposed to municipal operation if private operation can be secured on any fair terms. Corporate operation equipped and operated by an independent company is necessary.

"If the Union Traction stockholders should ratify the program, advertisement for bids for the construction of the Frankford elevated railway can be made as soon as the plans have been approved by the Public Service Commission and a loan is authorized by the city.

"If the Union Traction Company should fail to ratify the program, the commencement of work on the Frankford elevated will have to be delayed until provision is made to connect it with the Woodland avenue elevated railway. This connection may be made by a subway in Chestnut street or by securing legislation which will permit the use of the present Market street subway-elevated line on a fair basis.

"The first step is the sewer work.

"The next contract to be awarded will depend upon the action of the Union Traction Company stockholders. If their action be favorable, the Frankford elevated railway can be well under way during 1915. Otherwise the beginning should be made on the 5th street section of the delivery loop, because the construction of the delivery loop will take a year longer than that of the Broad street subway.

"I shall speak at a later meeting of each and every specific step which will be necessary for the citizens and City Councils to take in order to promptly establish the rapid transit lines.

WHAT FRANKFORD NEEDS.

"New I have come to Frankford's local requirements.

"For more than 50 years the citizens of Frankford have endeavored to secure a high-speed line to the center of the city. As far back as 1831 an effort was made by August Belmont to comply with their wish by building a northeastern elevated railway from Front and Market streets to Frankford.

"Many of you remember that he secured an ordinance and actually began construction on Front street, between Arch and Market streets, but his efforts were thwarted by legal obstructions and he was forced to abandon the project.

"Now you are in a very different position.

"A subway has been built under Market street, which loaded on the eastbound side in the morning conveying passengers in the business district, while cars are returning to West Philadelphia on the westbound side practically empty. The reverse condition obtains during the evening rush hours.

"Therefore, if the Frankford elevated railway be connected with the Market street subway, the crowded trains which issue into it from West Philadelphia in the morning will be practically empty, their passengers and contents directly on to Frankford. All up and bring the Frankford passengers into the delivery district, discharge them and pass on to West Philadelphia.

"Thus the westbound side of the sub-

way in the morning, which is now practically idle, will furnish capacity for the delivery of Frankford passengers, and the eastbound side of the subway, which is now practically idle in the evening, will furnish adequate capacity for the collection of Frankford passengers.

"In other words, both sides of the subway will be loaded in the morning and in the evening, and will thus be enabled to perform double duty, without any additional capital expenditure for delivery facilities.

"All the legal difficulties which Mr. Belmont encountered in building the Frankford elevated railway have now been cleared away by legislation, and the city is now enabled to proceed with its construction.

"The importance of the traffic in your part of the city is demonstrated by the figures obtained by the traffic survey. This showed that on an average 125,000 passengers travel out of, into and within the northeast section of Philadelphia every day on the street cars.

"These passengers 30,000 ride between the northeast section and the central business district.

"Seven thousand between the northeast section and West Philadelphia.

"Forty-eight thousand between the northeast section and North Philadelphia.

"Ten thousand between the northeast section and the northern and north suburban districts.

"Twenty-seven thousand ride locally in northeast Philadelphia.

"Every resident of the northeast section who lives on the line of the Frankford elevated railway will be able to take surface cars to the high-speed line, there transfer to the high-speed line and journey either directly or by another transfer, if necessary, to any other section of the city, and upon leaving the high-speed line will be able to continue their journey to point of destination, all for one 5-cent fare.

HOW TIME CAN BE SAVED.

"The time required to travel from Frankford to City Hall, which at present is 45 minutes, will be reduced to 25 minutes, a saving of 20 minutes on the round trip.

"The time required to travel from Frankford to League Island, which at present is 75 minutes, will be reduced to 45 minutes, a saving of one hour on the round trip.

"The time required to travel from Frankford to 6th and Woodland avenue, which at present is 75 minutes, will be reduced to 45 minutes, a saving of 30 minutes on the round trip.

"You are now able to reach Market street in less than 30 minutes by steam railroad, but this costs you from 9 to 18 cents, and you have only about 35 trains each way per diem, a considerable walk or a surface-car journey at additional cost is necessary to and from the station at each end of the ride. When the advantages of rapid transit are recited in comparison with steam or surface service, they seem too good to be possible. Here are a few frequent trains, running with few stops, on schedules that are unaffected by street conditions or weather, with comfortable waiting stations.

"Although the Frankford elevated railway will only cost \$6,500,000, and, under existing legislation, will impose annually on the city a fixed charge of only \$42,000 to pay the interest and to pay back the principal in 20 years, this annual payment will be offset:

"By the net earnings of the Frankford elevated railway in excess of the reasonable payments allowed the operator.

"By the saving of more than 1,800,000 hours a year to the traveling public, the value of which at 15 cents per hour would amount to \$270,000 a year.

"By increase in tax returns to the city, resulting from the increase in taxable values and

"By the saving of \$51,000 a year, which will result to people traveling within and to and from the northeast section of the city by the elimination of the exchange tickets.

TRANSIT'S EFFECT ON PROPERTY.

"The 2nd Ward has a population of 35,000 and an area of 500 acres. This is a density of 70 people an acre.

"In the 4th Ward, which lies west of 6th street and south of Market street, and which is served by the Market street elevated railway, the population is 42,500. The area of the 4th Ward is 172 acres. This is a density of 249 people an acre. Ten years ago this was largely vacant land.

"The assessed valuation of taxable real estate in the 2d Ward is \$19,142,850, or \$400 an acre.

"In the 4th Ward it is \$62,120,625, or \$352.233 an acre. This illustrates the effect of rapid transit lines on realty values.

"The great 35th Ward, north of Frankford, contains 21,237 acres, and the assessed valuation of taxable real estate in that ward averages only \$282 an acre.

"The 41st Ward, adjoining the 35th Ward on the east, contains 4000 acres, and the assessed valuation of taxable real estate averages only \$70 an acre.

"These two wards have a wonderful future, and we have in mind plans which will make their resources available.

"Today Frankford is isolated from many of the most important sections of the city in point of time, cost of travel, and by the congestion of the existing lines.

"The construction of the recommended transit system will remove this isolation in every respect and will make every important section of the city available to Frankford, quickly, cheaply and comfortably, for one 5-cent fare.

"People will be able to establish homes or to continue to live in Frankford and to accept employment in any other section of the city and reach their place of employment conveniently in every respect.

"Likewise, great industrial plants can be established in the northeastern section of the city and draw upon every section of the city for help.

"ONE GREAT MACHINE"

"I am striving most earnestly to bring about a condition which will enable the people of Frankford, as well as the people of the whole city, to enjoy the boundless advantages of one great transportation machine operated throughout the city, so that its advantages will be available to all and discriminatory against none.

"This is Frankford's golden opportunity, and to seize it you must march to the front, to shoulder the great responsibility of all other parts of the city. This will mean large and live meetings, emphatic expressions of your wishes and opinions, and, if it proves necessary, a monster demonstration, to show the overwhelming command of the citizens of Philadelphia for action in this matter.

"In reviewing the progress made thus far, we should be mindful of the fact that operation which has been accorded by City Councils in making the necessary appropriations for the study and investigation of the city's requirements, and for the preparation of plans and specifications for the recommended facilities.

"We should also deeply appreciate the loyalty and public spirit shown by the great daily newspapers which are enthusiastically devoting their efforts in a painstaking manner to clearly present the transit facts to the public as they are developed.

"The successful conclusion of the citizens' undertaking in this matter will be largely due to newspaper co-operation in keeping you fully informed as to all relevant facts, and to these newspapers you owe a great debt of gratitude.

"Tonight marks the beginning of an irrevocable movement on the part of the citizens of Philadelphia—the real owners of our great municipal corporation—which will determine the policy of the city with relation to transit development with free transfers.

"I earnestly request your most active and persistent co-operation in the great effort which I am making in your behalf.

"May I count on you to join, if necessary, with the citizens of all sections of Philadelphia in publicly demonstrating the will of the people—that the rapid transit lines shall be built by the city forthwith."

R. L. Sheppard, president of the Frankford Business Men's Taxpayers' Association, presided.

Among those who took a keen interest in the meeting was a delegation of members from the North Kensington Business Men's Association and other organizations in the Northeast. The residents of Kensington realized the necessity for an elevated line in that neighborhood long ago, but former agitation in this direction never took definite form.

Among those in the Kensington delegation

was Andrew J. Wilson, president of the North Kensington Business Men's Association; Edwin L. Hoffman, George Murdock, William Hagan and John Moore.

TRANSIT MASS-MEETING IN GERMANTOWN TONIGHT

Director Taylor Will Address Citizens in Vernon Park Library.

A mass-meeting to urge the necessity for high speed lines will be held tonight under the auspices of the Germantown and Chestnut Hill Improvement Association and other organizations of that community in the Free Library lecture room in Vernon Park.

With figures and facts, Director Taylor will show the benefits which will come to this neighborhood through the establishment of the high speed transit system in railroad rates, the means of emptying at least 1000 houses in a thriving district. The increase, according to figures by the Pennsylvania and Reading Railroads, tonight's meeting is considered especially timely. Business men of Germantown say that the last rate in railroad rates was the means of emptying at least 1000 houses in a thriving district. The increase, according to figures by the Pennsylvania and Reading Railroads, tonight's meeting is considered especially timely. Business men of Germantown say that the last rate in railroad rates was the means of emptying at least 1000 houses in a thriving district.

UNCLE SAM PROFITS EVERY TIME YOU TAKE A DRINK

Government Now Collects Tax on All Spirituous Beverages.

There is not a spirituous beverage in town now that is not taxed in some manner. To keep saloonkeepers on the right side of the law, the National Liquor Dealers of America today sent letters to them, advising that the new law will be in force.

Two cents a quart is being paid because of the war on the following beverages: Champagne, liquors, Swedish punch, kimmel, chartrons, brandies, sprit brandy, cream de menthe, marsh-mallows, as well as cordial, Vermouth, Bouché and rose wine, cocktails by the quart, bitters, all wines including red, white, moselle sherry, port and Madeira.

Still wines have to pay a tax also of 2 cents a quart. Liquors are taxed for a war tax of 5 cents. Carbonated waters are the worst hit of all for some reason. Their tax is 25 cents a quart.

Many Points of Individuality

distinguish this boot, even in our stock, where all are individual.

Steigerwalt
1420 Chestnut St.
"Where only the best is good enough."

TENEMENT OWNERS WANT COUNCILS TO BLOCK HOUSING ACT

Seeger Calls Law to Enforce Sanitary Conditions Too Drastic—Ransley Declines to Comment.

whether he would vote in favor of the appropriation.

"I refuse to be drawn into print and must be excused from making any statement," he replied.

Mr. Ransley looked at two pictures, but refused to make comment.

Common Councilman George C. McCurdy, president of Common Council, also viewed the photographs while seated in a committee room in the Council chamber. He refused to discuss the pictures or say what his attitude was in regard to housing problems.

TENEMENT OWNERS TO FIGHT.

John H. Pow, who represents the Tenement Owners' Association, has already prepared his argument for the repealing of the act. He declares that he will prove that the act is so drastic in its treatment of health and sanitation that it will be physically impossible to enforce many of its provisions.

Mr. Pow denied that a fund had been raised by the tenement owners to conduct a local battle against the act. He stated that he had been retained by Harry Levin, of 501 South 11th street, who is said to be the president of the International Tenement Owners' Association.

The Rev. Clinton Baltzell Adams, pastor of the Park Congregational Church, 323 street and Montgomery avenue, who is also an apparent member of the committee to view the insanitary houses some time ago, said:

"It is an unparliamentary crime for Philadelphia to maintain such houses as we viewed in the slum section. In the opinion of those who saw the poor families in those dark and dimly-lighted houses, it is also an unparliamentary crime to hold up the appropriations."

"I have been trying to find out for a long while the responsibility for this indifference, letting the Commission and the members of Councils in my congregation, Councils ought to visit the slum section or just live for a few days in some of the houses we saw, and I feel certain that for the sake of humanity the members would grant the necessary appropriations."

Another member of the committee who inspected the houses is the Rev. Dr. Elliott White, pastor of St. Mark's Episcopal Church. He denounced the conditions as a disgrace to the city.

"Just have some of the members of Councils in whose power it is to grant the appropriations which would give relief to thousands of poor families spend a few days and nights inside of the houses in the slums—they will quickly change their minds," said Doctor White.

"Conditions here are the worst that I have ever seen."

RULING ON WAR TAX ON WIRES

WASHINGTON, Nov. 20.—Robert Williams, Acting Commissioner of Internal Revenue, has issued regulations governing the payment of war taxes on telephone and telegraph messages. Messages transmitted over private leased wire circuits and relating exclusively to the business for which the wires were leased will be exempt.

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UNCLE SAM PLANS GREAT TURKEY FEAST FOR THANKSGIVING

Department of Agriculture Seeking to Insure Ample Supply—Rhode Island Myth Exploded.

2,000,000 TURKEYS DOOMED TO THANKSGIVING TABLE

Turkey-producing centers: Illinois, Texas, Arkansas, Iowa, Indiana, Ohio, Missouri and Pennsylvania.

Shipping centers: Curo, Tex.; Morristown, Tenn., and Chicago.

Estimated number to be eaten this Thanksgiving in this country, 2,000,000.

WASHINGTON, Nov. 20.—Uncle Sam, through the Department of Agriculture, was taking every possible precaution today to insure fresh fat turkeys for Thanksgiving. One step was to send an expert with the first trainload of turkeys now en route from Morristown, Tenn., to New York today. Another was to warn every raiser of turkeys how to kill, clean and pack the fowl for market.

East Thanksgiving thousands of turkeys spoiled because of poor handling by farmers and shippers. In several cities commission merchants were ruined and farmers suffered great losses.

Rhode Island as a turkey center is almost a myth, according to department information today. Statistics show that not more than 200 turkeys are grown in the State, although many thousands are put on the market as "Rhode Island turkeys." An investigation by a department expert showed that most of the "Rhode Island" turkeys at market were raised in southern Vermont, Massachusetts and even in the Middle West.

The department also has an expert at Curo, Tex., the center of a great turkey raising area. At this place turkeys are already being driven over the country roads to the railroad centers.

The department has been investigating reports that there are a large number of turkeys in cold storage, kept over from last year, but no evidence has been found as yet.

MAYOR REFUSES ROOM FOR PROTEST

Continued from Page One

of the advance proposed lies in the fact that the present rates are based on charges for greatly inferior service and that they were fixed some 40 years ago, when in some instances they were made particularly low for the purpose of boosting suburban development. The improved service which is now being given, the company claims, is its basis for an increase.

NEW TROLLEY SERVICE.

In New Jersey the hardships to the commuters, which the action of the railroad board promises to be offset by the establishment of fast trolley service. Such service will be put into operation between Camden and Trenton by the Public Service Corporation of New Jersey as soon as it obtains amended franchise.

Among the other protest meetings planned are the Palmyra Improvement Association, of Palmyra, N. J. Wednesday night; the Collinswood Civic Association, of Collinswood, N. J. Tuesday night; the Trenton Chamber of Commerce, Tuesday night; Lansdale Board of Trade, Monday night; and the Bristol Chamber of Commerce, tonight.

Resolutions of protest were adopted last night by the City Business Club at a meeting in the Colonnade Hotel and the Pitman Board of Trade, Pitman, N. J. M. S. Helms, 410 Hermit lane, Roxborough, sent a letter to President Ransley, of Select Council, urging the legislative bodies of the city to take some action on the fare increase.

Although 25 formal protests have now been filed with the Public Service Commission at Harrisburg, that body has not as yet announced any date for a public hearing. It is expected, however, that this will be done within the next few days.

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At Perry's

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Large Round Pea Coal, \$5.50
Largest Coal Yard in Philadelphia
OWEN LETTER'S SONS
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