

GERMANTOWN RESPONDS TO TAYLOR'S TRANSIT APPEALS BY DEMAND ON COUNCILS

GERMANTOWN ASKS COUNCILS FOR HIGH SPEED

Taylor's Appeal Answered by Citizens' Resolution Demanding Transit Action Without Waiting for Union Traction's Co-operation.

Germantown residents endorsed the high-speed transit plans of Director Taylor last night at a large and enthusiastic meeting at the Free Library in Vernon Park, and adopted resolutions demanding that Councils take the necessary steps to insure the construction of the proposed high-speed lines without awaiting the action of the stockholders of the Union Traction Company. Hearty support of the transit plans was also pledged by the meeting. Property owners, large and small, voiced their approval as he unfolded in detail the plans which will bin dthe communities of Philadelphia together and pave the way to prosperity for each section.

Prolonged applause followed by the resolutions showed where Germantown stood in the matter. Incidentally, the contemplated increase in railroad rates has aroused the community to a point of indignation, and the people will gladly aid in every way possible to hasten the completion of the high-speed system, which will bring Germantown nearer the center of the city.

Intense interest was manifested throughout the Director's address. That his hearers would be fully enlightened he reiterated many of the statements made to the people of Frankford. He reminded those present that the Union Traction Company cannot deny to the citizens of the city adequate transit facilities, which the people have determined to establish. If the city is forced to secure an independent operator for the proposed system, he declared, the Union Traction Company stockholders will find the earnings of their property depleted to an extent that will greatly impair its value.

The Director's statements were at all times to the point. He impressed upon the minds of the people that the city now had for transit development over \$60,000,000 of unused borrowing capacity in addition to its otherwise general borrowing capacity. In view of this, he contended, there was no good reason for further delay in establishing the rapid transit lines.

MR. TAYLOR'S ADDRESS.

Mr. Taylor said in part: "Philadelphia is now in a position to establish adequate rapid transit facilities. Under the terms of the program for transit development with free transfers, as arranged by the Department of City Transit and the management of the Philadelphia Rapid Transit Company, the city will build the lines and the company will equip and operate them.

"In the event of failure on the part of the Union Traction Company stockholders to ratify this program the city is in a position to have them equipped and operated by an independent operator in competition with the existing system. Independent and competitive operation of the city-owned high-speed lines would be ruinous to the existing system.

This proposition is manifestly fair, and only awaits the approval of the stockholders of the Union Traction Company and of City Councils to become effective.

"The Philadelphia Rapid Transit Company expects the Union Traction Company to aid in securing only such funds as will be required for the normal extension of the existing system, the requirements for which will be greatly lessened by the establishment of the new high-speed lines, and the Union Traction Company is required to become a party to and be bound by the terms of the program.

"It has been stated that about \$90,000 will be required to provide for the normal extension of the existing system. This amounts to one-half of the rentals



WHAT THE ELEVATED LINE DID FOR 52D STREET

paid to the Union Traction Company stockholders. The Union Traction Company stock is not full paid. The par value is \$50 per share, upon which only \$17.50 has been paid in. The Union Traction Company stockholders now receive \$1,500,000 in dividends per year, which is equivalent to 17.53 per cent on the amount paid in on their shares. If they accept the terms of the program, it is contemplated that they will be called upon to pay up a portion of their unpaid liability on their shares gradually and in the comparatively small amounts necessary to provide funds for the normal extension of the existing system.

SURFACE LINES' EXTENSION.

"If the normal extension of the existing system only calls for \$50,000 per year, it means that the Union Traction stockholder will be required to reinvest only one-half of his present rental or dividend annually, and that his rental or dividend would be increased to the extent of 8 per cent on the amount of such reinvestment, and that his stock liability would be credited with such payment so made.

"You will understand that the existing surface system must be extended by some one as the city grows. As to who should put up the money for these extensions is a question between the Union Traction Company and the Philadelphia Rapid Transit Company.

"A street railway company which controls all of the available avenues for the transportation of passengers throughout the city is in fact a monopoly and cannot successfully decline to extend its surface railways when and as required to do so by public necessity.

"The Union Traction Company stockholders can refuse the protection which has been accorded the existing system and the net income thereof by the terms of the co-operative program, but they cannot deny to the citizens of Philadelphia adequate rapid transit facilities which the citizens have determined to establish.

"If the city, in the establishment of adequate rapid transit facilities, be forced, through inaction on the part of the Union Traction Company's stockholders, to secure an independent operator to equip and operate the new system in competition with the existing system, the Union Traction Company stockholders will find the earnings of their property depleted to an extent that will greatly impair the value of their property.

"I hope that they will recognize this fact and welcome that protection which is essential to the integrity of their investment.

"If they will join hands with the Philadelphia Rapid Transit Company and with the city in this matter, they will perform a great service to themselves and to the people of Philadelphia.



The picture to the left shows the type of houses which adorned 52d street before the high-speed transit line was built. Next to it is a view of 52d street today looking south from Market street. A partial view of the seven-story Park Building is shown on the east side of 52d street. Residents of the neighborhood agree that the transformation is due entirely to the L road. Directly below this picture is the up-to-date building of the West Philadelphia Y. M. C. A., which tells a story of progress in itself.

"The high-speed lines recommended for immediate construction will cost \$15,000,000. Under existing legislation this will only impose an annual fixed charge on the city of \$2,990,000, the payment of which for 20 years will extinguish the total cost of the development after paying the interest.

"To meet this annual obligation the city will have all of the net earnings of the recommended system in excess of interest on the equipment and reasonable payments allowed the operator, and in addition therein the city and the citizens will have the following offsets:

1. The addition in tax collections produced by the construction and operation of the new high-speed lines—probably \$1,000,000 and upward per year.
2. The value of time saved the traveling public in Philadelphia, which on a basis of 15 cents per hour would amount to upward of \$1,250,000 per annum.
3. The elimination of exchange ticket charge now imposed upon the public, amounting to upward of \$800,000 per annum.
4. The 1 mill tax on personal property, amounting to nearly \$70,000 per annum, which was formerly collected by the State,

but which has been surrendered by the State as a practical subsidy in aid of transit development.

"The many broad advantages which will accrue to the city, traveling public, property owners and the people in general, as a result of the establishment of an adequate and efficient transportation system.

In addition to the direct net income produced for the city by the operation of the municipal lines, the city will thus develop an indirect but tangible permanent and increasing annual return to itself and its citizens, totaling in the early

Germantown avenue. By coupling these two lines up with the Broad street subway, either by routing them across Cayuga street and Wingochock street, or by continuing them as at present to Broad street and Erie street, and by operating them as free transfer gatherers and distributors of rapid transit travel, and further, by constructing a new surface line on Chow street, between Olney avenue and Germantown avenue, and by routing the cars on Chelten avenue, via Olney avenue, to the Broad street line, all as free transfer gatherers and distributors of rapid transit travel, the people of Germantown and Chestnut Hill will be enabled to reach any important section of Philadelphia quickly, conveniently and comfortably for one 5-cent fare.

The citizens of Germantown and Chestnut Hill should realize that the transit program will enable them to take the surface line to the nearest station on the high-speed system, transfer free to the high-speed system and travel on the high-speed system directly or by another transfer, if necessary, in a forward direction to any important section of Philadelphia, and then leaving the station of the high-speed system at the other end of the journey, to take the car on the intersecting surface system in a forward direction to final destination without any extra charge, the entire journey being made for one 5-cent fare.

WHAT TRANSIT PROGRAM WILL DO.

"Here is what the transit program will do for you:

"It will cut down the time required to travel from:

"Germantown and Chelten avenues to City Hall from 46 minutes to 21½ minutes, a saving of 25 minutes on the round trip.

"Germantown and Chelten avenues to 65th and Woodland avenue from 71 minutes to 41 minutes, a saving of 30 minutes on the round trip.

"Germantown and Chelten avenues to League Island from 70 minutes to 44½ minutes, a saving of 25½ minutes on the round trip.

"Germantown and Chelten avenues to Green street entrance of Fairmount Park from 40 minutes to 26½ minutes, a saving of 13½ minutes on the round trip.

"From Germantown and Chelten avenues to 29th street and Allegheny avenue from 21 to 14 minutes, a saving of 7 minutes on the round trip.

"From Chelten avenue and Chew street to City Hall, from 48 to 25 minutes, a saving of 23 minutes on the round trip.

"From Chelten avenue and Chew street to 65th and Woodland avenue from 75 minutes to 44 minutes, a saving of one hour and two minutes on the round trip.

"From Chelten avenue and Chew street to 62d and Market street, from 61 minutes to 39 minutes, a saving of 22 minutes on the round trip.

"From Chelten avenue and Chew street to League Island, from 77 minutes to 43 minutes—a saving of 1 hour and 34 minutes on the round trip.

"From Chelten avenue and Chew street to 62d and Market street, from 61 minutes to 39 minutes, a saving of 22 minutes on the round trip.

"From Chelten avenue and Chew street to League Island, from 77 minutes to 43 minutes—a saving of 1 hour and 34 minutes on the round trip.

SANITY TO PASSENGERS.

"Moreover, the passengers traveling into and out of Germantown and Chestnut Hill district will be saved \$27,000 annually, now paid for exchange tickets.

There will be an enormous increase in your real estate development and in realty values. People who travel from the Germantown section to other sections of the city will save 60,000 hours per year, which, on a basis of 15 cents an hour, would be worth \$9,000.

"In traveling to the center of the city and to other more remote sections, you will be relieved of the tedious and uncomfortable ride in overcrowded surface cars operated on congested streets, which are subject to delay.

"I fully realize the necessity of additional surface lines on Chew street and on Walnut lane, connecting Wayne avenue up to the Roxborough district.

"You know better than I, that the eastern side of Germantown is withering on account of the absence of proper railway facilities.

"Your surely realize the importance of rapid transit development to each and every individual citizen of your district.

"I am striving hard to bring to Philadelphia the best transportation system that is enjoyed in any great city in the world.

In order to succeed I must have your most energetic and persistent co-operation.

"Will you help me—and should there be any doubt as to the existence of such sentiment in the city—will you respond to a call and aid in making a display of public sentiment at a great central gathering?

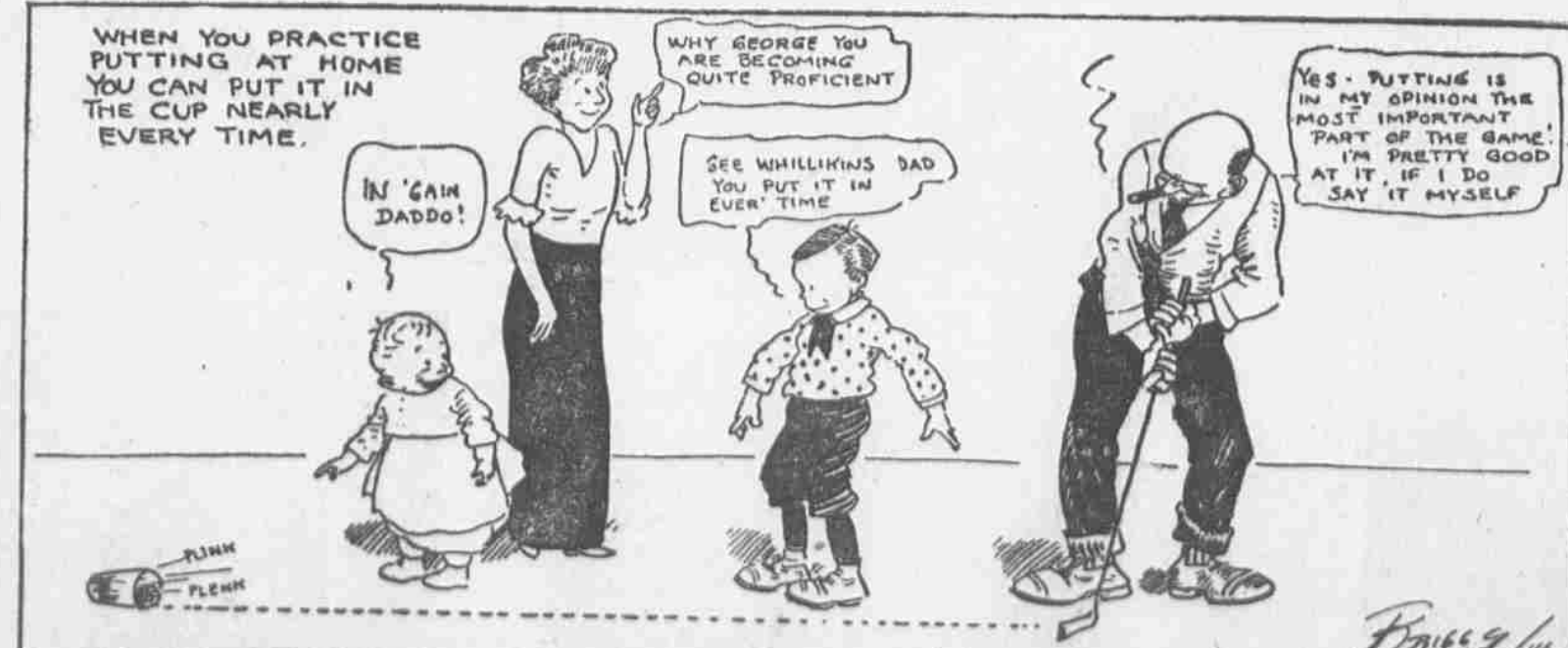
WITH THE WITS AT HOME AND ABROAD



Love's Labor Lost
Husband—What has become of my messchaum pipe?
Wife—Well, my dear, it was getting awfully discolored, so I gave it a coat of white enamel.



Took It Once
He—You can't ever take a job.
She—Yes, I did once when I married him.



YES, SIR, IT'S A REMARKABLE THING ABOUT GOLF



A GUY SIR!
The Visitor—I say, old man, what on earth is this?
Little Smithkins—That? Oh, that's my Kaiser. Whenever I think of Louvain, or atrocities and things, I go and knock him off his bally pedestal.

Had Him Guessing
"Pardon me, old man, but people are wondering how you can afford to buy your wife the clothes she selects."
"I don't blame 'em. I wonder myself."
—Exchange.

Like the Braves
Sunday School Teacher—Did Pharosah overcome the children of Israel at the Red Sea?
Small Boy—No, na'am. It was a walk-over for the Israelites.—Exchange.