

NORTHWEST UNITED IN ITS FIGHT FOR HIGH SPEED LINES

Director Taylor Pledged Support of Business Men After Telling Results Project Will Provide for Section.

Business men and residents of the entire northwestern section of the city will unite with Director Taylor in his fight for high-speed transit.

They emphatically endorsed his plans last night at a mass meeting in Athletic Recreation Hall, 26th and Jefferson streets, and announced their readiness to join in a city-wide demonstration to bring about action.

The Northwest Business Men's Association, the West Susquehanna Avenue Business Men's Association, the Fairmount, Brewerytown, 23d Street and other business organizations of that part of the city were represented at the meeting, and interest was shown in the plans unfolded by Director Taylor, especially those relative to the northwest.

A hint at still greater honors for Director Taylor, as a reward for his championship of high-speed transit was given by Charles L. Fluck, who presided. Mr. Fluck called attention to the fact that numerous well-known citizens who spoke from the platform of Recreation Hall subsequently were chosen for high offices.

He mentioned Director Brumbaugh who was elected Governor and referring to Mr. Taylor as "the man of the hour," said, "I want to warn Director Taylor that anything is likely to happen to him after speaking on this platform, especially after the people give him such a memorable monument as the high-speed transit system."

Resolutions were unanimously adopted urging Councils to take every step necessary to assure the construction of the recommended high-speed lines without awaiting the negotiations between the Rapid Transit Company and the Union Traction Company.

Director Taylor reviewed with facts and maps of the proposed routes how much time and money would be saved the people of the northwest. He also contended that the great improvements contemplated by the city, including the great stadium in Fairmount Park, would be of little use without adequate high-speed transit facilities.

In his address Director Taylor said: "This evening I shall show you the need for better transportation facilities in the northwestern section and how you are going to get them. More than 135,000 people ride between Allegheny avenue and Callowhill street, 20th street on the east and the Schuylkill River on the west."

"On an average of 135,000 passengers travel within, out of and into this northwest section on the street cars every day. The daily street railway passenger travel between your section and the various other sections is indicated by the following table:

Central business district, 49,100 South Philadelphia, 9,600 North Philadelphia, 12,100 Northeast section, 12,100 North and northern suburban districts, 12,100 South Philadelphia, 12,100 "20th street" district, 20,200 Local "kiss" district, 20,200 "You passengers pay \$164,000 yearly for the discriminatory exchange tickets. You must be relieved of that charge. You are waiting time in traveling, you are waiting in inconveniently on crowded surface car lines which are subject to delays incident to surface travel. You are waiting time in traveling, which the city government shall relieve the congestion of traffic on the existing surface lines and save you the discomfort and inconvenience and the time you are wasting in traveling long distances by facilities which are now obsolete for long-distance travel.

"This will be accomplished by establishing the recommended high-speed lines operated in conjunction with the existing system acting as a free transfer gatherer and distributor of passengers using the high-speed lines. The construction of the Parkway subway and the North Street elevated will save the passengers of your district \$61,000 hours per year, which at 15 cents per hour will equal a money value of \$9,150,000. The development of your section of the city is now being retarded by the congestion of the existing travel on the surface car lines. This congestion must be eliminated and your section must be permitted to share equally with other sections in comfort, convenience and prosperity, which all follow adequate transit facilities."

The Director then explained the routes of the proposed high-speed lines, their cost and the benefit which would be derived by the city generally. Continuing, he said: "The immediate establishment of rapid transit facilities in Philadelphia hinges solely upon prompt action by your representatives in City Councils. I recognize that during the coming month members of Councils will be unable to give the thorough and detailed consideration, and the hearings which will be necessary, to finally fix the routes of the high-speed lines, for the annual appropriation bills relative to the various city departments will take up nearly all their time during this period.

PROJECT BEFORE COUNCILS. "After the annual appropriation bills are out of the way, I hope for, and expect immediate Councilmanic consideration and adoption of routes and the submission of the city's plan for rapid transit development to the Public Service Commission for approval.

"Upon the completion of the Broad street subway, passengers will be enabled to travel between the northwest section and the Broad street subway on the surface car lines leading to the subway stations, there transfer free to the high-speed lines, traveling in a forward direction on the high-speed lines to any important section of the city, either direct or by transfer, and then leaving the high-speed system taking an additional surface car line from the station to point of destination, all for one 5-cent fare.

"Upon the opening of operation of the Broad street subway under the terms of the transit program, the time required to travel will be reduced as follows:

From 26th street and Columbia avenue to City Hall from 13 minutes to 5 minutes—a saving of 8 minutes on the round trip. From 26th street and Columbia avenue to City Hall from 13 minutes to 5 minutes—a saving of 8 minutes on the round trip. From 26th street and Columbia avenue to City Hall from 13 minutes to 5 minutes—a saving of 8 minutes on the round trip. From 26th street and Columbia avenue to City Hall from 13 minutes to 5 minutes—a saving of 8 minutes on the round trip.

—a saving of 31 minutes on the round trip. From 26th street and Columbia avenue to Logan from 17 minutes to 22 minutes—a saving of 5 minutes on the round trip. Likewise upon the completion of the Broad street subway the time required to travel will be reduced as follows:

From 26th street and Allegheny avenue via the Allegheny avenue surface line to Broad street and the high-speed system, as follows: To City Hall, from 2 1/2 minutes to 2 1/2 minutes—a saving of 15 minutes on the round trip.

To League Island, from 5 1/2 minutes to 8 1/2 minutes—a saving of 3 minutes on the round trip. To 64th and Woodland avenue, from 25 minutes to 24 1/2 minutes—a saving of 37 minutes on the round trip.

To 53d and Market streets, from 42 minutes to 33 1/2 minutes—a saving of 17 minutes on the round trip. To Olney, from 45 minutes to 13 1/2 minutes—a saving of 31 minutes on the round trip.

To Logan, from 2 1/2 minutes to 17 minutes—a saving of 21 minutes on the round trip. To Frankford, from 41 minutes to 33 minutes—a saving of 15 minutes on the round trip.

FROM SUSQUEHANNA AVENUE. "For the benefit of the members of the West Susquehanna Avenue Business Men's Association the Broad street subway will reduce the time required to travel:

From Broad street and Susquehanna avenue to City Hall, from 20 minutes to 11 minutes—a saving of 18 minutes on the round trip. From Broad street and Susquehanna avenue to League Island, from 44 minutes to 28 minutes—a saving of 16 minutes on the round trip.

From Broad street and Susquehanna avenue to 26th street and Woodland avenue, from 51 minutes to 27 minutes—a saving of 48 minutes on the round trip. From Broad street and Susquehanna avenue to 53d and Market streets, from 30 minutes to 22 minutes—a saving of 18 minutes on the round trip.

From Broad street and Susquehanna avenue to Olney, from 30 minutes to 16 minutes—a saving of 23 minutes on the round trip. From Broad street and Susquehanna avenue to Logan, from 27 minutes to 14 minutes—a saving of 27 minutes on the round trip.

From Broad street and Susquehanna avenue to Germantown (Chelten avenue and Main street), from 20 minutes to 21 minutes—a saving of 12 minutes on the round trip. The subway delivery loop extending under West Park square, Arch street, 8th street and Locust street is being so designed as to accommodate the recommended high-speed line which is planned to extend from the city to the city.

"Upon the completion of this line your section will have direct delivery to all points on the high-speed system, including the delivery loop, and here is the advantage which you will gain thereby. The present time required to travel from 26th street and Allegheny avenue to City Hall will be still further reduced from 20 1/2 minutes to 15 1/2 minutes—a saving of 20 minutes on the round trip.

From 26th street and Allegheny avenue to League Island, from 54 minutes to 39 minutes—a saving of 15 minutes on the round trip. From 26th street and Allegheny avenue to Ridge and Parker avenues, in Roxborough, from 21 minutes to 14 minutes—a saving of 40 minutes on the round trip.

From 26th street and Allegheny avenue to 68th street and Woodland avenue, from 42 minutes to 27 minutes—a saving of 41 minutes on the round trip. From 26th street and Allegheny avenue to 53d and Market streets, from 42 minutes to 27 minutes—a saving of 21 minutes on the round trip.

"As another example, the time from 26th street and Columbia avenue will be reduced as follows: To City Hall, from 2 1/2 minutes to 2 1/2 minutes—a saving of 21 minutes on the round trip. To League Island, from 5 1/2 minutes to 2 1/2 minutes—a saving of 33 minutes on the round trip.

To 64th street and Woodland avenue, from 42 minutes to 27 minutes—a saving of 33 minutes on the round trip. To 53d and Market streets, from 23 minutes to 20 1/2 minutes—a saving of 23 minutes on the round trip. To Germantown and Chelten avenues, from 23 minutes to 22 minutes—a saving of 23 minutes on the round trip.

From 26th street and Woodland avenue, from 42 minutes to 27 minutes—a saving of 41 minutes on the round trip. Furthermore, the subway beneath the Parkway will connect up the entire high-speed system with the Green street entrance of Fairmount Park, which is of importance to every citizen of Philadelphia.

TIME TO FAIRMOUNT PARK. "This will reduce the time required to travel from the Green street entrance of Fairmount Park: To City Hall, from 10 to 5 minutes—a saving of 10 minutes on the round trip. To League Island, from 28 minutes to 20 minutes—a saving of 28 minutes on the round trip.

To Parker avenue, Roxborough, from 52 minutes to 24 1/2 minutes—a saving of 53 minutes on the round trip. To 64th street and Woodland avenue, from 25 minutes to 21 minutes—a saving of 28 minutes on the round trip. To Germantown (Chelten avenue and Main street), from 42 minutes to 29 1/2 minutes—a saving of 44 minutes on the round trip.

From 26th street and Woodland avenue to Frankford, from 51 minutes to 21 minutes—a saving of 33 minutes on the round trip. This time-saving, between the Green street entrance of Fairmount Park and other sections of the city, illustrates that the high-speed system will enable all of the people of Philadelphia to reach their great playground for one five-cent fare.

in a manner which will make it ROYALTY. Philadelphia has for many years expended millions of dollars on parks, playgrounds and other municipal developments, which are not accessible to the great majority of citizens. We want to enable people of every section of Philadelphia to enjoy all of the great places of amusement and recreation, which their tax money has for years been developing and maintaining.

"It seems unjust that the people in the densely populated sections of the city should be called upon to contribute annually their share in taxes toward the upkeep and enlargement of parks and other attractions which they cannot use. We must be fair to them and secure for them their rights. It is my ambition to bring opportunity for convenient travel and recreation equally to every front door in Philadelphia without any undue discrimination in cost or in time required to travel. This broad policy will bring boundless returns to the people in time saving, in prosperity, in pleasure and in comfort.

"The northwest elevated line will bring all of the people of the city served by the subway and recommended system in close communication with the northwestern district for one five-cent fare and enable them to reach practically any important point in Fairmount Park. It will skirt along within a few blocks of the East Park, afford access to the River drive, Falls of the Schuylkill by transfer and direct access to the Wissahickon, where it is crossed by Henry Avenue.

"It will also afford indirect access to the West Park by change of cars to the Fairmount Park Transportation Company's line. "It will relieve Roxborough's isolation and, as I have pointed out, it will eliminate that discrimination which now exists against your section of the city.

BENEFITS OF HIGH SPEED TRANSIT. "When the recommended spacious arteries for high-speed travel connect up every section of the entire city the entire population of Philadelphia will be able to reach and enjoy the amusements and pastimes which one great stadium will provide.

"Without an adequate rapid transit system it will be impossible to locate the great public stadium and recreation centre so that it will be readily accessible to all of the people of the city of Philadelphia in point of time and cost required to reach it.

"As soon as the recommended high-speed system is under way the last argument for delay in establishing the great municipal stadium will have been removed and it should be established. When all of the people of Philadelphia are enabled to enjoy the sports and other recreations which such a stadium will provide at a modest cost, we shall have performed an important duty to the great majority of the citizens of this city who are now prevented by lack of modern high-speed transportation facilities from enjoying pastimes which should be made available to them."

The director then explained that the city could build the proposed lines without the co-operation of the existing company and added:

"The transit program provides that extensions of the surface of the city shall be made from time to time and as reasonably required. This is of importance to the people who are located immediately north of the city, where additional surface facilities are needed. A way must be found to overcome the disadvantage which your district suffers by reason of its isolation from the city south by Girard College. The discriminatory exchange tickets with which you are burdened must be eliminated."

SISTERS WENDELL'S HEIRS More Than \$50,000,000 in New York Realty for Four Women. NEW YORK, Dec. 1.—Four sisters of John G. Wendell, head of an old New York family, who died yesterday in California, probably will receive from \$50,000,000 to \$60,000,000 in choice New York realty when his estate is settled.

Much of this property has been in the Wendell family for 200 years, and it is said to be the family policy to retain title to property indefinitely, although engaging in little business. Thus, much of the four sisters' inheritance will be in unimproved plots in the heart of the city.

The surviving sisters of the decedent are Mary E. A. Wendell, Rebecca A. D. Wendell Swagg, Ella Von E. Wendell and Georgiana G. R. Wendell.

NEWS NUGGETS. WORCESTER, Mass.—The failure of a "small order" given to arrive caused the post office to be visited by Joseph Connel and Mary Maguire. The bride had ordered the goods by mail when it did not arrive she refused to wear any other gown.

JAMAICA, L. I.—A thief stole a brass knob on the door of police headquarters. Recently a brass knob was stolen from the building and never recovered.

VIOLA, N. Y.—Because her husband turned a loose on her, she "dancing crabs," Mrs. Mabel Locke obtained a divorce.

MARIONVILLE, Pa.—A bear riot took place in this town when W. C. T. U. workers charged down a three-barred flag which saved from the burning Marionville Hotel and attempt to purchase them by means of a price and bid. (The hotel was the only licensed place in the county.)

HAVANA.—A reciprocal trade treaty with Canada is in the making in Cuba and other country as a result of negotiations now under way.

RESORTS. LAKEWOOD N. J. OAK COURT. A modern hotel with quiet air of domesticity and a beautiful view of the lake. E. E. SPANGLER, Mar.

PONONO MOUNTAINS, Pa. FOR REST, Recuperation, The Winter Inn RECREATION, BUCK HILL FALLS, PENNA. JACKSONVILLE, Fla. ROOM WITH BATH, \$1.00 HOTEL BURBRIDGE NEW MODERN FIREPROOF

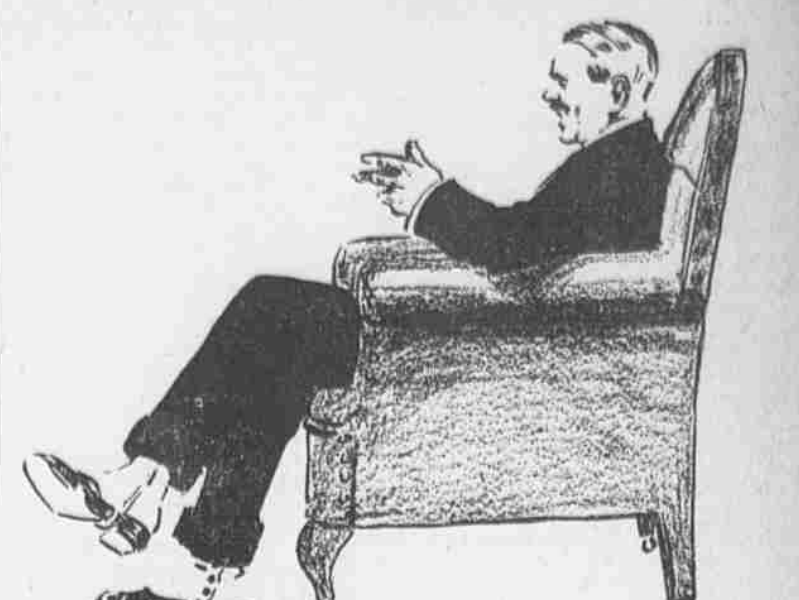
Centemeri Gloves "The Year of Useful Gifts"

FATHER and mother appreciate the useful gift more than you know. A pair of warm gloves touch the warm spot in the heart, and repay the giver a thousandfold. A box of Centemeri Gloves will supply glove needs for a year to come and make a welcome Christmas gift. Combination - 6.50 FOR FATHER. Grey fleeces for street wear - 2.00. Grey lined Gage for cold days - 2.50. Orateen - double for church and dress - 2.00. Combination - 6.75 FOR MOTHER. Elnora, best kid, pearl cream - 2.25. The "Pearly," wool lined - 2.00. Orateen - very warm - 2.50. Best quality silk, 2 1/2 inch length - 1.00. P. CENTEMERI & Co. 1223 Chestnut Street

Store Opens 8:30 A. M. WANAMAKER'S Store Closes 6 P. M. Everybody Busy With Christmas Lists Wanamaker's Is the Christmas Store

This Is the First of December Just 20 Choosing Days to Christmas. It is always the happiest month of the year, for its sightseeing and gift-getting. With our spacious, well-planned, sanitarily-constructed building, for the customers' convenience and safety, we are able to provide roominess and proper facilities for shopping with savings of time, ease and comfort.

Store Notes. You can pack yourself off to the sea in short order if you have a good trunk. Subway Floor, Chestnut. Christmas boxes are ready in the Candy Store; a dollar and a dollar twenty-five. Subway Floor, Chestnut. Witte's water-colors, self-blending and transparent, are 25c a set. Camera Shop, Main Floor, Juniper. Any woman might fall in love with the beautiful mahogany spinet desk marked \$62, on Fifth Floor, Central. Next to a good diary (5c) a good camera yields best material for your future biography. Main Floor, Juniper. Some music teachers use sand-glasses running 30 or 60 minutes for timing lessons. Main Gallery, Chestnut.



This great resort of the people with its 45 acres under one roof, filled from top to bottom with seasonable goods, is like another Centennial Exhibition. There is nothing to pay to get in and no need to buy anything until you are ready. The accommodations for large numbers render overcrowding, jams and jostling impossible, thereby lessening dangers and difficulties in getting about. On every floor there are ten staircases to get up and down, and four of them are within brick walls with stone steps on heavy, firm iron courses altogether different from the usual outside fire escapes. There is no need for race-horse speed and over-tiring drudgery in doing Christmas shopping. Do part of your list of gift getting each day without hurry, flurry, scurry and enjoy a pre-Christmas in unhurried selections for children and friends. You may depend on the bigness and bestness of our stocks and upon our effort to do well by you.

Never Before So Many Children's Sweaters. For babies and young children there are all white sweaters and those with color touches—sizes up to 3 years—\$1 to \$3. For little boys and girls, many different colors and a variety of styles—sizes from 2 to 6 years—\$2 to \$3.50. For older girls of 6 to 14 years there are many novelties, some of them imported and all of them charming, with belts and collars in odd and smart shapes, and in delightful novelty colorings. \$2.50 to \$7.50. (Third Floor, Chestnut)

Any man who wants to know the truth about men's fashions need only look over the new stocks of men's clothing and all other wearables ready in this Store this minute. On the first floor the Men's Clothing Store has its full supply of suits and overcoats ready for the winter just ahead, and they are better than ever, but no higher in price. (First Floor, Market) And for All Other Things a Man Wears. Let him see what we have ready in the Furnishing Store, the Hat Store, the Shoe Store and the Hosiery and Underwear Store just inside the Market street doors. Undoubtedly the best goods—best in quality and variety—and undoubtedly the lowest in price for goods so fine. (Main Floor, Market)

Christmas Music on the Grand Organ 8:30 and 5:45. More and More New Leather Goods Are Coming In. One shipment, just landed from abroad, is doubly welcome for being late. Some of the handbags in it are of exchequer silk and suede—the latter to match the tailored girl's spats—and have charming decoration of tiny cameos and crystals with game bird's heads. These are \$10 to \$20. Then there's a new style of strap envelope bag of two-toned striped leather or silk, very delicate moire linings and the prettiest of flat leather vanity fittings. These are \$13.50 to \$40. Still other new vanity bags are of velvet, pin seal and figured moire, all supplied with little imported fittings. Prices, \$8.50, \$10 and \$13.50. New combination purses having mirror and powder puff are of crushed morocco in pastel shades, shiny auto leather and pin seal for \$2.50. (Main Floor, Chestnut)

Women's Comfortable Winter Coats. Rich corduroys. Some of them with big fur collars setting off the brown, blue, taupe and black of the material; and other coats of heavy Winter cloths. Others of black eponge with dull silk collars. Others of heavy frieze in black or oxford. Others of a curious black diagonal cloth brightened with plush collar and cuffs. Each of these styles is \$25. And various fur cloth coats at \$16.50 and \$18.75. (First Floor, Central)

A Great Christmas Show of Madeira Embroidered Linens. The needlework of the Madeira Islanders is unequalled for fineness, a fact which seems to give a special seasonableness and suitability to Madeira hand-embroidered linens as gifts. The assortment of these goods which we are now showing is the best we have ever had, by which we mean that the variety is greater than ever and the pieces of an especially fine quality. Lunch Napkins with one corner embroidered, giving space for monogram work, at \$4.25, \$6.75, \$7.50 to \$28 a dozen. Round Centrepieces, \$1.25, \$2.25, \$3, \$4, \$5.75 to \$18.50 each. Scarfs for bureau, sideboard or chiffonier, \$3, \$3.75, \$4.50, \$5.75, \$6.50 to \$32.50 each. 13-piece Lunch Sets, \$7.25, \$8.50, \$9 to \$20.25 a set. 25-piece Lunch Sets, \$11, \$12.50, \$16.50, \$21.50 a set and upward. Oval bread tray covers, 25c to \$1.25 each. Round Lunch Cloths, \$15 to \$60 each. Pillow cases, 22x36 inches, \$6.75 to \$8.50 a pair. (First Floor, Chestnut)

The Finest Collection of Silks We Ever Had for Christmas. Despite European difficulties, the large importations of foreign silks have come through safely, and it seems as though they were even lovelier than in years past. Brocades in the richest and most exquisite blending of colors and woven with gold and silver threads, tinsel voiles, velours and other novelties and the finer satins and velvets. From domestic sources are the staple plain and fancy silks, the new pompadour and chifton taffetas and tub silks, both imported and domestic. In a word—every silk that is fashionable and new for Christmas giving. And, no matter whether it is a waist or dress length, every pattern will be boxed on request. (First Floor, Chestnut)

Furniture is a Gift of the Heart. For it is good head-work to give something of real and lasting value. More people than ever are giving furniture, because their hearts are giving their heads no less than their hearts a fair chance at settling the question of what to give to people with homes and home-loving hearts. The World's Greatest Display of Gift Furniture Is Ready on the Fifth Floor. Visit the exhibition today, any day between now and Christmas Eve, and satisfy yourself that it is as fine as we say it is. Varieties from oak chairs in forty different kinds at \$3.50 to \$17, to 900 different kinds of chairs and rockers at \$4 to \$145, and 310 different kinds of desks at \$10 to \$415, and 85 different kinds of wardrobe chiffoniers at \$30 to \$215, and so forth. (Fifth and Sixth Floors)

Sale of Silk Stockings on the West Aisle Tomorrow. JOHN WANAMAKER