

COSTELLO'S PLAN TO HOLD UP HIGH-SPEED TRANSIT AROUSES MILITANT PROTEST

"STRICKSTER," CITY CRIES OF COSTELLO

Continued from Page One. "I declare the Costello plan a hold-up and ask why he waited until Director Taylor started the movement before coming in at the last minute with his 'one-legged' railway."

They assert the Costello plan, which would connect only Frankford and Front and Market streets, would prevent further development for years, while the Taylor plan, which connects every outlying section of the city with the business district and binds Philadelphia together, would bring comfort, convenience and profit to the people of every locality.

It is very evident from the attitude of the citizens of Frankford that they will not be misled by the hackneyed political subterfuge of Costello that he introduced the bill "for the benefit of the good people of Frankford."

It was pointed out by several residents of Frankford that should the Costello plan go through, the people of the North and Market streets only by the elevated, then pay an extra fare to Broad street, and, if they worked at the League Island Navy Yard, buy an exchange to reach there. In other words, pay 25 cents fare for the round trip.

Nothing indicates the wave of indignation against the Costello bill more than the following letter from the United Business Men's Association to the organization in the North:

"The United Business Men's Association has placed itself on record in favor of Director Taylor's plan for rapid transit development in the city of Philadelphia, and will oppose the passage of the ordinance recently introduced in Council by Mr. Costello which seems to provide for the erection of a single elevated line in your district, without regard or provision for free transfers or for any other essential of a comprehensive betterment of transit facilities in the city."

"You are requested, therefore, to place your association also on record against the ordinance in question, and to cooperate in the public meetings that are to be held shortly in Frankford and Kensington to protest against the passage of the ordinance. The United Business Men's Association will endorse your position in this matter to the uttermost."

In addition to the protest meetings scheduled for tonight, Director Taylor will address a transit meeting of the 14th Ward Civic Association at the Central North Broad Street Presbyterian Church, Broad and Green streets.

**BUSINESS MEN'S VIEWS.** Following are the views of some of the city's business organizations on the Costello and Taylor plans.

**NORTH FRANKFORD AVENUE BUSINESS MEN'S ASSOCIATION,** representing a membership of 20 business men of Representative-elect Costello's district, Samuel T. Woods, president: "I strongly protest against Costello's ordinance. I do not favor his holding any one section of Philadelphia, and neglecting the other sections. I am very strongly in favor of Director Taylor's plan, because it is comprehensive and would benefit the entire city, while Costello's ordinance would block rapid transit for Philadelphia, except in Kensington and Frankford. Under Director Taylor's plan, as I understand it, the elevated to Frankford would be built first, so that this section will get rapid transit under his plan as quickly as under Costello's plan. It is probable that the association as a body will protest against the Costello ordinance."

**WALNUT STREET BUSINESS ASSOCIATION,** representing a membership of 115, E. J. Herlet, president: "I am in complete and entire harmony with the plans of Director Taylor. I have been over the plans and believe they are thoroughly practicable. I believe there should be a union effort for the best results."

**CHESTNUT STREET BUSINESS MEN'S ASSOCIATION,** representing a membership of 80, Erskine Dains, president: "As president of the Chestnut Street business men's organization I have already endorsed Director Taylor's plan. The association took the matter up at a meeting some time ago and wrote to Director Taylor, endorsing his plan. I heartily favor Director Taylor's plan and think that it is the right one."

**MARKET STREET BUSINESS MEN'S ASSOCIATION,** Frank I. Reissner, president: "We are all against anything that ties up Director Taylor's comprehensive plans for rapid transit and benefits only one section of the city. I heartily approve of the Taylor plan and see nothing against it, while the ordinance introduced by Councilman Costello apparently is a drawback to the whole transit development."

**THE UNITED BUSINESS MEN'S ASSOCIATION,** composed of 12 associations in every section of the city and representing a membership of 25,000 business men, William Hancock, president: "If the Costello plan is accepted it will mean the undoing of Director Taylor's plan and the bringing to a standstill of the good work that is being accomplished. The United Business Men's Association has endorsed the Taylor plan and therefore will protest emphatically against any further attempt to substitute such as this Costello ordinance provides."

**EDWARD B. MARTIN,** chairman of Frankford Transit Committee: "The United Business Men's Association endorsed Director Taylor's plan and the experience of an expert, skilled and experienced by special appointment to the city. The Department of the Transit was created expressly for the purpose of providing transit facilities for the city."

**EDWARD B. MARTIN,** recording secretary: "No Frankford scheme for us. The Taylor plan is regarded by our organization as the best that could be evolved, and we are prepared to continue the support we are giving it to the end."

**WOODLAND AVENUE BUSINESS MEN'S ASSOCIATION,** representing a membership of 150, John J. Pedlow, president: "Director Taylor addressed members of our association only a short time ago. He outlined the proposed plan, and I assure you he was given a rousing reception. I think our members will back him to the hilt. You can say for me we will not accept any substitute for Director Taylor's plan, that is, if there is any way we can prevent the substitution."

**MR. COSTELLO'S PLAN;** I think it is very partial. We have not held mass meetings as yet, but you can rest assured we shall. The proposed plan, if carried out, will be a great thing. As for the councilmen in this section asserting themselves in regard to Director Taylor's plan, they have already gone on record as supporting it."

**SOUTHWESTERN BUSINESS MEN'S IMPROVEMENT ASSOCIATION,** representing a membership of 100, John A. Moore, secretary: "If you ask me candidly, I think we are getting a lot of 'hot air' in regard to proposed rapid transit service. The members of our association are naturally interested, but I think after the question of public opinion, how many councilmen own themselves? It is true, in Philadelphia we are not used to the kind of transit service. I was talking with a man from St. Louis the other day, and he said this was the poorest laid out large city he had ever seen in. Costello was referring to the transit system. He said he was surprised at the poor service, the endless strap hanging, and for it all, he had to pay 25 cents. He also said there was surely enough travel in a city like this to do away with the 8-cent fare. There is no doubt of it, we are not getting the service."

not the result of any special preparation of expert work, but it comes suddenly and so unexplained that its appearance must be regarded as sinister. I am not speaking selfishly for myself, but voice the sentiments of people in every corner of the city."

**THE NORTH PHILADELPHIA BUSINESS MEN'S ASSOCIATION,** representing a membership of 80, E. J. Reissner, president: "The Costello plan is clearly a subterfuge thrown out by the politicians to hoodwink the citizens of Philadelphia. I am absolutely opposed to it, and our organization is on record as against any halfhearted measure or any changes in Director Taylor's plan. To find just where Philadelphia stands in regard to rapid transit, I would suggest that every business organization in the city call meetings, invite the Councilmen of the ward in which the organization is located, and find out how each and every one of them stands on the plan of Director Taylor. It is absolutely essential that we get our Councilmen on record, but this question. Our organization will hold a meeting tonight and I shall suggest that we take these steps."

**NORTHWEST BUSINESS MEN'S ASSOCIATION,** representing a membership of 300, Walter A. Bertel, president: "We will not stand for any scheme other than the Taylor plan. We are for it from start to finish. In conjunction with the United Business Men's Association we will hold protest meetings if the plan is not promptly carried through. We have not yet asked our Councilmen what stand they are taking on the proposed plan, but we are planning to have them commit themselves on the matter. They are for the Taylor idea, I am assured."

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**THE 6TH AND MARKET STREETS BUSINESS ASSOCIATION,** representing a membership of 100, William Gibbons, president: "Personally, I am in favor of Director Taylor's plan, absolutely and without change. The 6th and Market Streets Business Association will take up the matter of this Costello plan at its meeting Wednesday night."

**H. J. McCaffrey,** secretary: "Our organization has enthusiastically endorsed Director Taylor's plan for rapid transit and has notified him. We shall therefore regard this other plan as a subterfuge to the best interests of the city. At our monthly meeting we shall take action to find what our Councilmen think of it."

**THE LANCASTER AVENUE BUSINESS ASSOCIATION,** representing a membership of 50, A. M. Hewitt, president: "You can say for me and the association we are heart and soul with Director Taylor and his plan for rapid transit. At the time Director Taylor outlined his plan I agreed in every particular. The association realizes that it is for the benefit of the city of Philadelphia to oppose the Costello ordinance."

**HAYES BOYNE,** secretary: "The Costello ordinance is a 'baiting.' It was introduced for a personal political purpose. There is no doubt that Mr. Costello has been opposing Director Taylor continually and that the object of this ordinance is to break up the Taylor plan completely. Director Taylor has done the best he could with the situation. Our association will not hold a meeting until January, but I think that will be in time for us to take action to oppose the passage of the ordinance."

**BREWERTOWN BUSINESS MEN'S ASSOCIATION,** representing a membership of 100, William J. Wahl, president: "Our association is decidedly in favor of Director Taylor's transit plan, and with several other organizations at a meeting last Monday, went on record to stand by Director Taylor in his efforts for an up-to-date transit system."

**CHARLES H. BUTTEN:** "I have no faith in Costello and would not favor anything he introduced in Council. Director Taylor's plan as it stands now is the right plan. BUSINESS MEN'S AND TAXPAYERS' ASSOCIATION, of Frankford, William H. Horn, president: "I am in favor of the Taylor plan. Speaking for the association of which I am president, I can safely say the members are strongly in favor of the Taylor program for, although there has been no meeting called since Mr. Costello proposed the Frankford elevated line, our association had previously expressed itself so forcibly in favor of the Taylor program that I am sure there is not the slightest question as to whom they will back."

**THE FOX CHASE IMPROVEMENT ASSOCIATION,** representing a membership of 100, Fred H. Krantz, president: "I can see nothing in this Costello plan except a disrupting. If it is successful, the plan as outlined by Director Taylor is a selfish scheme. We have adopted resolutions endorsing the Taylor plan, and as our two Councilmen were present and joined in the resolution it is to be presumed they will oppose the Costello measure."

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**PASSYUNK AVENUE BUSINESS MEN'S ASSOCIATION,** representing a membership of 80, Caspar Werner, president: "Our organization has endorsed the transit system as suggested by Director Taylor. We took this action several months ago, and all I can say is that we are doing our utmost to support the Taylor plan as opposed to the Costello scheme. The matter will be brought up at our meeting tonight and resolutions will probably be passed on the matter."

**THEODORE COOK,** secretary: "This organization is not as vitally interested in transit as are some others, but we are favorably disposed to the plan of new facilities as outlined by Director Taylor. We have endorsed the plan suggested by him and are working for its adoption."

**THIRTY-SIXTH WARD IMPROVEMENT ASSOCIATION,** representing a membership of 70, the Rev. J. Gray Bolton, president: "I think that after all why should the public attempt to solve a problem which can only be solved to the best advantage of all concerned except on scientific and business principles. I believe those who have all the facts in hand should be allowed to settle the question. I might say, if a man came to my church and told me where I ought to make extensions, I would simply tell him that I know more about my own church than any man in Philadelphia."

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represented at the meeting, and it was unanimously decided to demonstrate, if necessary, that the people of the northwest wanted the high-speed system as outlined by Mr. Taylor. From the sentiment of the people in this community I am sure they will not stand for any transit ordinance designed to delay matters, and it is the general opinion here that the Taylor plan should go through just as it is without any change."

**WEST END BUSINESS MEN'S ASSOCIATION,** Philip Conway, president: "You can say I am emphatically for the Taylor plan for high-speed transit and against Costello's scheme to disrupt the transit situation."

**OLNEY IMPROVEMENT ASSOCIATION,** J. Fred Burkart, president: "Our association is, and always has been, for Director Taylor's plan for rapid transit, and I may safely say we are one and all against anything that benefits one section only and hinders the development of the transit to every section of the city, as the ordinance introduced by Councilman Costello certainly does."

**THE COHOCKRINK BUSINESS MEN'S AND TAXPAYERS' ASSOCIATION,** representing a membership of 250, William Hancock, president: "The Cohockrink Association realizes the importance of success to Director Taylor's plan for rapid transit, and therefore to help the other sections of the city we shall hold a meeting tomorrow night to protest against the Costello ordinance."

**GROCERS' BUILDING AND LOAN ASSOCIATION, OF FRANKFORD,** representing a membership of 100, Oliver Stout, Jr., treasurer: "Director Taylor's proposal has always looked good to me. As for the plan of Mr. Costello, I know but little of what it embodies. While I am only speaking for myself, I feel we should adhere to something we know is good rather than jump about everywhere. Unless we fight hard for one thing it may be that we will get nothing."

**CENTRAL HERMANTOWN AVENUE BUSINESS MEN'S ASSOCIATION,** Louis J. Sues, president: "With the Hunting Park Avenue Association and the Logan Association, our organization has been militant for the Taylor plan of transit for several months. We have endorsed the idea and our Councilman have also declared themselves for it. We are working hard for its adoption."

**BANBORG STREET BUSINESS MEN'S ASSOCIATION,** representing a membership of 50, D. V. Brown, president: "The transit plan proposed by Councilman Costello looks to me like a political trick to confuse and delay the transit plans already before the people. I would like to see rapid transit here and want to see it during the present generation. For that reason I am in favor of plans that purpose to give us the high-speed system as soon as possible."

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an opinion as to the motives behind the ordinance. The next meeting of our organization will be held Thursday night, when the matter will be brought up for discussion. At a mass-meeting on December 17 the Costello ordinance will undoubtedly be acted upon by the League. I clearly see that Director Taylor's general plan for transit development is the most comprehensive we have. A. C. Oehls, secretary: "The ordinance of Councilman Costello is a political movement actuated by a purely selfish motive. Either Mr. Costello is playing for the favor of the Frankford residents or the Philadelphia Rapid Transit Company is behind the ordinance, with profit in view. The transit company is not laboring to accommodate the public. The Frankford elevated line would prove very profitable in itself and at the same time obstruct the comprehensive plan of Director Taylor. I have not the authority to express these opinions as representing those of the Logan Improvement League, but I am sure that we are opposed to anything that interferes with Director Taylor's work as this Costello ordinance does. FALLS OF SCHUYLKILL BUSINESS MEN'S ASSOCIATION, J. W. Flanagan, president: "We are for Director Taylor's plan and have instructed our representatives in Council to favor it. William J. Benham and John E. Smithies, Common Councilmen, and Albert M. De Frontalis, Select Councilman, have told me they favor Director Taylor's plan. We are opposed to Mr. Costello's plan or any other that purports to give one section of the city transit facilities and neglects the needs of the other sections. We believe that the plan proposed by Director Taylor to give the whole city high-speed transit is the best for all, and our desire is to go on record as endorsing them."

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