

TRANSIT OPPONENTS WAR OF RED BY A TAYLOR AT FIVE MEETINGS

Progressive Organizations Told Those Against Plan Would Be Regarded as Common Enemies.

Meetings of Protest Against Costello's Hold-Up Transit Bill

TONIGHT, Cochran's Business Men's and Taxpayers' Association, 4th and Diamond streets, 8 o'clock. WEDNESDAY NIGHT, Fortieth and Market Streets Business Men's Association.

THURSDAY NIGHT, East Germantown Improvement Association. FRIDAY NIGHT, Fox Chase Improvement Association.

MONDAY, DECEMBER 14, South Oak Lane Improvement Association. And these are only the advance guard.

The Costello brand of rapid transit was condemned last night by five progressive organizations, which endorsed the plans of Director Taylor. Meetings of protest against the Frankford Councilman's ordinance were held in the central, northern, southern, western and northwestern parts of the city.

Resolutions endorsing the program mapped out by Director Taylor were unanimously adopted at each meeting, and it was also decided to participate in any demonstration called to convince Councilmen where the organizations stand on the transit question.

The meetings were held at the Central North Broad Street Presbyterian Church, Broad and Green streets, under the auspices of the 14th Ward Civic Association; the Kingsessing Recreation Center Hall, 4th and Kingsessing avenues; the North Philadelphia Business Men's Association, Broad and Green streets; the North West Business Men's Association, 238 Columbia avenue, and the Passyunk Avenue Business Men's Association, Passyunk avenue and Dickinson street.

Probably the most largely attended meeting was that addressed by Director Taylor at the Central North Broad Street Presbyterian Church.

This meeting was attended by workmen from Baldwin's, Hoopes' & Townsend's machine shop and members of various churches in the vicinity. William Smith, who represented union workmen at the meeting, said that the central union would take any action necessary to aid Director Taylor in his plans.

Prompt action on the transit question was urged by Prof. Francis B. Brandt, principal of the School of Pedagogy, who said that the danger of the city becoming many years behind the times unless the citizens took the necessary steps to obtain adequate transportation facilities.

Similar advice was given by the Rev. E. Miller, pastor of St. Mark's Lutheran Church, and the Rev. M. J. McSorley, of the Church of the Assumption. They asserted the people could get anything they wanted by going after it.

Director Taylor described the benefits which would come through the proposed transit system, and a warning to Costello was given in his declaration that any one who attempted to thwart prompt action in establishing the high-speed system would be regarded by the people as a common enemy and dealt with accordingly.

DIRECTOR TAYLOR'S ADDRESS. That the audience agreed was shown by the prolonged applause which greeted this statement. In the course of his address the Director said in part: "I come before you as a defender of your right to certain facts which vitally affect your interests, and to ask for your aid in the effort which I am making in your behalf."

delay in securing the necessary high-speed system. "This is what it will mean to you in time-trying: "Upon the completion of the Broad street subway and the other recommended high-speed lines the time required to travel from Broad and Spring Garden streets will be reduced as follows: "To City Hall, from 5 to 5 minutes, a saving of 5 minutes to the round trip. "To League Island, from 25 minutes to 20 minutes, a saving of 5 minutes on the round trip.

"To 4th and Market streets, from 20 minutes to 15 minutes, a saving of 5 minutes on the round trip. "To Olney, from 42 minutes to 22 minutes, a saving of 20 minutes on the round trip. "To Logan (Olney avenue) from 27 minutes to 22 minutes, a saving of 5 minutes on the round trip.

"To Germantown and Chelten avenue from 44 minutes to 20 minutes, a saving of 24 minutes on the round trip. "To Roxborough (Leverington avenue), from 45 minutes to 22 minutes, a saving of 23 minutes on the round trip. "To Frankford (Arrott street), from 44 minutes to 21 minutes, a saving of 23 minutes on the round trip.

"To Market street ferries, from 19 minutes to 15 minutes, a saving of 4 minutes on the round trip. "The intolerable congestion on the existing surface lines will be eliminated. EXCHANGE TICKET DISCRIMINATION.

"The illegal discriminations imposed against persons and localities by the exchange ticket charge will be eliminated under the terms of the program as arranged between the Department of City Transit and the officials of the Philadelphia Rapid Transit Company. If the same is adopted, otherwise they will be eliminated by due process of law.

"The Department of City Transit has divided the city into transit sections of one mile square. Your section is No. 13. A very small portion of the 14th Ward extends beyond it. "This section is bounded on the east by 8th street, on the west by 20th street, on the south by Callowhill street and on the north by Thompson street.

"The population of your section in 1912 was 55,000. The assessed valuation of real estate included therein is \$19,091,225, equaling \$345.33 per acre. "The daily street passenger railway travel between your section and the various sections of the city is as follows: Central business district, 22,200; South Philadelphia, 13,000; North Philadelphia (between Allegheny avenue and Callowhill street and the two rivers), 22,200; Philadelphia Heights, 12,000; Northeast section (Kingsessing, Richmond, Frankford, Brimsburg, etc.), 6,000; West Philadelphia, 2,000; Fox Chase, Chestnut Hill, Coburn, Foxcroft, etc., 2,000; Schuylkill, Manayunk, etc., 10,000; Locally, within your section, 2,000.

"Thus, on an average, 100,000 passengers travel daily within, out of and into your traffic section on the street cars. The passengers who travel into and out of your traffic section will be saved 200,000 hours per year by the high-speed system, which, valued at 15 cents per hour, will equal a saving of \$40,000 per year.

"The abolition of the discriminatory exchange ticket charge will save the passengers traveling within, to and from your traffic section \$98,000 per year. FACILITIES INADEQUATE. "The city is bound to grow. The question is, Shall the population be properly distributed over a wide area in individual homes, with pleasant surroundings, or shall it be crowded together in tenements near the centers of employment? "Philadelphia is going to develop her natural advantages and commercial facilities in a way which will adequately provide for the necessities of property and comfort of the people; this city's exceptionally strong financial position and vast resources, coupled with the courage and energy of the citizens, will carry through the program.

"Now is the time to proceed. "Scores of thousands of men are out of work. They do not want charity. What they want is employment, and the city can give them employment promptly on the construction of the recommended high-speed lines. "Further, the city in seizing its opportunity in a businesslike manner can save very largely on the construction cost of the lines, owing to the business depression and the present low prices of materials resulting therefrom.

"The manufacture of the materials and the work pertaining to the construction of the high-speed lines will provide profitable employment for tens of thousands of people, and thus be a factor in re-establishing prosperous conditions in Philadelphia and elsewhere. "It seems unjust that the working people in the densely populated sections of the city, who have no money to waste and little time for leisure, should be called upon to contribute their share in tax-paying to the upkeep and enlargement of parks and other attractions which they cannot enjoy.

"We must be fair to them and secure to them the rights of the citizen, when adequate transit facilities which will give them the necessary opportunity for convenient and economical travel to and from every portion of the city with- out undue discrimination against them 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. I want them to stand shoulder to shoulder with me in forcing this issue, with me so much to them, to an immediate and successful conclusion."

MAGISTRATE REMITS FINE Death of Child Cause of Removal of Driver's Penalty. Hugh Holiday, 20 years old, of 3238 North Oak street, was arraigned before Magistrate Emely today, charged with beating a horse over the head. The arrest was made last Saturday on complaint of Mrs. Elizabeth Schuster, wife of a toy manufacturer, Magistrate Emely fined him \$10.

"I have no money," said Holiday. "If you have no money," asked the Magistrate. "Yes, I do," replied Holiday. "But I spent all the money I had in burying my child who died a few days ago." Magistrate Emely then remitted the fine and Holiday went back to work.

OFF TO WATERWAYS MEETING Large Party of Business Men Attend Rivers and Harbors Congress. Nearly three-hundred representative business men from all over the city are leaving today for Washington to attend the National Rivers and Harbors Congress, which convenes tomorrow. Congressman J. Hampton Moore, president of the American Rivers, Harbors and Navigation Association and Durrell Shuster, its secretary, went to the capital city yesterday to establish headquarters for the local representatives. The convention is scheduled for three days.

BURGLAR SENTENCED Prisoner Pleaded Guilty to Four Indictments. A sentence of four years and six months in the County Prison was imposed on Tony Rossi today by Judge Davis in Quarter Sessions Court, after the defendant had pleaded guilty to four bills of indictment charging burglary. Rossi was arrested on November 5, while robbing the fair state of Ocean County, N. J., at the residence of Mrs. J. J. Rossi, 23rd and Arch streets, and while he was in the act of robbing the residence of Mrs. J. J. Rossi, 23rd and Arch streets, and while he was in the act of robbing the residence of Mrs. J. J. Rossi, 23rd and Arch streets.

We Are Ready for Christmas! And Ready to Help Everyone Else Prepare

Rich Silks The Most Fashionable Weaves at Lowest Prices. Lengths of silks intended for gifts will be neatly boxed upon request. \$1.75 Crepe de Chine \$1.25. \$2 Crepe \$1.59. \$2.00 Satin \$1.69. \$2.50 Imported Chiffon \$1.98. \$2.50 Humidor \$1.59.

HATS TRIMMED FREE OF CHARGE Lit Brothers Market Double Yellow Trading Stamps With Every 10c Purchase Until Noon. Special Upholstery Sale: Curtains, Fancy Linens, Draperies and Utility Boxes Are Included in the Tastefully Chosen Assortments. \$2 Scrim Curtains \$1.19. \$4.50 Utility Boxes \$2.89. \$6.50 Lace Curtains \$4.48. \$4.00 to \$6.00 Single Portieres \$2.98.

Gifts of Jewelry and Silverware ARE CONSIDERABLY UNDER THE USUAL PRICES HERE. \$5 to \$22.50 La Vallieres \$3.98 to \$19.98. \$1.75 to \$7.50 Neck Chains, \$1.25 to \$5.98. \$25 Mesh Bags, \$15. Men's \$6.50 to \$15.50 Stone Set Rings, \$4.98 to \$12.98. Women's \$15 Solid Gold Watches, \$12.98. Men's \$10 Gold-Filled Watches, \$7.50. \$9.50 to \$18 Vanity Cases \$7.50 to \$15. \$18 to \$115 Bar Pins, \$15.50 to \$95.

Slippers Are a Nice Gift EVERYONE LIKES A NEW PAIR FOR CHRISTMAS SHOES, TOO, AT SAVINGS. Women's \$1.50 Kid Gloves, \$1. Women's \$2 Kid Gloves, \$2. Misses' and Boys' \$1.25 Cape Gloves. Men's \$1.50 Cape Gloves at \$1.25. Children's \$1.50 Kid & \$1 Buck Gauntlets. \$3 Flowered Lace Waists \$1.98. \$5 Crepe de Chine Waists \$3.98.

Sporting Goods Gift Specials at Price Savings. \$25 Postal Bicycles. Boys' \$25 \$17.50 Bicycles. Men's \$3 to \$5 Coat Sweaters. Children's \$2 Sweaters, 65c. \$2.50 Roller Skates \$1.49. Boys' \$2.50 Scout \$1.75. Leather Goods. Men's \$1.25 Col. 98c. \$8 Bags, \$4.98. Men's \$2 Leather Goods at \$1.49. \$6 to \$18 Traveling Bags \$5 to \$14.98. Umbrellas. SPECIALS FOR CHILDREN 75c Ones 50c. Children's \$1.75c Umbrellas. Men's \$3c Handkerchiefs 25c.