McNichol Yields April Transit Vote

* discussion actually centred about the

UNICHOL MEN FIGHT RESTRICTION Representatives of the McNichol faction, although admitting that they were at last among to act favorably upon the \$30,000,an load ordinance, offered bitter opposition to any restriction being placed upon
the increased borrowing capacity of the the increased borrowing capacity of the ety so that the funds could be applied ely to port and transit development, such Connelly, chairman of Councils' funce Committee, and Seger, chairman of the subcommittee, offered the neces-sity for other pressing nunicipal needs

sity for other pressing municipal needs
as an excuse for opposing the use of the
proposed increase in municipal borrowins capacity for transit and port develies especially.

Municipal improvement projects totaling
in cost \$19,000,000 were suggested as beins just as essential to Philadelphia's
typel development as the Taylor transit

Although the amendment to the State Opsitution was perpared for Philadel-phians and introduced in the Legisla-mer by Philadelphians, it was urged that me by Pluindesphians, it was urged that me Legislature should not be permitted to say how the money should be spent. Rather, it was argued, this privilege sould be reserved to Councils.

in answer to the contention that there were other municipal improvements of wast importance needed by Philadelphia Director Taylor voluntarily agreed at the hearing today to ask for only \$6,000,000 at the special election instead of \$30,000,000 provided he was assured that the pending amendment would be adopted as it new stands, and that the money available from the increased borrowing capacity of the city from 7 to 10 per cent. would be spolled to transit and port alone.

The remainder of the \$30,000,000 and all ether money available under the persenal property assessment, he said, secute then be used for these much needed other Improvements."

COUNCIL CHAMBER THRONGED. Proof that all Philadelphia is awake to importance of the meeting was shown when delegations from every section of the city crowded into the gallery and upon the floor of the Common Coun-ril Chamber. Every inch of standing com was taken half an hour before the hearing opened and scores were turned

In calling the meeting to order Senator Vare, chairman of the Senate committee,

This meeting is called at the instance of the chairman of the Finance Commitof Councils to hear arguments pro and con whether the amendment to in-crease Philadelphia's borrowing capacity from 7 to 10 per cent, for transit and port development shall pass the State Legislature for the second time.

We will commence hearing the arguments now. If we shall not have finished today we will meet tomorrow at the same time, and if we are not finished then we will continue meeting until all arguments are heard. The members of icils' Legislative Committee will be

SEGER'S ARGUMENT.

Charles Seger, called first, in outlining the improvements which he declared Philadelphia needed, at a cost of \$119,000,000, exclusive of transit and port, estimated 130,650,000 for the Highway Bureau, for the improvement of streets and roads, the Parkway, League Island Park, boulevards and bridges.

He further contended in his plea for improvements that the city now needs in enlarged water system as a cost of #3.000,000. He would give \$48,500,000 to the Bureau of Surveys for grade crossing elimination, the projected sewage-disposal plant, sewers and other improvements. He said that no one has any disposition to delay transit.

"It is said it would cost \$45,000,000 to complete the transit plans," he said. "There is plenty of money from the permonal property assessment for transit. The Dock Department will not be allowed to suffer by amending this amendment delay of two years will not make a partical of difference."

CONNELLY'S SPEECH.

John P. Connelly, chairman of Counels' Pinance and Legislative Committees, smerted with vigor that there had been so effort on the part of Councils in any way to delay the right of the people to appress themselves whether or not they were willing to take on an additional debt of \$30,000,000 for transit development. "I want to express myself," he said,

"most vigorously against the effort of my opponents to fasten the cause of deby upon me. I object most strenuously as an individual Councilman against being driven into a corner and being shot

at like at rat.
"I believe every man who knows the city will say that the estimates are 50 per cent under what they ought to be. From \$150,000 to \$175,000 is much nearer the cost of a special election than \$110,000. In the next the cost of the second of tost of a special election than \$110,000. In the next four years on the present seven ber cent, basis you will have only \$30,000,-00, and you will also have current expenses of \$132,000,000. Of that \$131,200,000 will be liabilities, leaving \$1,750,000 for improvement. Eventually you people have got to pay the bill and by an testingue increase of the tax rate. "If there is one thing you people know it is that the rate should not be increased unless it is absolutely necessary. Were not opposed to these works, but I submit that they will not be self-sus-isining for many years to come, some for

ing for many years to come, some for five years and some for more

Where are we going to get the money to carry on this government? If you take \$1,000,000 for sinking funds out of Surrent ot revenue, where are you going to get another \$2,000,000 for expenses? It's be people's job. I'm glad to see them here. We thought the people ought to have the say whether the city was to be put inside a barbed-wire fence. The day come when the purposes for which amendment was passed will leave

been day transit will be on a paying the city high and dry.

Seems day transit will be on a paying the city high and the city will have the city another Legislature will have the amend this amendment so that it will be amend this amendment so that it will be amend the city and the city will be a city will be city to the city will be the broadest scope of improve-

SEGER'S ANNOUNCEMENT. Charles Segar asserted that the orditice to hold the election would be constered by the Finance Committee either Munday or Tuesday of next week and bill reported out favorably at the

nesting of Councils. Following Connelly's speech Director aring arose amid a great outburst of splanes and began his answer to the ob-

DIRECTOR TAYLOR'S ARGUMENT. Director Taylor said:

It is my purpose to demonstrate clearly

First The vital necessity of securing ion of the constitutional amend-

and That the proposed amendment making the city to finance the recursion trunkit development on an amin) and business-like basis with-

strains the city to finance its &

ness-like basis;
"Fourth. That the city has, and will continue to have adequate borrowing capacity to finance any and all other permanent improvements without further change in the Constitution;
"Fifth That the adentication is the constitution."

Fifth. That the adoption of the pro-posed amendment is essential to enable the city to finance not only transit and port developments on an economical and business-like basis, but also to enable the city to finance all municipal developments on an economical and business-like

INCREASED BORROWING CAPACITY. "The joint resolution proposing an amendment to Section 8 of Article ix of the Constitution of Pennsylvania, under

"It increases the borrowing capacity of the city by an amount equal to 2 per-cent, of the assessed valuation of taxcent, of the assessed valuation of tax-able property for transit and port development only.
"Based upon the City Controller's figures of October 1, 1914, of assessed valua-

tion of taxable property for 1915, this increase in borrowing capacity will be upward of \$67,000,000. "It also provides: That when transit and port developments have been acquired or constructed, and when they have been

placed on an income-producing basis, such portion of the bonds as have been issued therefor which are then supported (as to annual interest and sinking fund payments accruing thereon) by annual net income produced thereby may be excluded from the incoherence. a excluded from the indebtedness city in calculating its borrowing This provision will enable the city to

recover from time to time such portion of the borrowing capacity so utilized for transit and port development as may then be represented by the par value of bonds outstanding which are sustained as to interest and sinking fund out of the net earnings of the facilities. In order that the terms of this provision may apply it will not be necessary, as it is under the now existing terms of the Con-stitution, for each facility to earn the annual interest and sinking fund payments on bonds representing the total ost thereof.
"But such portion of the bonds issued

therefor as are sustained as to the in-terest and sinking fund requirements out of the net earnings produced thereby may be excluded from the city's debt in calculating its borrowing capacity.

50-YEAR CITY BONDS. "It enables the city to issue 50-year bonds instead of 30-year bonds, thereby

reducing the annual sinking fund requirements from 21/2 per cent, upon the par value of bonds issued to I per cent on the par value of bonds issued. "On a \$50,000,000 issue of bonds this will

reduce the annual payments required, in addition to interest, for sinking fund purposes by 1½ per cent.—a saving in such an issue of \$750,000 per year. "It permits graded sinking fund instal-ments to be established.

"Thus, in the early years, the sinking fund payments may be made nominal, increasing annually as the producing capacity of the facilities constructed increases, so that in the early years of operation the sinking fund charge in addition to interest accruing on the bonds issued therefor will be kept down to a

"It authorizes interest and sinking fund payments on bonds issued accruing dur-ing the period of construction and durfirst year of operation to be

capitalized. "Thus the city will be enabled to finance and construct rapid transit facili-ties and port improvements and have the same in complete operation for one year before the interest or sinking fund paynents on the bonds Issued therefor be-

come a charge against current revenue.
"On account of inaction on the part of "On account of inaction on the part of the existing street railway system in according its co-operation, as provided in the program arranged between the Department of City Transit and the officials of the Philadelphia Rapid Transit Company, I have tentatively suggested that the amount of the increase in the city's indebtedness to be submitted to the voters for approval might be \$30,000,000, upon the assumption that by authorizing a large amount the moral effect upon the existing system in reaching a determination to co-operate with the city would be efficacious.

would be efficacious.

"Upon further consideration, however, and in view of additional facts which have been developed. I believe that the existing system cannot long withhold its co-operation from the city, and that it will be necessary for the existing system to accord such co-operation in protection of its own interests.

"The very minimum amount which would be efficacious.

of its own interests.

"The very minimum amount which should be made available as a basis for contracts and the securing of the necessary easements during 1915 is \$5,000,000, and I shall earnestly recommend that this amount be made available and that the same shall be appropriated by Councils in order that the contracts may be cils in order that the contracts may be awarded and the construction of the high-speed lines may be commenced on

IMPORTANCE OF AMENDMENT. "This course, if followed, will enable the Department of City Transit to place under contract that portion of the work which will be most tedious, and after deducting this \$6,000,000 from the city's borrowing capacity (\$47,854,418.20) the city will have remaining a borrowing capacity of \$41,854,418.20, which amount, plus the normal yearly increases in borrowing ca-pacity due to the operation of the sinking fund, and due to the yearly increase in taxable values, will remain available for improvements other than transit and port development, and the most advantaport development, and the most specific pro-

posed Constitutional amendment will make the remaining borrowing capacity of the city usable for such improvements other than transit and port development in a most economical and businesslike manner to the great advantage of the taxpayers.

"It is very important that the consti-tutional amendment be adopted in No-vember so that the funds required for wember so that the funds required for transit development in excess of \$6,000,000 or approximately \$41,000,000 and the funds required for port development may be borrowed as provided in the constitutional amendment on the most sconomical basis, without further encreaching upon the remaining borrowing capacity of the city which as I have shown, will of the city, which, as I have shown, will amount to over \$1,000,000. "Let it be clearly understood that the

"Let it be clearly understood that the constitutional amendment, after its adoption, will make all funds needed for transit and port development available without encroaching upon the present borrowing capacity of the city. Also that the constitutional amendment will enable the city to capitalize all interest and sinking fund payments accruing on bonds lassed thereunder for transit and port development during the period of construction and during the first year of operation, and to charge such interest operation, and to charge such interest and sinking fund payments so according against loan funds and not against cur-

rent income from taxes.
"Therefore the interest and sinking fund charges on bonds issued for transit

fund charges on bonds issued for transit development as well as for port development would not be a charge against the current income of the city until after such facilities are completed and have been in operation and producing offsetting income for one year.

"It is most essential to gain the privilege of issuing 50-year bonds instead of 36-year bonds as provided in the constitutional amendment, for the average yearly sinking fund charge will thus be reduced from 35 to 1 per cent.—a saving of 1½ per cent. per year.

of its per cent, per year.

"Under the terms of the constitutional amendment, this provision will apply not only to bonds issued for transit and port development upon the added borrowing capacity which the constitutional amendment brings, but will apply to all bonds issued by the city after the adoption thereof and will bring a very large.

rearly saving to the city in financing all |

"The provision in the constitutional amendment prescribing that the 3 per cent horrowing capacity gained thereby shall be expended by the city on transit and port developments, the State is assured that such portion of this additional 2 per cent, as may be becrowed from per cent. as may be borrowed from time to time will be invested in facilities of a substantial and income-producing

"This provision will safeguard the pres-ent high standard of credit which the city now enjoys, without restricting the ample and general borrowing capacity of the city in a way which will hamper other improvements.

"The average gearly fixed charge which the city will incur for transit develop-ment under the terms of the constitutional amendment will be only \$2,390,000.
"With the exception of that portion of this yearly fixed charge which is represented by interest and sinking fund charges on the \$6,000,000 proposed to be borrowed this year, it will not become a charge against the current revenue until one year after the high-speed lines have been in operation and producing revenue.

ERRONEOUS STATEMENTS. "We have heard all sorts of erroneous statements about the possibility of the tax rate being increased by the construc-

tion of the high-speed lines. "The self-supporting plan for transit development will not require any increase n the tax rate. On the contrary, the direct and indirect returns resultant therefrom will largely exceed the yearly pay cents required for the interest and sinkng fund requirements on the bonds representing the cost thereof.

VARE AND M'NICHOL IN TILT.

During Taylor's speech Senator Vare interrupted to ask if he would be satisfied with a small portion of the money allowed under the personal property act. McNichol, however, was unwilling that Vare should interfere, and said it wasn't fair to ask any questions until the Di-rector had finished speaking.

rector had finished speaking.
Vare said: "I have no desire to embar-rass any one, but I feel that the two matters are interlocked. If you get the \$30,000,000 for general improvement I think the amendment would be unnecessary.'
Connelly then said:

"I believe that we should not restrict the use of the \$50,000,000 which will come with the passage of the proposed original amendment to transit and port. You should not do it now or later." Director Taylor replied:
"I have tried to discuss this with your

committee, but I would not arrange an engagement with you."
"That was on account of the pressing nature of my personal business," Connelly said.

When Director Taylor finished speaking Senator Beidleman inquired what would be the effect upon the city if the consti-tutional amendment were held over for two more years through its being mended.

Director Taylor assured him that if the mendment was passed by this Legislature Philadelphia would be able to finance the transit improvement at the lowest cost to current revenues. Director Taylor said that under his

scheme of financing, for a completed tran-sit system within a definite term of years, he sinking fund charges during the first year of operation of the road would be nothing because they are capitalized in the loan itself. Under the amendment the interest charges would be approxi-mately 5 per cent. Otherwise the city would have to pay interest and sinking fund charges amounting to 61/2 per cent. WANTS \$5,000,000 FIRST YEAR.

Director Taylor informed Senator Mc-

Nichol, in a colloquy following his formal address, that he would be satisfied to receive \$6,000,000 for transit from the additional borrowing capacity of approximately \$40,000,000 allowed the city under the personal property act, passed by the Legislature in 1913. Director Taylor declared that the \$6,-000,000 would be adequate for him if he could be assured that the pending amendment to increase the city's borrowing capacity from 7 to 10 per cent. for transit and port development would pass the Legislature at this session. He affirmed that the additional financing necessary for transit beyond the \$6,000,000 could be

capacity allowed by the amendment, which, if passed by the Legislature, would come before the voters next November. He asserted his willingness to allow the

provided from the additional borrowing

remaining portion of funds available under the personal property act to be devoted to general municipal improve-ments other than transit.

MeNICHOL'S RETORT.

Senator McNichol inquired: "When did you come to that conclu-

To this Director Taylor replied.
"Within the last two or three days, after consideration of the need and demand of all other departments of the city. I learned that all other departments could be provided for if I asked for only \$6,000. 000 this year."
McNichol said:

"I want to congratulate you upon your frankness in telling us that you changed Your mind in the last 72 hours." Director Taylor replied: "I have been frank with you." McNichol asked Director Taylor what he had he mind when he asked Councils for \$30,000,000. Director Taylor replied that it had been his opinion that the

pending amendment would be obstructed and money for transit delayed. McNichol further inquired if Taylor would notify Councils that he needed only \$5.000,000 this year so that the ordi-nances could be amended accordingly, "I cannot say that," replied Taylor,

"because I do not know yet whether this amendment will pass." "You know this amendment will pass,

eplied Senator McNichol,
"Then I will so notify Councils." Turning to Seger and Connelly, Director Taylor then gave them such formal noti-

SPECTATORS LAUGH AT SEGER Seger then arose and asked why Coun ells had not been notified of Taylor's willingness to have the ordinance changed. Taylor's reply sent the balcony into an uproar of laughter, when he declared:

"I could not get either you or Mr. Connelly to answer any telephone calls. The records of your offices will show six calls in one day, five in another and five

n another. facetlously that the Councilmen's unwill ingness to answer telephone calls was probably due to the publication of their phone numbers by the Evening Ladden. Connelly declared: "I want no controversy with any one, but Director Taylor has made a statement today that I brand as false."

He thereupon read a letter sent to him January 7 from Director Taylor, asking him to introduce the ordinances providing for the election for the \$30,000,000 for transit. Connelly contended that Direc-tor Taylor should have written him a letter rather than have attempted to

Senator Vare assured Mr. Connelly that he would have the objection entered into the record, and announced that he had great confidence in the unwillingness of either Mr. Connelly or Mr. Seger to de-lay the transit program for even a

Director Taylor assured Mr. Connelly that he meant no offense and the matter was closed.

After the controversy between Taylor and Connelly Senator McNichol said: "If we are going to deal with this problem let us do it as business men. We do not want to close up all avenues of improvement and pyramid by legislation through coming years almost \$300,000,000 for transit. If I spoke as a selfish contractor I would say go ahead. I think Director Taylor is earnest for transit." McNichol then made a political speech dealing with the greatness of the Republican party.

George H. Earle, Jr., followed Director

Taylor on the floor. The members of the Senate Committee onducting the hearing were: Senators Vare, McKee, McNichol, Clark,

Magee, Salus, Beidleman, Schantz, Pat-ton, W. W. Smith, Farley and Hackett. Several other State Senators, not members of the committee, were present. MR. EARLE'S ADDRESS.

"I am opposed," said Mr. Earle," to the Legislature letting Philadelphia spend and raise its own money. The whole trend of affairs is to let people take care of their own affairs. I don't think you should put a string to the way Phila-delphia should spend its money.

delphia should spend its money.

"If you don't think you can trust the city you should appoint a Commission and have us put into an insane asylum. Even my wife was asked by Director Taylor to come here and fight me, when he spoke before a group of women the other day.

other day. "Taylor says that he wants rapid tran-

sit. I believe if the last election had gone another way we would have had it now. Taylor is working to get something for the good of the city. "Suppose on the other hand, there is no return on this investment. If the loss were moderate I would not mind. The Market street subway lost \$60,000,000 for stockholders. Who will be responsible if this should fall? Why, Councils. The people know what they want. One thing they do want is enough capital to give them work. If you stand for economy and help the people in their hour of trouble they will stand by you."

"BAH!" SAYS LANE. David H. Lane, Republican City Chair man, who is a stockholder in the Union Traction Company, attempted a filibuster then he arose and read from a book by

he French Minister of Public Works. He declared the transit movement, when he had concluded his reading to be "an organized emotionalism," "Bah, Bah, Bah!" he exclaimed, refer

ring to the public sentiment that Director Taylor has aroused. Then he shook his let at Taylor. "This public sentiment reflects your sentiment and the seven tailors of Too-hey street," he said. "An action for per-jury would be consistent when your

statements are considered.

He read from several newspaper editorials in which the public demand upon Councils for action was taken up, and

"This has been stirred up by the dem-agogue who fills the halls with his mouthgs, and who is doing harm that may be 'It will cost \$15,000 a mile for the road-

bed of a transway system for this city; it will cost more than a steam rallway; yet, here we have a wonderful maxician who can carry us all over the city for ive cents. It is a dream."

Senator Vare asserted at the close of the meeting that he has called on all the speakers whose names had been submitted to him to speak today. He said that he would decide when to call the next meeting before his committee, after conferring with all parties at interest.

GALLERIES CROWDED BY CITIZENS EAGER FOR RAPID TRANSIT

Every seat in the gallery of Common Council Chamber was occupied when Senator Vare called the meeting to order. In the audience sat many who were there on seconds.

the memorable day in December, 1906 when the famous attempted gas steel was

engineered. It was a typical, cosmopolitan crowd. Merchants and directors of banks situated in different parts of the city brushed shoulders with clerks, bookkeepers, sales men and laborers. The four seats in the gallery on the left-hand side were conspicuous. They were occupied by two Negroes wearing blue overalls. The other two men were laborers who, on their way home, had decided to attend the meeting.

Every eye was fixed upon the various members of both branches of Councils. Senator Vare arrived a few minutes before 2 o'clock. He was followed by State Senator McNichol, "Here's where the show starts," exclaimed a young man who had journeyed down to the City Hall from Fox Chase and who will cast

first vote next November. Senator Vare walked over to the centre

Senator Vare walked over to the centre of the room and shook hands with Director Taylor. Taking the latter by the arm the Senator introduced him to the Senate Committee. He did the same with Director Norris, of the Department of Wharves, Docks and Ferries, Practically every business men's and improvement association which has been prominently identified with Director Taylor's rapid transit plans was present. Among the first arrivals in the gallery was a delegation from the East Germantown Business Men's Association. The Hoard of Trade was represented by W. M. Coates, the president.

M. Coates, the president.

Other organizations represented were:
Hardware Associations, by P. T. Hendrickson; Fox Chame improvement Association, F. H. Krantz; Cedar Avenue Improvement Association, Ferdinand H. Duckwitz; United Business Men's Association, Edward B. Martin; several members of the Chamber of Commerce, who

maritime Exchange.
Others represented were Northwest Improvement Association. Logan Improve-ment Association, of which Director Por-ter, of the Public Safety Department, is a member: Woodland Avenue Association, Hunting Park Avenue Association, Tabor Improvement Association, Frank-ford Association, Tioga Association, Civic Association of the 14th Ward.

When Director Taylor was asked to take the floor by Schator Vare a loud cheer went up. The cheering from the cheer went up. The cheering from the gailery lasted exactly 2 minutes and 41

"A TRANSIT PLAN" FAVORED

Chamber of Commerce Not Specific in Recommendation.

"A transit plan," but not specifically the Taylor plan, was discussed this afternoon at the regular meeting of the Chamber of Commerce, Harry B, French introduced a resolution to the effect that the chamber meet the members of the Finance Committee of Councils and urge further delay."

Thomas Develin offered an amendmen

that some other plan than the Taylor plan be urged by the chamber. The amendment was defeated.

John E. Henifer suggested that the Taylor plan, which already has been adopted by the chamber, be referred back to the Municipal Committee for further ly. The motion was defeated. Then French amended his first resolution to the effect that the Merritt Taylor transit plan be adopted and made it "a transit plan." This was carried,

TODAY'S MARRIAGE LICENSES

TODAY'S MARRIAGE LICENSES
Frederick M. Kinsling 4702 Farrish at., and
Mayy F. Marmelo, 4822 Brown at.
Stanislav Orasy, 2734 Thompson st., and
Stolia Sulecka, 2734 Thompson st.,
and Annastaya, Kosta, 221 Popiar at.
Charies P. Manning, 1408 Melon st., and Mary
J. Downey, Newark, N. J.
Ludwik Beyer, 239 Margaret at., and Jennie
Kowalsko, 2509 Margaret at., and Jennie
Harry Stovall, 2027 Deacon st., and Annue
He McFadden, 4212 N. 6th st., and Margaret Jackson, 2240 Dickmenn st.
Bernard J. Mevey, 2508 E. Lehigh ave., and
Mary V. Thornton, 2535 E. Isoston ave.
Frederick F. Ackermann, Navy Yard, and
Lillian T. Marshall, 2422 S. Watt st.
Thomas F. Mower, 4417 Ridge ave., and Annue
H. Simon, 3225 Cresson st.
Joseph T. Patterson, 1621 Wallace st., and
Margaret M. Grigalinas, 1621 Wallace st.
Serafine Lucio, 1121 Montrose st., and Angelino Lento, 1121 Montrose st.
Willie Trat, Klo N. Marshall st., and Fannie
Blety, 530 N. St. St., and Angeleszka
Działo, 1868 N. Phillip st., and Agnieszka
Działo, 1868 N. Phillip st., and Soft Bernal,
132 Roxboro st. Datalo, 1862 N. Phillip st.
Joseph Goz, 152 Roxboro st., and Son Bernal,
152 Roxboro st.
Louis Hohl, 1259 N. 5th st., and Marle Harpt,
7200 Germantown ave.
William M. Saidel, 1623 Jackson st., and Minnie Karolovitch, 1621 Welf st.
Samuel E. Arnold, 1514 Mifflin st.
E. Purnell, 1314 Mifflin st.
Fred Woodson, 1513 Catharine st., and Montie
Hennett, 904 Rodman st.
Edmund A. Parris, 121 S. 39th st., and Georgie I. Elam, 5241 Arch st.
Edward F. Halnes, 2521 S. 17th st., and Josephine C. Quickssil, 240 S. Henisali st.
Frank Glassmire, Pottsville, Pa., and Edna L.
Graver, Schuylkill Haven, Pa.

THE SATURDAY EVENING POST



A Nation on the Water Wagon

By Mary Isabel Brush

HE most effective and the most costly temperance tract ever conceived was recently written by the Czar of Russia. Effective, because it put 160,000,000 Russians on the water wagon. Costly, because it deprives the Imperial Treasury of revenues amounting to half a billion dollars a year, yet worth the money ten times over.

There were protests, of course; but after thirty days of prohibition, millions of steady drinkers were ready to admit that they were better off without vodka than with it. There were busy Mondays instead of idle ones. There was more money for food and clothing. There were fewer fires, fewer headaches, less wife-beating.

Premier Goromikin spoke very frankly to Miss Brush and told how he had vainly opposed the Czar's pet measure. Finance Minister Bark told her of the half billion dollars a year in taxes that must be extracted from some new source and said he was the man who could do it. Miss Brush's article views the war from an entirely new angle.

Economy and Efficiency in the Federal Government

By Former President Taft

HIS is the second of Mr. Taft's two notable articles devoted to governmental extravagance and the means by which millions of dollars a year can be saved for taxpayers.

Other Features in this Number

A new Fannie Hurst story; a musical love story by John Taintor Foote; Tour No. 2, the first of a new series by Ring W. Lardner, and a war article by Corra Harris.

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A remarkable story by E. Phillips Oppenheim begins in the Evening Ledger on Saturday, February 13th.

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Begins Saturday February 13th