

WAVE OF PROTEST AGAINST TRANSIT TRICKERY SWEEPS THROUGH CITY

Continued from Page One
Favor of the rapid transit plans as outlined by Director Taylor, which, if placed into operation, would have resulted in the construction of a loop at 8th and Arch streets. This loop would have been an important factor in bringing persons from the northeast section down to the heart of the central part of the city as well as into the heart of the shopping district. I do not favor the change of the transit plans as introduced in the ordinance in Council. I am against the measure, because I believe the Taylor plans are better from the transit point of view. I am opposed to the Costello plan. Morris Clothier, of Strawbridge & Clothier, said today that he felt this was a time for "honest work" and not "trickery" if the people were to get real rapid transit.

DIRECTOR TAYLOR'S WARNING TO PEOPLE OF PHILADELPHIA

"I now warn the people of North and South Philadelphia that passage of the ordinance will defeat construction of the Broad street subway.
1. "I will deny any improvement in existing conditions to all the people in the southwestern section of the city.
2. "The omission of the delivery loop will prevent the construction of the Parkway-North 25th street line, serving Roxborough and Manayunk.
3. "It would carry an expensive elevated structure through the northeast, between Bridge street and Rhawn street, leaving its operation entirely at the will of the Philadelphia Rapid Transit Company.
4. "The ordinance is destructive of the entire plan for high-speed transit."

RAPID TRANSIT UNDER TAYLOR PLAN.
Four-track subway in North Broad street, from Race street to a point near Pike, with northeast and northwest branches.
Two-track subway in South Broad street to League Island.
Central delivery loop.
Frankford and Darby elevated lines.
Parkway-North 25th street line, serving Roxborough and Manayunk.

"JOKER" RAPID TRANSIT.
North and South Broad street subway, from League Island to Olney avenue, with branches at the north.
Elevated line from Front and Arch to Rhawn street.
This latter line is based on the Costello plan.

They want to wait until the next election, when they think they will have an organization administration.
THOMAS H. McCAFFREY, president of the Belmont Improvement Association—I will not accept anything which does not comprehend the city as a whole, as does the Taylor plan. Tomorrow night a meeting of the members of the Association tomorrow night to discuss the action of Councils.

North THE REV. J. GREY BOLTON, pastor of Hope Presbyterian Church and president of the 32d Ward Improvement Association—I think that while we are preparing to spend this money we should provide for real improvement. We should have a broad policy for its expenditure, not a petty plan, but a definite fixed one. We should know and we do know what we want and need. This ordinance does not give it to us. We must work logically and take care of all the actually needed improvement and not go at the thing in a slovenly and piecemeal manner. I approve the policy of the EVENING LEDGER in this transit discussion, and believe that it has been, and will continue to be a great force for the public good. Long life and more power to it.

EDWARD E. ZIEGLER, president of the North Philadelphia Business Men's Association—This forcing through Councils the despicable Costello plan is the work of traitors. The members of our organization, as well as other organizations, believe that a demand similar to that held at the Academy of Music last month should be held. Again we shall make known that nothing short of the Taylor plan will satisfy us. Costello's plan, with the elimination of the delivery loop, is a deliberate move to burden the city with a transit line that would be of no real benefit to the people. We want a plan that can be honestly relied upon, and Director Taylor's plan must be reckoned with.

MORRIS PINER, president North 8th and 9th Streets Business Men's Association—The 8th and 9th Streets Business Men's Association probably will hold an early meeting to take action on the sidetracking of the Taylor transit plan. We resent the new plan.

Northeast A. C. KEELEY, president Kensington Board of Trade—It is a crying shame that political matters should block the public's progress. We shall soon see who is in the city, the public or the politicians.

GEORGE E. WILLIAMS, secretary Kensington Merchants' Association—The price of better street car facilities is eternal vigilance. Taylor's enemies are thwarting the public will.

EDWARD WEBER, president North Front Street Business Men's Association—It is an outrage. Some one will have to suffer for the betrayal of the public. The people will, I feel positive, demand an accounting.

JAMES C. JOHNSTON, former member of the Legislature and director of the Kensington Board of Trade—It seems a pity that the high-speed transit system must be held up by such continual dickering of the people of the Northeast pay approximately \$1,500,000 into the public treasury annually, and they should be given some consideration along transit lines.

Northwest THOMAS CLEMMONS, president East Germantown Association—We are going to see this through to the very end.

WILLIAM F. NICKLES, Sr., president 21st Ward Business Men's Association—The working people of Manayunk will stand by the Taylor plan. The universal 5-cent fare must go through. I will move heaven and earth to prevent the re-election of any Councilman who will not stand by his promises on the question of rapid transit.

WILLIAM F. DIXON, president 21st Ward Board of Trade and a former Councilman of the 21st Ward—I never thought the Republican Organization would allow the administration to put the Taylor plan through while the reformers were in office.

HARLE W. HATHAWAY, member Executive Committee East Germantown Improvement Association—We need a statement not politicians. The Costello plan is selfish, as it is meant only for the benefit of a single section of the city. It makes my blood boil to see the few politicians who can create a situation about to suit their own interests without regard to the demands of public opinion.

ALFRED W. MERZ, financial secretary Brewerytown Business Men's Association—This aggressive to compel Councils to give the people real rapid transit. Philadelphia needs rapid transit above all things, and it is an outrage that a few politicians should be permitted to withhold it from the people.

CHARLES L. FLUCK, secretary of the Northwest Business Men's Association, and a member of the Transit committee of the United Business Men's Association. There is no part of Philadelphia that is so badly in need of real transit as is the Northwest. The ordinance reported out of Councils Finance Committee makes no provision for the completion of the Parkway-25th street subway-elevated. It is the intention of Councils Finance Committee to ignore our section without even a declaration for the construction of a Northwest line, while declaring for the construction of other lines in Director Taylor's plan, there will be signs in Northwest Philadelphia and in the United Business Men's Association throughout Philadelphia.

JOHN W. FLANAGAN, president of the Falls of Schuylkill Business Men's Association—Business men of Falls of Schuylkill have already gone on record as favoring the Taylor plan in its entirety. They do not want anything different in any part. The whole proposition or none must go through. I am in favor of another public demonstration to demand the passage of the Taylor plan. No Councilman who has broken his pledge to support the Taylor plan will receive my support at the next election.

J. F. BOWDER, president of the West Susquehanna Avenue Business Men's Association—Our association is heartily in favor of the Taylor plan for real rapid transit, and we will fight to the last ditch any effort on the part of Councils to put through any other plan.

Business Men FRANK I. REISNER, president Market Street Business Men's Association—I consider the ordinance recommended to Councils, "The Philadelphia Record" the most infamous piece of work I have ever heard of. I cannot conceive nor fathom the purpose of the Finance Committee in absolutely ignoring Mr. Taylor's plan for giving Philadelphia a system of rapid transit unless it were to serve some power whose bidding they must do. McNichol may not be in Philadelphia to hear our protest, but we shall let him know that yet we have a few citizens in this city who will not bow at the crack of his political whip. We business men also will have a say now. They cannot throttle the wheels of industry so easily.

TRANSIT TRICK DENOUNCED Market Street Merchants Demand Hearing on Taylor Plan.
"The attempt of Councils to sidetrack the Taylor rapid transit plans is a wicked effort on the part of a coterie of men who have but one object, namely, the handling of millions under the next Administration," said George B. Wells in an address before the Market Street Merchants' Association last night.
The members adopted resolutions asking for a hearing at which all the transit plans should be announced. H. J. Eldridge, one of the directors, declared he was against the proposed facilities advocated by Director Taylor on the ground that "the outlying sections did not need them." Officers were elected as follows: President, Frank L. Reiser; vice president, William J. Eldridge; W. W. Hodgson; treasurer, Henry F. Mitchell; secretary, William Sutton.

Taylor's Transit Program Indorsed Director Taylor's entire rapid transit program was endorsed by a unanimous vote at the meeting of the George Hill Improvement Association at 52d and Jefferson streets last night. The ordinance introduced into Councils yesterday was condemned.

GAS FUMES AGREE WITH HIM John Daly Inhales It Every Month in Six Suicide Attempts.
A sixth attempt to commit suicide by inhaling illuminating gas failed John Daly, 22 years old, of 1223 South 13th street, today because, according to physicians of St. Agnes' Hospital, he has inhaled so much he is almost immune to it.
The pulmonist was used on Daly for a few minutes early this morning at the hospital after he had been discovered in a room filled with gas at his home by his mother. He then was taken to the 13th street and Snyder avenue station for a hearing before Magistrate Briggs.
Daly inhales illuminating gas about once a month. The police call him a "gas fiend." Physicians say each time he has inhaled enough to kill an ordinary man, but after a short treatment he invariably revives and appears none the worse for it.

"CHI" STUDENT HELD San Salvadoran Must Face Trial on Stabbing Charge.
Accused of stabbing a fellow student in a quarrel, Jacques Vasquez, Pucupa, San Salvador, Central America, today was held in the jail for court by Magistrate Tracy. John C. Dickinson, 23 years old, 100 East Greenwich avenue, Trenton, N. J., a son-in-law of the medico-chirurgical Dental College, who accuses Vasquez, recovered sufficiently to appear at the hearing.
The stabbing occurred yesterday at the close of a lecture by Dean L. N. Broomell, at 15th and Cherry streets. Vasquez is said to have objected to Dickinson placing his feet on the back of his chair and the two became involved in an argument before they clinched in the hall. Vasquez, who is a freshman, lives at 128 North 17th street.

Governor to Have Guard at Fair When Governor Brumbaugh goes to the Panama-Pacific Exposition at San Francisco he will be accompanied and guarded by a squad of 200 members of the National Guard. The trip will cost \$35,000. The Panama-Pacific Exposition Commission will put up \$15,000, the guardsmen \$6000 and the State \$1000. Pennsylvania Day will be September 4. The Governor will be there at that time.

Respite for a Murderer HARRISBURG, Pa., Feb. 19.—Andrew Malinowski, of Pittsburgh, who was to have been electrocuted next week, has been respite by Governor Brumbaugh until the week of March 28, on recommendation of the Pardon Board, which has the case under advisement.

SUFFRAGISTS MAKING CONVERTS IN CYNWYD

Busy Propaganda Conducted by Followers of Cause With Good Results.

The work of furthering the suffrage movement in Cynwyd is well under way, and at the end of this month, which is known as "suffrage month" among the supporters of the "cause" in that locality, many new adherents are expected to be added to Cynwyd's suffrage organization. A varied program has been pursued throughout the month. For those who are fond of teas and other social entertainments, a series of these has been held with great success. Those who work in the city during the day, but reside in that section, have been reached through numerous evening meetings.
Miss Margaret Wilcox will give a tea this afternoon at her home in Cynwyd. It will be followed by one of the same character on the 24th by Mrs. Edgar Gardner. At each an effort will be made to influence those present to give their support to equal suffrage. Great success attended the tea given recently by Mrs. Joseph M. Cranston, Mrs. Walter Fox and Mrs. Henry De Huffs.
Persons interested in the fight now being waged in Delaware for equal suffrage have purchased "literature" from the Equal Franchise Society of this city and distributed it throughout Delaware. Not only is Philadelphia suffrage "literature" being sent to Delaware, but also a number of local speakers have been engaged to tour the neighboring State.

MERCHANTS WANT PAVING South Street Business Men Ask For Improvement Since 1901.
More than 200 merchants from South street came to Mayor Blankenburg's office at City Hall today to urge that South street be repaved. Chief William H. Connell, of the Highway Bureau, assured the delegation that if Councils would authorize the paving of South street from the \$600,000 item in the \$11,300,000 loan for repaving of streets in the center of the city, the work could be started in the near future.
Chief Connell would pave South street from the Delaware to the Schuylkill River with wood block on each side of the roadway, and with bituminous concrete close jointed granite blocks between the rails. The plan met with the unanimous approval of the merchants.
Charles J. McNulty, chairman of the delegation, declared that they would immediately direct their attention upon Councils. He asserted that South street had not been repaved since 1901.

TWO RESCUED FROM FIRE Woman and Man Carried From Burning Home by Policemen.
Two persons were rescued from a burning dwelling at 1625 Wharton street early this morning by Policemen Zeller of the 10th street and Snyder avenue station, and Creedon, of the 19th and Buttonwood streets station. They are Joseph Monahan, who was ill on the second floor of the house, and Mrs. Elizabeth McDonough.
Mrs. Monahan started a fire in the kitchen last night with a wickety cigar. A defective fuse caused the blaze to spread to the woodwork of the kitchen, and in a few minutes the house was filled with smoke.
McDonough opened a third floor window and called for help. Policemen Zeller turned in an alarm and then ran to the third floor and carried out the woman. Creedon, who lives in the neighborhood, was attracted by the shouts of passersby. He carried out Monahan.
Firemen extinguished the blaze after a lively half-hour fight. The damage is about \$500.

SHOOTS GIRL IN SUBWAY Man Whom Cabaret Performer Rejected Then Attempts Suicide.
NEW YORK, Feb. 19.—Frederick Ulmer, 21 years old, of a wealthy cigar manufacturer, shot and fatally wounded Ethel Odell, a pretty 18-year-old cabaret singer, on the platform of the 51st street subway station early today and then attempted to end his own life. The condition of both is critical.
"Ulmer shot me because I refused to marry him," said the girl. "He has bothered me to death."

TRAFFIC BLOCKED BY FIRE Traffic in 9th street was blocked for nearly an hour this afternoon by a \$500 fire in the Philadelphia Trunk Manufacturing Company, 243 North 9th street. Passersby cleared the entire lower floor of trunks and bags, piling them up in the street and forming an effective barricade to the crowd that followed the fire engine. A score of engine companies responded to the alarm as the burned building is in the "fire zone." Firemen had difficulty in extinguishing the blaze. It was started by a pot of paint put on a stove by the proprietor, Adolph Silverman, which caught fire.

BOYS ACCUSED OF ROBBERY Two 15-year-old youths, charged with breaking into the Mutual Life Exchange offices at 902 Filbert street Wednesday night, were held without bail for further hearing next Friday by Magistrate Tracy in the 11th and Winter streets station this morning. The boys, Frank Dougherty, 908 North American street, and Morris Blaustein, 6th and Jefferson streets, are said to have broken into the establishment and stolen several dollars in stamps. They were arrested last night by Detectives Reilly and McFarland, of the 6th District.

Missing Lawyer Seen in City James W. King, the Philadelphia lawyer who has been mysteriously missing for some time, was seen in this city during the last week according to information which has been furnished to Robert Brannan, his law partner. A chauffeur who knew the attorney said he had seen him passing the Parkway Building. The chauffeur said the lawyer looked shabby. Mr. King, he declared, nodded to him in

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RELIGIOUS NOTES Jewish HODES' SHALOM (Jewish People's Society) 10 N. 2d St. Phila. and Mt. Vernon Sts. Philadelphia. Presiding by Dr. Charles W. Hodes, of Mt. Vernon.

To Provide for the Utmost Safety of Patrons and Property is the First Duty of Every Well-Managed Railroad

As a plain, unvarnished business proposition, every thinking person knows that a railroad that wilfully disregards the safety of its patrons and the intelligent fulfillment of its operating and service obligations to the public cannot long prosper.

The railroads of Pennsylvania and New Jersey fully realize the importance of properly manned trains. Were the claims of those who arbitrarily force the railroads, under the Full Crew Laws, to employ men for whom no jobs exist just and warrantable claims, the railroads themselves would be the first to recognize those claims.

Full Crew Laws Costly

Full Crew Laws, however, have been in force in Pennsylvania and New Jersey more than long enough to convince the railroads and the thinking people that their effect has been extremely detrimental to both railroad progress and public interest.

Statistics of the Interstate Commerce Commission conclusively prove that these Full Crew Laws have worked three grave hardships—i. e.:

- 1—They actually have increased the number of casualties.
2—They have cost the railroads and thousands of men and women who, directly, or indirectly, as depositors in banks, trust companies, and savings funds, are investors in railroad bonds and stocks, approximately \$2,000,000 a year in wages for extra labor that formerly was more efficiently performed, at less sacrifice of life and property, by smaller but in every way adequate and competent crews.
3—They have deprived the people of a vast amount of improvements that otherwise could have been made with the enormous sums paid in compulsory employment of men not essential to the operation of trains or the safety and welfare of the people.

No Trains Undermanned

The railroads of Pennsylvania and New Jersey contend that their trains never could be undermanned for the following most excellent business reasons:

First—A freight train of one locomotive at \$25,000, and 75 cars at \$1000 each, would represent an aggregate of \$100,000 in rolling stock. Is it plausible to assume that a railroad company would jeopardize that tremendous capital investment because it felt the employment of an extra brakeman at \$2.75 a day was not an economic expenditure? Would it risk the loss of \$100,000 worth of property to save \$2.75?

Second—The railroads know that, to reach full earning capacity and to get from their equipment and roadway the greatest possible service, all trains must be manned with enough men to enable them to do their work and get through their trips in the least possible time.

Laws' Arbitrary Nature

Why should the public be grossly inconvenienced because of laws unsound in principle and prejudicial to public welfare and safety? For example: Suppose the Lackawanna Limited left New York for Buffalo with four cars. Suppose it arrived at Stroudsburg and there it became necessary to put on a fifth car to accommodate unexpected traffic. Under the Full Crew Laws this could be done only after an extra brakeman had been brought from a division point, or the Stroudsburg passengers would have to suffer the inconvenience of standing in the cars until the train arrived at Scranton. This is but one illustration showing the inconsistent and arbitrary nature of the Full Crew Laws.

Co-operative Loyalty Needed

The railroads of Pennsylvania and New Jersey, while making it plain that their efforts to repeal the Full Crew Laws are not directed against their trainmen, point out that the interests of their employes cannot possibly be subserved by policies which are basically and economically unsound; that those interests, in fact, would be best served by a united repudiation of existing laws and co-operative loyalty to the great railroading industry of the United States, upon whose well-being and progress their own advancement and prosperity so largely depend.

The railroads now—as always—intend to man every freight and passenger train to the full requirements of safety and operating efficiency. They intend to do all within their power to expedite traffic and eliminate public inconvenience. They desire to give that absolute safety, efficiency, and service which the people demand and certainly are entitled to.

Why Laws Should Be Repealed

However, to bring their standards up to that desired perfection which modern industrialism requires, the railroads must be relieved of such burdens as the Full Crew Laws. Employment of unnecessary men by compulsion of law foists economic damage upon the people. Such fallacious laws embarrass the affected railroads to a degree that makes it impossible to best serve farming and industrial interests. Restrictive legislation that tends to cripple railroad service, safety, and efficiency by exhausting revenues which should be applied to fostering the public safety, welfare, and convenience must of necessity ultimately recoil upon the people.

- SAMUEL REA, President, Pennsylvania Railroad. DANIEL WILLARD, President, Baltimore and Ohio Railroad. THEODORE VOORHEES, President, Philadelphia and Reading Railway. R. L. O'DONNELL, Chairman, Executive Committee, Associated Railroads of Pennsylvania and New Jersey.

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