

# OWNERS OF JITNEYS AWAITING COUNCILS' ACTION ON TRAFFIC

## Hutt Ordinance, Which Calls for \$75 License Fee and \$5000 Bond, Is Op- posed as Too Severe for Average Operator.

They owners and operators in this city are awaiting with great interest the action of Councils in making regulations for the governing of "jitneys" traffic. The recent action of the State Legislature in adopting the "jitney" bill, and may prove to be the initial movement to disrupt the "jitney" business and drive the little "jitney" operators from the street and from competition from the Rapid Transit Company.

Two ordinances have been introduced by Councils dealing with the problem of "jitney" regulation. The first, which was introduced by Select Councilman Hutt, chairman of the Law Committee, proposes stringent regulation of the "jitney" business. It calls for a \$75 license fee, a \$5000 bond to protect passengers, and it is intended to prevent a large number of operators from continuing in the "jitney" business. The second ordinance, which was introduced by Councilman Gaffney, a member of the Law Committee, aims to assist the police in enforcing regulations governing the actual conditions under which the "jitney" operates.

### HUTT ORDINANCE OPPOSED.

Jitney operators are opposing the passage of the Hutt ordinance. They point out that it would make impossible the continuation of the jitney service, as the terms of the bill are too severe to be met by the average operator. They suggest a modified form of the ordinance and would be satisfied with a \$10 license fee and a \$1000 bond. Postcards will be circulated among their patrons, to be mailed to members of the Law Committee of Councils, asking that the Hutt ordinance be made less severe. Councilman Hutt says he framed the ordinance only to protect the traveling public and that he did not expect it to operate as a means of checking the growing "jitney" business, with its consequent effect on the city transit system.

Neither of these ordinances has been discussed by the Law Committee. It is expected that a meeting of the committee will be called the early part of next week for a discussion of the ordinances already proposed and for suggestions for amendments to them. Hutt said today that he would be glad to present to Councils a measure governing the jitneys before the summer adjournment.

### STATISTICS NOW OBTAINABLE.

Statistics concerning the "jitney" are beginning to be collected by the operators. In the beginning it was impossible to estimate the cost of operation and figure the depreciation with any degree of accuracy. After more than a month's experience, most of the operators have decided that the business is paying a profit and have determined to continue in it. The estimated number of cars in daily operation in this city may be placed at 750, of which about 600 are members of the Philadelphia Jitney Association. In addition to this number there are about 300 additional cars which enter the business during the rush hours and on Sundays.

The actual cost of operating a "jitney", based on figures supplied by operators, is as follows: The cost of the car, \$1000; depreciation, \$100; fuel, \$10; oil, \$5; tires, \$10; license, \$75; bond, \$5000; and the daily operating expense is about \$1.50.

According to statements made by operators of the cars, the daily revenue is between \$7 and \$10, using an average day as a basis for the figures. This would leave the operator a profit of about \$5 as an average daily income, provided he operated his own car.

The average life of a small automobile used as a "jitney" cannot be given from figures obtainable in this city. Most of the cars in use from the time the "jitney" was first introduced in Philadelphia, are now about 10 years old. The average life of a car, based on the behavior of the cars in Western cities, where they have been operating for several months. Whether this too is an estimate can only be guessed at present, but the majority of Philadelphia operators say that it is very much too low for the cars on the main streets in this city.

The other side of the "jitney" problem is the loss of revenue which the Rapid Transit Company is suffering. Conservative estimates place this loss at \$1500 a day.

No official admission of the fact is made by the company, but officers have said that the jitney is largely responsible. The company said "We have not changed the schedules on lines, because a change of that character cannot be made without permission of the Public Service Commission. The company, however, has been obliged to use its own discretion concerning the cars operated during rush hours. Because of the increase of the jitney cars, a number of cars, styled as jitneys, are operated during the early morning hours and from 5 to 6:30 in the evening, have been discontinued."

Another official admitted that the transit company will be compelled to apply to the Public Service Commission for permission to cut the schedules of cars operating on streets near Broad.

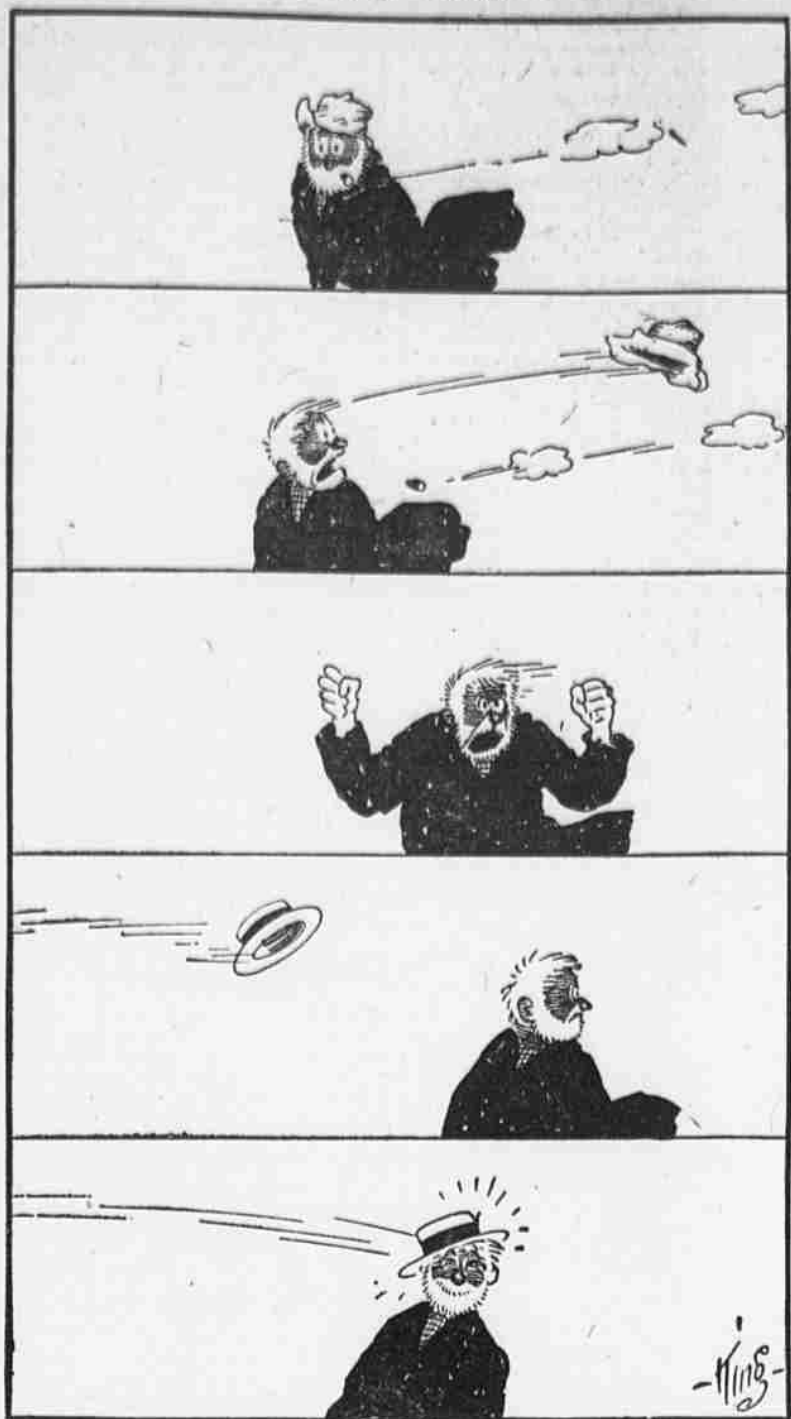
"Jitney," he said, "have played havoc with traction companies. While they have created a new business, namely, among riders, they have made a big cut into the public receipts of our company. The public does not seem to understand the jitney is not a responsible carrier. The operators are not bonded and there is no law which regulates their business. The law is bound by law to serve the public in the trolley or not. For instance, on rainy days, the 'jit' crawl into their carriages, and it is then up to the P. R. T. to carry the passengers.

The public does not seem to realize that the traction company is compelled to operate the same number of cars, minus riders, on sunny days, when the 'jit' are much in evidence. On several days this loss to the company have reached \$1000.

The taxicab companies have not yet lowered their rates to meet the competition of the "jitneys." Whether they will or not depends on their loss of revenue, and this is something about which they will not talk for publication, excepting to say that business is not dropping off any perceptible degree.

It has been suggested that one effect of the advent of the "jitney" may be an increase in trolley fares instead of a decrease, as has been hoped for. The charges of the "jitneys" based on the present five-cent fare gradually may be abolished. If the traveling public willingly pays an increased fare, it might prove easy to compel the traction company to increase trolley fares beyond a definite trolley zone. The traction company has already indicated that this system will result in that part of the country after the "jitney" craze has passed.

# WHICH GOES TO PROVE IT'S AN ILL WIND THAT—ETC.



# "DOPE FIENDS" STEAL SUPPLIES OF DRUGS FROM DOCTOR'S OFFICE

## Two Men at Work in This City on New Scheme of Obtaining Morphine—"Patient" Visits Physician's Home While He Is Out and Says He'll Wait.

"Dope fiends," thwarted in their efforts to obtain opium, cocaine and morphine from drug stores, owing to the provisions of the Harrison act, which makes it a crime to dispense drugs of this kind without a prescription from a doctor, have devised a new scheme to gain their supplies, involving the theft of the drugs from the offices of physicians.

At least two men are at large in this city engaged in this practice. One of the men visits a physician, asking for treatment, learns where he keeps his drugs and when he will not be at home. His confederate calls at this hour, says he is a patient of the doctor, and when left alone, enters the private office and gets away with what drugs he finds there.

Two complaints have been made by physicians to the police and Federal authorities, an account of the thieves having obtained 50 grains of morphine and a hypodermic apparatus.

Dr. James J. Simkins, of 2002 North 21st street, has reported to the police of the 23rd district and to the Federal authorities, an account of the visits of a man who represented himself to be Harvey V. Parker, 33 years old, of Jacksonville, Fla. He was neatly dressed and had good manners. He said he was a morphine "fiend" and there was no question of the truth of this, as he showed every sign of being an habitual user of the drug.

He said he wanted to receive the reduction treatment, by which a certain amount of the drug is given as the first dose, this quantity being steadily decreased to the vanishing point in the doses that follow.

Although the law would have permitted the physician to administer this treatment, he was unwilling to do so, particularly because of the suspicious actions of Parker, who examined everything in the office and seemed to be looking for the place where the doctor kept his supply of drugs. He made repeated inquiries as to when he could find the doctor home and when he would not be in and he learned that Doctor Simkins would not be in his office on Monday, May 3.

On the morning of that day there arrived to see the doctor a tall slender man (Parker is short and stout) and said that Doctor Simkins had made an appointment to meet him in his office. He would wait for him. He was told to take a seat in the reception room. When the physician returned, the visitor had disappeared, and the desk in the private office had been forced open. Five hundred one-eighth-grain morphine capsules had been taken from the desk, and a small hypodermic syringe and needle were also missing.

Doctor Simkins told Dr. Adolph Cohn, of 337 North 8th street, of the incident, and later heard that he had received a visit from a young man who answered to the description of Parker, and who asked for treatment, but spent most of his time while in the physician's office in studying the chests and desks and in inquiries as to when the doctor was and was not at home. Doctor Cohn, suspecting that this was Doctor Simkins' suspicious patient, put him out.

# "BOTTOM DOG" COMES INTO HIS OWN WITH "HUMANE WEEK"

## For Six Days Philadelphians Will Learn Lessons in Kindness.

These are the golden days for homeless animals. They are getting a square deal and a square meal, many of them for the first time in their lives.

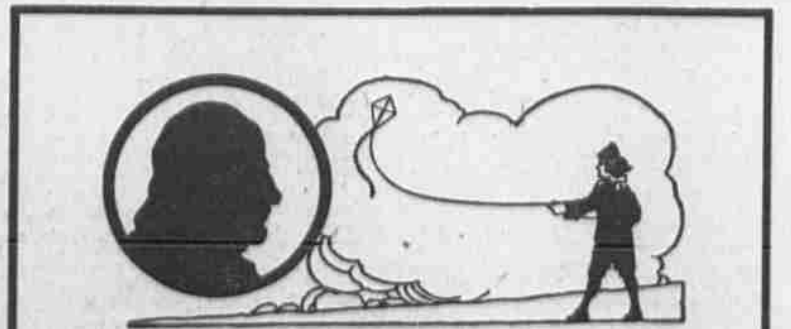
The little black dog that goes trotting along at your heels in the absurd make-believe that you are going to take him home with you, and who pretends that you are only joking when you shoo him away from your heels, actually did get taken home today, and the shock of finding a master almost gave him heart disease.

"Humane Week" started yesterday. Humanitarianism, which means, according to some cynics, being humane to all living things except human beings, is to be the leading motive of Philadelphians for the next six days, and, of course, for the rest of their lives, too, along with other good habits.

Members of the Society for the Prevention of Cruelty to Animals will carry their campaign today into stores and factories. The big event of the week will be the "Just Plain Dog Show" on Thursday at Horticultural Hall. Friday will be "School Children's Day," when there will be exercises in the schools. Trees will be planted in the public squares on Saturday and the week will close on Sunday with sermons advocating the work of the humane society.

### Local Man Joins Naval Reserve

The honor of being the first Philadelphia recruit of the new United States Naval Reserve Corps, recently authorized by Congress, falls to Charles P. Michael, of 2027 Weikel street, who enlisted yesterday at the station, 1413 Filbert street. Michael served four years in the navy and was honorably discharged six years ago.



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# GRADUATION TONIGHT OF Y. M. C. A. INSTITUTE

## 250 Students of Central Branch to Finish Course—Many Get Scholarships and Prizes.

A class of 250 will be graduated tonight at the 49th annual commencement of the Educational Institute of the Central Young Men's Christian Association. Day and evening classes will be represented in the exercises, while the courses pursued by the graduates range from real estate law to rhetoric. Vocational as well as cultural subjects are included in the curriculum. The list of winners of scholarships and prizes follows:

Thomas W. Evers—Accounting scholarship.

Fred Biddle—Real estate practice.

H. B. Randall—Real estate law.

James E. Weiss—Salesmanship.

John H. McLaren—Advertising.

C. W. Gulden—First prize awarded by Philadelphia Association of Credit Men, \$25.

Morton Frick—Second prize awarded by Philadelphia Association of Credit Men, \$20.

Thomas W. Smith—Third prize awarded by Philadelphia Association of Credit Men, \$15.

Fred S. Metzler—Business law.

Carl Stephany—Economics.

Robert J. McKinn—Conveyancing.

Alvin C. McFadden—Bookkeeping.

Michael Harrison—Shorthand.

James O'Connor—Shorthand.

Daniel T. McShea—Typewriting.

George T. Weer—Night preparatory.

S. S. Van Selver—Group II.

Henry Shadman—Group II.

Walter White—Group I.

Theodore H. Kerster—Architectural engineering.

F. H. Knox—Engineering mathematics.

Harry Sauter—Estimating.

Fred Burkhardt—Plan reading and architectural drawing.

E. R. Deats—Chemistry.

William Bauer—Vehicle drafting.

Joseph Petzak—Carriage Monthly prize.

Walter Watts—Carriage Monthly prize.

# WITH WORLD AT WAR YOUTH GLORIFY PEACE

## 200,000 Children Celebrating 100th Anniversary of Amity With Britain in Schools.

Two hundred thousand children of the Philadelphia public schools will participate in a celebration of Peace Day today.

While Europe is in the throes of the most terrible war of history and Americans are speaking of the possibility of this nation becoming involved in the conflict, the great army of boys and girls will sing and speak of the value and virtues of international amity. Letters requesting every principal to work for the success of the celebration have been sent to the schools by Superintendent Jacobs.

The programs in the schools will vary, according to the plans of the faculties. Special emphasis will be laid upon the fact that peace between the English-speaking nations has existed for a century. Pamphlets suggesting programs have been prepared by various organizations formed to foster the principle of arbitration.

At many of the schools a special feature will be the reading of the Treaty of Ghent. Essays written by the pupils will be read while the teachers will explain in a simple and interesting manner how the elimination of war is possible.

Among the schools where the exercises will be unusually elaborate are the Bialne, 20th and Norris streets; Clagbourn, 17th street and Susquehanna avenue; Pastorius, Woodlawn and Sprague streets; the Northwest, Carlisle and Race streets, and all the high schools. The assembly halls in which the celebrations will take place will be decorated with emblems of peace.

A parade of children, organized as "Crusaders of Peace," will be a part of the celebration at Swarthmore. An address will be made by Dr. John A. Miller, member of the faculty of Swarthmore College, and a play with peace as a moral will be produced by the Whittier House Band.

# SEEING FIGHT COSTS MEN \$786

Pickpockets Reap Rich Harvest at Olympia Club.

Watching Joe Hirst trim Joe Heffernan at the Olympic Athletic Club, Broad and Kentworth streets, last night, cost three men \$786, according to complaints made to the police of the 2d and Christian streets station.

Two men were held today under \$600 bail each for a further hearing by Magistrate McFarland, accused of picking the pockets of H. C. Gross, 336 South 11th street, of \$21; and Thomas Spillane, of 4th street below Snyder avenue, of \$18. A New Yorker, who did not appear at the hearing, reported that his pockets had been picked of \$750. The prisoners gave their names as Charles Blane, 22 years old, of 7th and Christian streets, and John Jacozzo, 22 years old, of 221 Fitzwater street.



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Drawers, plain and scalloped,	\$1.00
Others in floral designs, straight cut,	\$1.20
And more elaborate styles at like moderate prices.	
Gowns, new designs and good quality, round necks,	\$3.00
Openwork designs and V neck,	\$3.75
A new style open sleeve, hand-embroidered yoke and lace insertion,	\$4.50
Also high surplice neck and three-quarter sleeve, quite moderately priced.	
Corset Covers—floral designs,	\$1.20, \$1.75 upward.
Petticoats—full length, new width,	\$1.50 upward.
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