

EXPLANATION ASKED OF BRUMBAUGH ON SMITH APPOINTMENT

S. Morris Puts Series of Questions to Governor Regarding Action in Putting Vares Man on Commission

MAYORALTY DEAL DENIED

An open letter, asking for an explanation of the appointment of former Mayor Brumbaugh as Commissioner of Public Service, has been received by Governor Brumbaugh by Harrison Morris, author, clubman, art critic and one of the most prominent independent Republicans in Philadelphia.

Morris calls attention to Mr. Brumbaugh's interest in bonding companies, and demands the Governor that he appoint him at the request of the Vares.

Morris letter follows: "The Public Service Commission of Pennsylvania is intended to be a safeguard to the citizens of the State. This commission will be, whether the position is held by a man who helped to create it or not."

"The judiciary is picked out for us by the public opinion, who profit by the power of the State. It is the duty of the Public Service Commission, appointed by the Governor, who, as a noble ideal of democracy and to serve the people, will appoint unbiased men to those offices."

"You consider that you have fulfilled your duty and duties in your present appointment?"

"You know that the business of your office is the seeking of office which does not seek him, but he has the right to the same upon him, and that is the choice of men who are in public office, not for noble service, but for profit."

"You acknowledge that you were appointed by the Governor, who was appointed by the Vares, who were appointed by the Catlin Commission and who are notoriously self-seeking and opposed to the economical and honorable management of the city's business?"

"You also know whether he has affirmed with bonding companies in Pennsylvania, who brand of patriotism you surely do not want to adopt in our State?"

"Do you know whether he could give a vote in the Public Service Commission when the situation has been done or is in a pending business, are at stake?"

"Do you approve of a member of the Public Service Commission having such a position to bias?"

"You know whether he has affirmed with bonding companies in Pennsylvania, who brand of patriotism you surely do not want to adopt in our State?"

"The formal statement made by Governor Brumbaugh, which he gave Mr. Smith, is a 'clean bill of health' by praising his qualifications for the post, was regarded as inconclusive in political circles today. It left the Organization in a very awkward situation, the mass that it was before."

Governor Brumbaugh did not discuss matters that passed between him and Mr. Smith, which he said, today, in a public statement, in which the Vares endorsement of Smith was publicly acknowledged and in which Mr. Smith promised that he would not run for Mayor of Philadelphia, but that he would run for the "full approval" of the Governor. He dismissed charges that he had made that he was a party to a "bribe-up" of the Organization bosses to make Smith Governor, and today, the Mayor after he had been given a "certificate of character" by being appointed to the commission, with the following statement:

"I am a party to the Mayoralty situation is too broad to merit consideration."

The boom for Colonel Sheldon Potter in the independent nomination for Mayor gained considerable strength last night, when the Washington Party Committee, which is in charge of the nomination of Mr. Indorsed him, Tuesday, by the second largest independent ward in the city.

The endorsement of Potter was a blow to the friends of Director Porter. Committee Chairman Harry Carson, who is one of the chief Potter boomers, is Washington Party Committee member from that ward and led the opposition to the Potter endorsement. The fight for Potter was led by Heister Robert Carson.

The Washington Party Committee, which is in charge of the nomination of Mr. Indorsed him, Tuesday, by the second largest independent ward in the city.

The filing of nomination papers for the Mayor by the Municipal Court bench now is being held by Judge Raymond MacNellie, who is believed to be a "preference" of the Vares on the part of the Penrose-McNichol faction. Judge MacNellie will be bitterly opposed in case of a factional fight.

The United Railway Brotherhood National Political Association endorsed Director Porter last night.

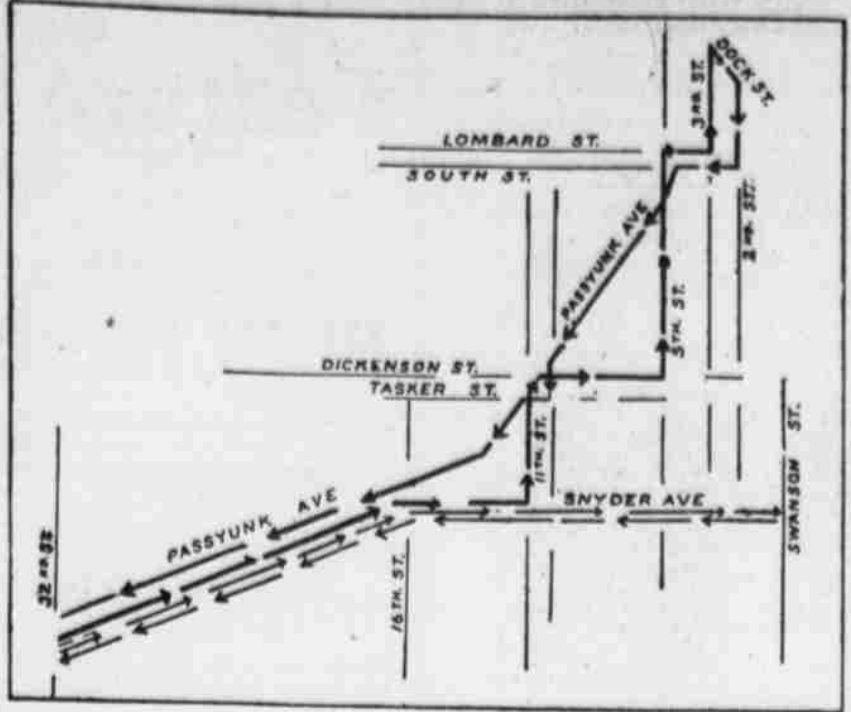
FRIENDS DON'T UNDERSTAND. When the Smith appointment was first announced, Governor Brumbaugh sent a message to this city from Maine, where he was spending his vacation, asking his friends to suspend judgment until the facts were understood. Today they are protesting that they do not understand the facts about the appointment any better than they did before the Governor made his statement.

The effect of the statement had a marked effect on the Mayor. The Vares camp, it was said today, was in a state of confusion. The Vares camp, it was said today, was in a state of confusion.

P. O. S. of A. Closes Carnival. The Keystone Commandery, P. O. S. of A., will close its 10-day carnival at 5th and Spruce streets tonight. The carnival has been held for the purpose of raising funds for the athletic meet of the organization at Reading, Pa. The proceeds to be turned over to the local organization tonight, are expected to exceed \$100.

More Nominating Petitions Filed. HARRISBURG, Pa., Aug. 21.—Among the nominating petitions filed today were those of William D. Wallace, of Lawrence County, as candidate for Superior Court Judge, and John A. Elliott, Bear Falls, for the Republican nomination for Congress in the 15th district.

NEW TROLLEY ROUTE CAUSES PROTEST



The heavy arrows show the present route of the Passyunk avenue car line. The thin arrows designate the proposed line planned by the transit company, to go into effect September 5. The Bridesburg line will be extended to run down 22d street to Snyder avenue. Passes will be issued from the new route to the Bridesburg line.

BULGARIA TO FIGHT ON ALLIES' SIDE

Servia Accedes to Demands of Macedonia—German Diplomacy Foiled

LONDON, Aug. 21.—Servia has acceded to the demands of the Allies for the cessation of certain Macedonian territory to Bulgaria, according to dispatches from Rome and Athens, and Bulgaria's entrance into the war on the side of the Allies, which has been delayed pending the conclusion of these negotiations, it is expected will be announced shortly.

The Sofia correspondent of the Giornale d'Italia of Rome says that the terms agreed upon give to Bulgaria that part of Macedonia which she received under the Servo-Bulgarian treaty of 1913, Bulgaria consenting to the giving to Servia of the city of Kavala and the districts of Kavala and Seres.

Both Servia and Bulgaria are to have the right of immediate occupancy of the territories disposed of. Bulgaria, the correspondent says, renounces forever her pretensions to Salonica, Vidina and Uskub and promises to declare war on Turkey immediately.

Financial aid in the prosecution of the war is to be given to Bulgaria by the Allies, and she also is to receive further territorial compensation in Turkey, an agreement providing for the further settlement of points in controversy between Bulgaria and Servia after the war.

General Fitcher, the Bulgarian Minister of War, has resigned on account of ill health, according to a dispatch from Sofia, and has been succeeded by General Jecoff.

Final agreements among the Balkan States are delayed by the reluctance of King Constantine of Greece to make any territorial concessions. Rome dispatches, however, of New Jersey, declining to become a candidate for the Presidential nomination in 1916, was made public here today.

"Washington, D. C., May 20, 1915. 'To the Hon. Edward C. Stokes, Mechanics National Bank, Trenton, N. J.: 'My Dear Governor—Your letter of May 17 has been received. I think that my recent statement covers the ground. It seems to me very clear that, as a member of the Supreme Court, I have no right to be a candidate, either openly or tacitly. I cannot do my work here and hold an equivocal position before the country. I must, therefore, ask that no steps be taken to bring my name before the country. With cordial regards, I am very sincerely yours, 'CHARLES E. HUGHES.'"

HUGHES NOT A CANDIDATE FOR THE PRESIDENCY

Justice Tells Ex-Governor Stokes His Name Must Not Be Considered

NEW YORK, Aug. 21.—The letter written by Charles E. Hughes, Associate Justice of the Supreme Court of the United States, to ex-Governor E. C. Stokes, of New Jersey, declining to become a candidate for the Presidential nomination in 1916, was made public here today.

"Washington, D. C., May 20, 1915. 'To the Hon. Edward C. Stokes, Mechanics National Bank, Trenton, N. J.: 'My Dear Governor—Your letter of May 17 has been received. I think that my recent statement covers the ground. It seems to me very clear that, as a member of the Supreme Court, I have no right to be a candidate, either openly or tacitly. I cannot do my work here and hold an equivocal position before the country. I must, therefore, ask that no steps be taken to bring my name before the country. With cordial regards, I am very sincerely yours, 'CHARLES E. HUGHES.'"

MURDERS RICH UNCLE TO HELP POOR PARENTS

Youth Admits Crime When Man's Body Is Found in Ashes of Home

BOONE, Ia., Aug. 21.—Eighteen-year-old Arthur Lumley, of Des Moines, today confessed the police say, he murdered his wealthy uncle while he slept, because his parents in Des Moines were in want while his uncle was rich.

The youth recently came here to live with the uncle, Thomas J. Smalley, yesterday morning the house was discovered on fire, and when it was extinguished, the aged man's body was found in the ruins. The coroner's jury was just about to hand down a verdict of suffocation when a blood-stained rock and Smalley's purse, containing \$50, were found. Suspicion was then directed to the nephew.

DIES, CRUSHED UNDER WAGON

Farmer, Returning From City, Thrown Beneath Wheels

Walter S. Bowker, a farmer of Riverton, N. J., was thrown from his wagon and crushed to death today while returning to his home after delivering a load of produce in this city.

The accident occurred on the Burlington pike near the Delair bridge. Bowker was driving a team of mules, and as he neared the bridge the team took fright at a passing Atlantic City train and ran away. Bowker was thrown from his seat and the wheels of the wagon passed over his head.

P. O. S. of A. Closes Carnival. The Keystone Commandery, P. O. S. of A., will close its 10-day carnival at 5th and Spruce streets tonight. The carnival has been held for the purpose of raising funds for the athletic meet of the organization at Reading, Pa. The proceeds to be turned over to the local organization tonight, are expected to exceed \$100.

More Nominating Petitions Filed. HARRISBURG, Pa., Aug. 21.—Among the nominating petitions filed today were those of William D. Wallace, of Lawrence County, as candidate for Superior Court Judge, and John A. Elliott, Bear Falls, for the Republican nomination for Congress in the 15th district.

FIRE AROUSES SHORE TO ACTION ON PLAN FOR BIG WATER PLANT

Mayor to Call City Commission Meeting to Consider Two-Foot Main Project RIDDLE TO BUILD BETTER

Fireproof Buildings to Replace Frame Structures That Fed Flames on Boardwalk

ATLANTIC CITY, N. J., Aug. 21.—A huge pipe line, two feet in diameter, with the sea for a reservoir and gigantic pumps ready to debut, is the beach front that may be attacked by fire will be Atlantic City's profit from the blaze that yesterday menaced the hotel district while it wiped out \$100,000 worth of property.

Today Mayor Riddle, heaviest loser by the blaze, will issue a call for a special meeting of the City Commission to take up the beach front belt line high pressure main project. It is no new enterprise. It was talked of about 10 years ago and seriously discussed last year, when the cost was placed at close to a million dollars. At that time the enterprise was shelved temporarily, because of those benefits a sum compared to guarantee that it would bring an immediate reduction of insurance rates. There will be a utilitarian side to the huge salt water main project. Cottages and small boarding houses may have salt water baths at a modest cost, the same as the large caravansaries. What they pay for this service will nearly or quite meet the running expenses.

RIDDLE OPTIMISTIC. Mayor Riddle views his loss in an optimistic spirit. He says the destruction of the small buildings probably was the best thing that could have happened, for he believes there will arise from the ruins more imposing buildings and greater attractions in that section than ever before.

Hotelmen having declined to consider his proposition that the site of the fire be made an open park, through an arrangement whereby he should receive a block of Boardwalk equivalent to the interest upon the value entailed, Mayor Riddle today took up plans for a new structure of much larger and finer and more permanent character than that which fell prey to flames.

BIG OFFER TO RIDDLE. It is quite possible that the ground will be covered with a great hotel structure, erected through a joint arrangement between Riddle and George Allen, of Philadelphia, owner of the nearby Strand, who has desired a sea frontage for the Strand for several years. Yesterday, Allen, it is said, offered \$250,000 to Riddle for the block of Boardwalk frontage, with the smoking ruins upon it.

Pending working out of the hotel project, the row of brick stores facing the Boardwalk between Pennsylvania and Presbyterial avenues, where the fire raged, will be built so that subsequently they may be incorporated into a hotel structure, the plans providing for a building capable of bearing a 12-story building.

Hotel men who have been at war with him for several years because of his views on the subject of a thoroughly ordered Rubbish Bureau, an adjunct of the Fire Department, the belief prevailing in some quarters that a match dropped into waste started the fire, and the fact that Riddle had the courage of his convictions in advocating a wide-open Sunday at the shore. If that sort of thing should ever happen like the famous bear that met Alvy and became bulgy, and the bulge was Alvy.

Another benefit arising from the fire will be the establishment of a thoroughly ordered Rubbish Bureau, an adjunct of the Fire Department, the belief prevailing in some quarters that a match dropped into waste started the fire, and the fact that Riddle had the courage of his convictions in advocating a wide-open Sunday at the shore. If that sort of thing should ever happen like the famous bear that met Alvy and became bulgy, and the bulge was Alvy.

Another benefit arising from the fire will be the establishment of a thoroughly ordered Rubbish Bureau, an adjunct of the Fire Department, the belief prevailing in some quarters that a match dropped into waste started the fire, and the fact that Riddle had the courage of his convictions in advocating a wide-open Sunday at the shore. If that sort of thing should ever happen like the famous bear that met Alvy and became bulgy, and the bulge was Alvy.

Another benefit arising from the fire will be the establishment of a thoroughly ordered Rubbish Bureau, an adjunct of the Fire Department, the belief prevailing in some quarters that a match dropped into waste started the fire, and the fact that Riddle had the courage of his convictions in advocating a wide-open Sunday at the shore. If that sort of thing should ever happen like the famous bear that met Alvy and became bulgy, and the bulge was Alvy.

Another benefit arising from the fire will be the establishment of a thoroughly ordered Rubbish Bureau, an adjunct of the Fire Department, the belief prevailing in some quarters that a match dropped into waste started the fire, and the fact that Riddle had the courage of his convictions in advocating a wide-open Sunday at the shore. If that sort of thing should ever happen like the famous bear that met Alvy and became bulgy, and the bulge was Alvy.

Another benefit arising from the fire will be the establishment of a thoroughly ordered Rubbish Bureau, an adjunct of the Fire Department, the belief prevailing in some quarters that a match dropped into waste started the fire, and the fact that Riddle had the courage of his convictions in advocating a wide-open Sunday at the shore. If that sort of thing should ever happen like the famous bear that met Alvy and became bulgy, and the bulge was Alvy.

BOY WITH BROKEN ARM HELD FOR RECKLESS DRIVING OF CAR

Charge Includes Also Violation of Jitney Ordinance

An accident which occurred when a man with a broken arm attempted to drive an automobile on Broad street, resulted in his being held in \$500 bail for court to answer, accused of reckless driving and operating the car in violation of the "jitney" ordinance. He is Stephen Gillen, 18 years old, of 675 North 15th street.

The mishap occurred at Broad street and Columbia avenue yesterday, when Gillen tried to make a short turn, in order, it is said, to solicit "jitney" fares, and crashed into a moving van owned by Arnold Johnson, 1302 North 12th street. Gillen was arrested by Policeman Wagner, of the 19th and Oxford streets station. When taken before Magistrate Grellis today, the accused explained that he was employed to operate the car by Mrs. E. R. Meirs, of 143 North 20th street, and that the machine had been bought last Saturday for \$150,000 people that subsequent days after it was bought, he said, his arm was broken by cranking the machine.

Helen Meirs, daughter of the owner of the car, was in it when the accident occurred yesterday. She was thrown to the street and sustained a number of cuts and bruises.

HAS ANOTHER WAR BOOM

Chester Firm, With Big Shell Order, Buys Patterson Mill

Another war munition factory, already provided with a contract for the shells for \$500,000 shells, will start operations within the near future as the result of the sale by R. O. Schell, of 2225 North 62d street, of the Patterson Mill at 5th and Penn streets, Chester. The purchaser is the Chester Engineering and Ordnance Company.

A new powder-making company also has been formed with Ernest du Pont at its head, but unlike others, it will not accept orders. The new firm is the Ball Grain Explosives Company, and its other officers are Joseph F. Edwards, vice president, and S. Millen MacSherry, secretary and treasurer, both of Wilmington. The capital stock is \$750,000 and the concern was called into being to fill the lack of blasting powder for mining and engineering purposes.

Workman Injured by Trolley. Jerry Leno, an Italian laborer, was struck and seriously injured by a trolley car at 6th street and Lansdowne avenue today. The man alighted from a north-bound car and stepped on the track of a south-bound trolley. He was taken to the West Philadelphia Homeopathic hospital, suffering from a concussion of the brain and internal injuries.

EARTH TO BE DUG FROM UNDER CITY HALL

Subway Engineers Find Wave-Like Rock Under the City Hall

Nature of Soil Determined by Engineers of Director Taylor's Department in Tests

TO WORK IN CAISSONS

Approximately 100,000 cubic yards of earth will have to be excavated for the construction of the Broad street subway beneath City Hall. This estimate was given today by S. M. Swaab, the engineer, who will have charge of the work for the Keystone State Construction Company. The material to be removed varies from soft loam, directly below the street surface, to solid rock at the bottom of the tube.

The nature and quality of the soil has already been determined by the engineers of the Department of City Transit, who have made 15 borings and dug 7 test pits under City Hall. The deepest boring was carried down to a depth of 60 feet below the level of the street and the deepest pit was dug 15 feet below the basement floor of City Hall, and 25 feet below the street level.

The most remarkable discovery made by the engineers in the borings was the great variance of depths at which hard rock is encountered. At one point directly below the street, at the West Market street entrance to the City Hall, hard rock was found to be 59 feet below the street level, while 200 feet north of this point near the northwest corner of the building, the hard rock depth was found to be only 40 feet below the surface. In no two borings was the rock level found the same.

Directly above the bed rock was found a layer of mica schist (disintegrated rock) varying in thickness from 1 1/2 to 1 1/2 feet. Above the mica schist was found a gravel bed of such formation that the engineers believe it was deposited there during the glacial period. Between this and the street level at varying depths was found sand, clay, common gravel and loam.

At one point the engineers encountered a pocket of sand which had every indication of having been quicksand formerly. For some reason the water had all drained from this place, leaving the quicksand now simply common sand, at least in ground very fine. No other evidence of quicksand formation was found beneath the City Hall.

The four-foot reinforced concrete walls of the subway will rest on solid bedrock, no matter at what depth this may be found to lie. The base of the tube itself will be about 46 feet below the street level. In some places where the bedrock is higher than this, blasting will be necessary, but the danger of the blasting will be reduced to a minimum as it will be done in caissons.

As the high-water level of the city is about 35 feet below the surface at City Hall, all excavating below this depth will have to be carried on in caissons. The workmen will experience no great inconvenience in working in the caissons, however, as the depth will not require a heavy air pressure.

In digging the test pits it was found that the foundations of City Hall at no point rest even beneath the great tower, rest on the solid rock. The foundations of the tower are laid 32 feet below the surface, which is believed to be ten or more feet above the level of bedrock. At other points the City Hall foundations vary from a depth of 14 to 25 feet.

PROTESTS AGAINST LOSING ITS CAR LINE

Merchants Say They'll Give the Transit Company "The Biggest Fight of Its History"

"WOULD RUIN BUSINESS"

The proposed plan of the Philadelphia Rapid Transit Company to withdraw all street cars from Passyunk avenue after September 5 has set South Philadelphia up in arms. The company intends to change Route 81 so that the cars will run down Snyder avenue to the river front instead of down Passyunk avenue. The new route will leave the 12 good business blocks on Passyunk avenue between 5th and 16th streets, and between South street and Snyder avenue, isolated. The change will affect more than 60,000 persons and 1200 merchants along Passyunk avenue.

Members of the Passyunk Avenue Business Men's Association, backed up by the United Business Men's Association, declared today that the company "would never do it without the biggest fight of its history." The Passyunk avenue line is one of the oldest in Philadelphia, their place of business have virtually been founded on it, they said, and to do away with it would be a great loss of money to them.

The company says it is for the improvement of Passyunk avenue that they are making the change. The tracks are to be removed from the street and replaced by wood blocks, thus making a good thoroughfare. Business will not suffer at all, according to the company, as the new route will still communicate with Passyunk avenue, although indirectly.

The terminal of the present route is 32d street and Passyunk avenue, or Point Breeze. The other end of the line is 3d and Dock streets. The terminal of the new line will be Point Breeze, but the other end of the line will be Snyder avenue and Swanson streets. The present route is as follows:

Northbound—From 32d street and Passyunk avenue, on Passyunk avenue, Snyder avenue, 11th street, Passyunk avenue, Dickinson street, 5th street, Lombard street, 3d street to 3d and Dock streets.

Southbound—From 3d and Dock streets, on Dock street, 23 street, South street, Passyunk avenue, 10th street, Tasker street, Passyunk avenue, to 32d and Passyunk avenue.

The cars running on the new route will run down Passyunk avenue from 32d to Snyder, which cuts in at 16th street. They will leave Passyunk avenue and run down Snyder avenue to Swanson street. That

While the company has not officially announced that the new route will take effect September 5, the change was admitted at the Jackson street barn today.

"We won't save a penny by the proposed new route," said an official today, "and all talk about retrenching to increase our gross earnings is foolish." A special meeting of the businessmen's association will be held Monday night to draw up plans. A committee from the United Business Men's Association will be present.

LEG SUPPORTS

VARIKOSE VEINS, ULCERS, Weak Ankles, Swollen Legs, etc. ARE EVENLY SUPPORTED BY THE USE OF THE

Corliss Laced Stocking SANITARY, as they may be washed or boiled. Comfortable, made to measure. ELASTIC, adjustable laces. Like a legging, light and durable. ECONOMICAL, Cost \$1.75 each. Wash in the same lye, \$2.00. Postpaid. Call and be measured free, or write for self-measurements. Blank No. 5. Hours 9 to 5 daily; Sat. 9 to 2. Penna. Corliss Linc Specialty Co. 430 Hess Bldg. Phone Wal. 991 1211-13-15 Filbert St., Phila.

FACTS VERSUS FALACIES

FACT is a real state of things. FALLACY is an apparently genuine but really illogical statement or argument.

WHEN, at the beginning of the war, Russia forbade the sale of spirituous liquors, the act was hailed as having a world-wide influence for the cause of Prohibition. But note, now that a year has passed, how the FALLACY has been exploded by FACTS.

UNDER the caption of "Difficulties with Prohibition in Russia," the Literary Digest has this to say in a recent issue: "The wave of temperance which swept Russia at the beginning of the war, after the Czar's ukase forbidding the sale of spirituous liquors, is rapidly receding. Deprived of the vodka, to which they were so strongly addicted, the Russian people, we are told by some outspoken organs of the press of that country, are consuming various poisonous substitutes, the secret manufacture and sale of which are assumed, considerable proportions throughout the Empire. Cases of poisoning caused by these drinks are a daily occurrence. Writing in the Russian Vrach (Petrograd), Dr. Novoselski gives interesting figures showing the growth of mortality due to alcoholism in Petrograd.

"SAYS he: 'Before prohibition the mortality figures varied and changed without definite regularity; after prohibition, they showed a regular and constant increase. The prohibition measures were becoming stricter and stricter; at first the sale of vodka was forbidden everywhere but at first-class restaurants; then the prohibition was extended also to those restaurants, but with the permission to sell beer and wine; and lastly there followed a general and complete inhibition of the traffic in any and all alcoholic drinks in general. And the mortality from alcoholism increased as those measures progressed.'

"IN RUSSIA'S western provinces, according to 'R. G.' in the Rytzel, prohibition does not seem to be very popular. He says: 'The sun of sobriety has set before it reached the zenith. The first two months drunkenness was really not noticeable. In the villages the fact that the law came into force at the busy season contributed largely toward abstinence from drink. In the city isolated cases of the use of poisonous imitations of alcoholic beverages ended so deplorably that there was a fair prospect of getting rid of incurable drunkards. The village folk had hardly had time to wear out the boots in which they marched after the coffin of the 'Monopoly' when tens of thousands of illicit liquor distilleries, factories of all kinds of strong drinks, came into existence.'

"ACCORDING to official data, for the latter part of 1914, there were discovered in Vilna government alone, 68 illicit liquor distilleries, while for the preceding year, there had been discovered 14 such places. But in the place of those suppressed new ones spring into existence, and, besides, the manufacture of alcoholic beverages is being practiced in private dwellings."

A GAIN and again in this series of articles it has been said that it is a FALLACY to think that Prohibition prohibits; whereas it is a FACT that it merely prevents the legalized and regulated sale of liquor. And Russia's experience with its vodka is a case in point!

Philadelphia Lager Beer Brewers' Association (The next article will appear Wednesday, August 25th)

THE PHILADELPHIA & READING RAILWAY

Announce the removal of their City Ticket Office from 13th and Chestnut Streets to the most modern equipped City Ticket Office in the world, in the New Widener Building, Chestnut and Juniper Streets, Philadelphia

OPEN FOR SALE OF TICKETS, AUGUST 23rd

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.



Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.

Advertisement for the Philadelphia & Reading Railway, mentioning the removal of their City Ticket Office to the New Widener Building.