#### TRANSIT PLAN SAVES MONEY AND TIME

Cantinged from Page Two. etty is put at the mercy of the management of the existing lines; hence the billing of the delivery loop by Councils.

LOOK WHAT WE COULD GET ergetunately, none of the changes made in the routes by Councils are inconsistent with the ultimate carrying-out of the broad plan for rapid transit as recommended by the Department of City Transit," said Mr. Taylor, "We took what we could get and went ahead with emstruction. I firmly believe that the public will see to it that no permanent interference is permitted. I am an optimist up to the very last moment, and ne damage has been done that cannot be

"At present, under the 1907 contract bethe city and the Philadelphia Rapid Transit Company, the city must first affer the construction of any desired new line or extension to that company. If that company declines to build any such company declines to build any natural time the city may do so. Should old company refuse to operate the lines on a fair basis the city can a offer the operating franchise to an offer the operating franchise to be operating from the operation of the op the city to have a system complete -as the Frankford line and Broad street without the delivery loop-else gibway, without the delivery loop-else the city is put at the mercy of the Phil-adelphia Rapid Transit Company and its hidden ally, the Union Traction Com-

TAYLOR TELLS STORY Here is Mr. Taylor's own account of the people of our city better transit fa-

"On May 27, 1912, Mayor Blankenburg appointed me City Transit Director with appointed me city transit intector with mitructions to investigate with a view of determining advisable means for obtaining rapid, efficient and cheap transit throughout the city. He asked for a reper covering such investigation with recommendation of ways and means to procure rapid transit commensurate with present and future needs of the city and its suburbs.

"Accordingly, I assembled a complete erganization of specialists, trained in the tarious technical lines involved, and pro-ceeded with the undertaking. On July M. 1913, I filed with the Mayor my report and recommendations.

To ascertain the general locations ere additional transit facilities are sently and prospectively required for where additional transit facilities accommodation and ience of the traveling public, most complex task. First, we charted the exact location of the city's population of 1911 in a specially prepared map of Philadelphia. This map was divided into traffic sections, generally one mile square, and in these sections were placed the recerds of the population in units of 100, each expressed by a dot. Upon this map all of the existing transportation lines were also drawn, showing the relation of these lines to the city's population.

SCIENTIFIC STUDY.

"We next developed a complete survey of the points of origin and destination of all traffic flowing by way of the existing lines upon a normal business day. We showed the number of passengers originating in each traffic section and the number of rides per capita in and out of ach traffic section. To express this trafthroughout the entire city 113 adonal maps were prepared, or one map for each traffic section as a base, showing the flow from such traffic section to each of the other traffic sections.

"Our inquiry then took the form of ime required and cost of travel between sch traffic section and each other traffic ection by means of the existing facilities the areas available for future residentia lopment were charted, the water swas, public parks and cemeterles being excluded. We also estimated with care the future growth of the population of the city and projected its probable dis-tribution as nearly as possible.

PLANS FOR NEEDED LINES. "All this done, we thereupon laid out transit facilities needed to supple nent the existing lines, and to relieve the congestion and inconvenience due to slow speed necessarily maintained on the sur-face reads. Only lines were projected that were needed and due consideration was

### THE WEATHER

Official Forecast

WASHINGTON, Oct. 20 eastern rennsylvania and New -Partly cloudy tonight and Thurs-For eastern somewhat cooler; gentle to moderte southwest winds. Light rains covered the greater portion

light rains covered the greater portion of the Atiantic States and the eastern Canadian provinces during the last 24 hours, and continue in scattered localities this morning. Fair weather prevails innushout the remainder of the country. Mild temperatures continue in districts cast of the Mindisciple Private within east of the Mississippi River, while a moderately cold area covers the northern pialns States, with freezing reported from the Dakotas.

U. S. Weather Bureau Bulletin

,ôi Clear Clear Clear Clear Clear Clear Rain Clear C

AUTUMN RESORTS

ATLANTIC CITY, N. J. prior location with an structed view of beach coardwalk A recognized and of excellence with a structure of the structure of t

arlborough-Bienheim MAH WHITE & BONB COMPANY

had for the existing lines. We estimated the amount of traffic diverted from the old surface roads to the new high-specilines, and proved that uitimately the latter lines, and proved that uitimately the latter would be the gainer, for with more travel and more people for the long haul there would be a corresponding increase in the travel and people for the short haul.

"Having developed accurately the amount of traffic which the new lines would get, then, with knowledge of the characteristics of travel between the different traffic sections, train schedules were laid out to serve that travel. The number of car miles and car hours to be operated was calculated, and the unit cost of the various items entering into the operation, including power and rolling stock, was esincluding power and rolling stock, was estimated. The construction costs and fixed charges also were calculated; in fact, our study of the whole problem was complete. and included location, character, traffic, gross earnings, cost of operation. fixed charges and not result."

Before filing his report, Mr. Taylor had obtain changes in the laws of Penn-ivania. This legislation included: (1) An act empowering cities of the first class to purchase, lease, locate, construct and equip, or otherwise acquire transit facilities, and to own, maintain and use and operate the same; (2) a supplement to the Bullitt bill, creating a department of city transit to have control charge. to the Bullitt bill, creating a control, charge of city transit to have control, charge and management of the transit facilities and the first class; and (3) and the first class; and (3) and the first class; of a city of the first class; and (3) an act to provide revenue for city and county purposes, imposing taxes upon certain classes of personal property.

UNDAUNTED BY ILLNESS.

Mr. Taylor did not relate how he had left a sickbed, journeyed to Harrisburg, while suffering from typhoid fever, and pleaded personally with the then Governor Tener to sign the bills passed by the Legislature. He succeeded in getting the executive signature to the bills, so necessary for the larger development of the high-speed transit plans.

Funds for the preliminary work and the initial contracts were obtained from Councils only through the display of masterly tact by Mr. Taylor. He quite out-maneuvered the ring in control of the local legislative body.

"On March 8, 1915, Councils, at our request, approved the holding of a special election to obtain the assent of the elec-tors to an increase in the city's indebtedness of \$6,000,000 for the starting of ac tual subway construction. It was in the work of getting information of the need of the new high-speed lines before the public that the Department of City Transit owes its debt of gratitude to patriotic newspapers of Philadelphia. The special election was held on April 29, 1915, and rapid transit won out by a vote of 84,545 as against 9110.

"Two ordinances subsequently were passed by Councils. One appropriated \$3,000,000 for the construction work on the Broad street subway, and one appropriated an equal amount for the Frankford line. Both ordinances were approved on July 2, 1915, and the Department of City Transit immediately advertised for bids. Before Mr. Taylor jet the contracts there came across his path that familiar obstruction, the "taxpayer's sult." Here the Director of City Transit carried his portmanteau to City Solicitor Michael J. Ryan. He begged the City Solicitor to help him clear away this last barricade Mr. Taylor, commenting upon his recep-tion and subsequent developments, said: "I want to say that, when it came to the pinch, I found Mr. Ryan true blue in the city's interests. No sooner did Mr. Ryan defeat this final obstruction in the courts than I let the first contracts, and on September 11, 1915, saw the actual start of digging the new subways. Hats off to Mr. Ryan. He was at his post when he was most needed."

PRAISE FOR HELPING.

Concerning the support he had received along the way in his great three-year fight Mr. Taylor said: "Only a small man would give niggardly praise to such sup-port as I have received. Men have risen above partisan feeling in the successive steps taken to this public benefit. Let me put it this way: I have had the most hearty and generous support of Mayor Blankenburg and all his department heads, which is understood; of the best elements in Councils; of Mr. Ryan, the City Solicitor; of Governor Tener, and of members of the Legislature. All were needed; and, without the help of any one of these men at the time I sought their I make full acknowledgments. The future of the comprehensive plan for rapid-transit, which includes the de-livery loop, the construction of lines to Darby and Roxborough, Mr. Taylor declares, largely hinges on the passing of the constitutional amendment this fail. He says a favorable vote will unshackle Philadelphia financially, and provide the necessary funds for all the new high-speed lines, and the delivery loop as well.

TRUSTS IN VOTERS.

"I venture the average citizen will see the vital importance of having the right sort of a man in City Hall to administer the future," he concluded. "I do not favor an independent operator for the new lines, unless the management of the existing lines refuses to deal fairly by the city. But there should be no tomfoolery; nothing short of a joint use of the old surface system and the new highthe old surface system and the new high-speed lines for one -cent fare strikes me as equitable. And the city should be safe-guarded so as to share in the certain profits of the new lines, provided they all are built, and none eliminated, for to clip off here, and add on there, is going to paralyze the city's chances of driving a good bargain with the man-agement of the existing transit lines."

Eight Philadelphians Wed at Elkton Eight Philadelphians Wed at Elkton ELKTON, Md., Oct. 20.—Philadelphia furnished four of the eight couples married in Elkton today. They include John J. Foley, Jr., and Minerva Silbert, Frank Erne and Dorothy Ransome, William Tecosky and Rose Toilin, Carl Nogle and Charlotte B. Hellings; George W. Porter and Margaret L. Grow, Ambler, Pa.; Samuel G. Fisher, Lancaster, and Hannah I. McGrane, York, Pa.; William B. Berkelhiser, and Hanrietta F. Guest, Wilmington, and Delancey Scott and Helen E. Major, Elkton. Wilmington, and Delan Helen E. Major, Elkton.

Awnings Taken Down Repairing Free

Awnings stored, repaired during wint for rehanging in spring; nominal charge. WEDDING CANOPIES Bernard McCurdy Race 6017 A. Filbert 2313 TODAY'S MARRIAGE LICENSES hartes Seidt, 2008 N. Stillman st., and Eather E. Mallin, 2425 Newkirk st.

Dr. Harry F. Rashay, Camden, N. J., and Re-becca Gannon, 1020 Christian et. J. Jarden Guenther, Hamilton Court, and Dore-thy E. Henderson, Paoli, Pa. Charles Presgrave, 34 W. Pomona st., and Esther M. Davis, 88 E. Seymour st. Prancis A. Trainer, 2134 Oxford st., and Mary A. Lyons, 2134 Oxford st. Martin F. Hannen, 2121 Westmoreland st., and Alberts L. Lawrence, 2615 W. Sterner st. Hugh McGuckin, 4735 Umbria st., and Mary H. Johnson, Consbobocken, Pa. William Murray, 1535 S. 20th st., and Hen-detta E. Williams, 1535 S. 20th st. Wilfrid E. Pigeon, 3726 Sydenham st., and Ma-bel Keller, 3748 Germantown ave. Harvey Hodge, League Island, and Margaret M. Hare, 1917 S. 12th st. Antonio Ferranti, 1228 Kimball et., and Giulia Cosentini, 1614 S. 13th et. John S. Brown, 1533 Catharine st., and Caro-lyn Goldsboro, 1842 Christian st. Bernhard J. Drueding, 1233 N. 6th st., and Helen M. Bennis, 641 E. Chelten ave. William E. Leslie, 5029 Woodland ave., and Marion E. Jefferson, 1431 S. 51st st.

Stella Yearsley, 1823 Siegel st., and Annie S. Luberoff, 1928 N. 7th at. conard J. Dec. Darby, Pa., and Lillian G. Potoy, 7214 Greenway ave.

George R. Loffand, 1353 Brown st., and Freda
C. Birnbrauer, 873 N. 76th st.
James H. H. Irinan, 1601 Foulkred st., and
Jennie E. Williamson, 715 W. Allegheny ave.
John Miller, 897 S. 12th st., and Mary
Rocker, 1728 Natudals st.
Frank H. Craize, 1430 Rockiand st., and Lillien M. Davies, 6750 Knox S.
J., and
Geneylave Caston, 1827 Montrose st.
William Cummings, Jr., 1845 S. 16th st., and
Blanche W. Stewart, 2018 S. Hemberger st.
Villiam Cummings, Jr., 1845 S. 16th st., and
Blanche W. Stewart, 2018 S. Hemberger st.
Frederick Morris, 2109 Popiar st., and Lillie
Cornesys, 2029 Carpenter st.
William M. Rowe, 2823 Kirkbride st., and
Dorothy E. Lambert, 3038 N. Swanson st.
Edward W. Love, 3846 De Lancey st., and
Emma J. Harlow, 100 W. Phil Ellena st.
Samuel Margolis, Camden, N. J., and Rose
Frans, 635 Fernon st.
Henry Weinrich, 2147 Summer st., and Mary
Henderson, 1838 N. Alder st., and Mary
Henry Craft, 1117 S. 236 st., and Hattle Burreil, 1935 Penama st.
Henry Weinrich, 2147 Summer st., and Auguste
Hutte 2147 Summer st.
Honning Fauntieroy, 2708 Fletcher st.
Olekao Bairychauk, 746 N. 24th st., and
Mary Fauntieroy, 2708 Fletcher st.
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Olekao Bairychauk, 746 N. 24th st., and
Mary Fauntieroy, 2708 Fletcher st.
Olekao Bairychauk, 746 N. 24th st., and
Anna Bacrynska, 2707 W. Allesheny ave.
Jesch J. Flupatrick, 2118 Marston st., and
Catharine Mooney, 4358 Sunnyside ave.
Har, y Siter, Glenmore, Pa., and Virginia
Huchman, Glenmore, Pa., and Virginia
Huchman, Glenmore, Pa., and Virginia
Huchman, Glenmore, 1822 Comberland st.,
and Martha E. Aupleton, 3026 Emerid st.,
and Martha E. Aupleton, 3026 Emerid st.,
and Mille Mikaliuw, 1928 Hollowed st., and Elizabeth L. Ottey, 140 Hermitage st.
John K. Boone, 4369 Stompside ave.
Harry Kloh, 4634 Silverwood st., and Elizabeth L. Ottey, 140 Hermitage st.
Harry Kloh, 4634 Silverwood st., and Elizabeth L. Ottey, 140 Hermitage st.
Holland, 1821 Lauriston st.
Mille Martha E. August S.
John K. Propaner, 1922 Wood

APARTMENTS

N. E. CORNER 17TH AND WALNUT STS.



¶ This 13-story concrete and steel fireproof structure reaches the highest point of development as yet attained in apartment construction and may be properly styled a perfect place of abode. and may be properly styled a perfect place of abode.

§ An earnest effort has been made
to offer a matchless home to those
whose first consideration is not to
count the cost alone, but to procure
that which they desire; where there
is only perfection, the size and character of which may be selected and
shaped according to the distinctive
requirements of the individual.
§ Suites are arranged from twe
rooms and one bath to seven rooms
and three baths.

§ The location is excellent, being
convenient to the business and shoppling centres and yet not too near.

§ All things considered, the rentals
are moderate.

§ Building will be formally opened g Building will be formally opened November 15, 1915.

¶ ¶ Further information may be obtained and reservations made through NORMAN S. SHERWOCD 1411 WALNUT STREET

AUTUMN RESORTS

AUTUMN RESORTS

New Ticket Offices

The most beautiful and complete Railway and Steamship ticket offices in the city have just been opened in the Land Title Building, directly on Broad Street, at

In addition to the Lehigh Valley Railroad
Ticket Offices, with facilities for supplying every travel
detail, the various Water Routes—both Trans-Atlantic
and Trans-Pacific, West Indies, coast-wise and South
America, will be completely represented, and the traveler
who seeks information along these lines will serve his best
interests in arranging his trip here.

Details of cruises to Bermuda, Jamaica, Cuba, the West Indies, Panama and South America and Japan, sent on request. Choice reservations on all sailings.

The Land Title & Trust Company

Travelers' Department Reptune 'phone, Race to: Charles S. Knowlton, Manager | BISHOP SAYS SUNDAY AND WAR AID CHURCHES

Reformed Synod of City Opens 35th

Annual Council The European war and the "Billy" Sunday campaign are the prime causes for the increased membership of the churches during the last year, according to Bishop Robert L. Rudolph, of New York, who presided at the 15th annual council of the New York and Philadelphia Synod of the Reformed Episcopal Church, which is being held at the Bishop Nicholson Church, 10th and Rockland streets, Logan.

More than 300 delegates from New York, Pennsylvania, New Jersey, Delaware, Maryland and Virginia were present at the opening session today.

In making his annual report, Bishop Rudolph said that the church had never known such a remarkable increase in membership as during the last year. formal increase, he said, is 3 per cent., but the year's work shows an increase of 16 per cent., and one church reported that it had doubled its membership A missionary rally will be held tonight and the sessions will be continued to-

WAR ON CARNIVAL GAMBLING

Police to Stop "Paddle Wheels." Husbands Say Wives Waste Money

Gambling devices at street carnivals will be raided by the police, Director of Public Safety Dripps said this afternoon. A stringent campaign against gambling at such places has been ordered. Gambling booths at one street carnival were closed last night.

"New York promoters have been man-"New York promoters have been man-aging carnivals in this city, making their profits from the gambling revenue in the form of the 'paddle-wheel' game and other devices," said the Director, "We took action after receiving many complaints, some from husbands declaring their wives squandered mony by bling; others from wives, telling their husbands wasted money. Chari-table institutions complained that they were obliged to care for children whose parents spent money at the devices at the carnivals. Altogether it became ap-parent that the gambling carried on at street carnivals was a great evil. We are going to blot it out

Accused Detective Acquitted

Abraham L. Millard, a private detective, with offices on Chestnut street near 15th, was acquitted today at the direction of Judge Patterson, in Quarter Sessions Court, of holding himself out as an at-terney-at-law. The Commonwealth's evidence was not sufficient to warrant , and Judge Patterson ordered the jury to render a verdict of acquittal.

REAL ESTATE FOR RENT

U. S. MARKETS CRITICISED

Rotarians Hear They Are Not as Well Managed as Europe's

Clarence B. Fow talked on "Markets and Marketing" at the weekly meeting of the Rotary Club, held at the Adelphin Hotel today. Guy M. Boyer presided at the lumbers.

Mr. Fow said the American markets are not scientifically arranged, as are the European markets, and courtesies are not extended to the small buyer here as they are in the markets on the other side of the Atlantic. George H. Henrichs, chairman of the

Charity Committee, announced that \$1228 had been raised at the regular monthly meeting of the Rotary Club last night, which would be turned over to the committee in charge of raising the funds for the Children's Hospital.

REVENUE GRAFTERS CONFESS

Former Federal Agents Plead Guilty in "Moonshine" Conspiracy Case

FORT SMITH, Ark., Oct. 29.—John L. Casper, John Farabee, George Hartman and Charles Brubaker, all of Kansas City; S. L. Williams, of Salem, N. C.; former Revenue Agent John Coffey, of Fort Smith, and J. Henry Brown, of Harrison, Ark., former internal revenue gauger, pleaded guilty in Federal court to an indictment containing 33 counts, alleging various violations of the counts, alleging various violations of the internal revenue laws concerning the operation of distilleries and manufacture of whiskey.

The case was known as the "\$20,000 meanships completers"

moonshine conspiracy." Sentence was deferred until tomorrow.

REAL ESTATE FOR SALE

Well-Built Attractive Homes. Torresdale Ave.

(6500 BLOCK)

NEAR PROPOSED ELEVATED

7 rooms, including bath, hot-water heat, laundry, stationary tubs, etc.; electric lights and all improvements. Artistically decorated; bardwood finish throughout.

GARAGE PRIVILEGES

15.FOOT DRIVEWAY IN REAR. IN REAR.

Price \$3000 JAS. W.ORR BUILDER &

On Premises, or 2532 KENSINGTON AVE.

SCHULER'S \$3250 HOMES \$3250

8th street, below Hunting Park avenue; one square to Hunting Fark.

Seven rooms and basement laundry, large porches, hot-water heat, combination gas and coal ranges or gas ranges, parquetry floors, electric lights; up-to-date improvements; attractive terms. Sample house open. See them. OFFICE, 4152 NORTH STH STREET

**ONLY 4 LEFT** LOUDEN ST 4800 North-Take Cars 50 or 62 on 5th Street

**FEATURES** 

WIDE MAIN STREET.
A BOULEVARD LOCATION.
BIX ROOMS AND BATH.
HOT-WATER HEAT
HARDWOOD FLOORS.
HARDWOOD FLOORS.
HARDWOOD FINISH THROUGHOUT.
GAS AND ELECTRIC LIGHT.
COMBINATION COAL AND GAS RANGES
LAUNDRY IN BASEMENT, WITH EXIT
TO YARD,
DEEP LOTS.

\$300 Cash

\$20.30 Per Month YOU PURCHASE YOUR OWN HOME

Remember: Every eleven years you pay rent you buy a home for your landlord. J. HENRY PARKER Builder, on Premises

# WELL-BUILT HOMES

AT NORTHWOOD—FRANKFORD'S BEST RESIDENTIAL SECTION 3 story semi-detached, 8 rooms, bath and basement laundry, hot water heat, hardwood floors, all gas kitchens, electric and gas lighting.

Price \$5800 Terms to suit. Open evenings.

Foulkrod Street (4800 North). 3 squares west of proposed Frankford Elevated, one block south of Frankford High School; on a direct route to Northeast Boulevard (3 squares west).

Wm. M. France Co. Builders and Owners

### CENTRAL REALTY Important Offering at Auction

Tuesday, October 26th, at 12 o'Clock Noon Public Sales Room No. 201, Philadelphia Bourse Building

> NO. 1314 WALNUT STREET Lot 21 x 170 Feet to Chancellor Street NO. 2025 CHESTNUT STREET Lot 60 x 164 Feet to Ranstead Street

BARNES & LOFLAND, Auctioneers 147 South 4th Street

GERMANTOWN

GERMANTOWN



S. BAUER, Builder and Owner

BULK OF ESTATE WILLED TO CATHOLIC CHARITIES

Sophia Boyle Makes Several Institutions Her Chief Beneficiaries

Bequests to Catholic charitable organizations to the extent of several thousand dollars are contained in the will of Sophia Boyle, late of 3709 Spring Garden street, admitted to probate today by Register of Wills Sheehan.

The will, which provides for the dia position of an estate valued at \$27,1% devices \$500 to the Philadelphia Sambures of St. Charles Borromeo, Overbrook; \$400 to the Little Sisters of the Poor, 18th and Jefferson streets; \$300 to St. John's Or-phan Asylum; \$400 to St. Vincent's Home; \$300 to the Catholic Home for Destitute Children; \$300 to the Philadelphia Pro-tectory for Boys; \$300 to St. Joseph's Home for Homeless Industrious Boys, and \$300 to St. Vincent's Home and Maternity Hospital.

fendant directs that any residue in her

REAL ESTATE FOR SALE SUBURBAN

After bequests of \$12,400 to a sister, Mary Boyle, and other relatives, the de-

NEW HAVEN, Conn., Oct. 20.—With 2000 delegates present, including mission-aries and representatives of the denomi-nation from all parts of the world, the 16th session of the Sixth National Council of Congregational Churches opened here today for a week's session.

Congregationalists Open Convention

estate shall be bequesthed in my shares to the above-monitoried charith. Other wills probated today were the of John Heibling, late of 252 North 5 street, which disposes of an estate salu at 254,000 in private bequests; Phil Baumgardner, 1224 Hutchinson street, 12 000; Mary G. Davis, 225 West Cumbe land street, \$230, and Dennis Coyls, 2 Church street, \$250.

The personalty of the estate of Moses.

Espen has been appraised at \$11,351.85;
John Schellhase, \$6772.39; Max M. Hein,
\$220.03; Dora Schellhase, \$4282.30.

Married by Mayor in City Hall Thomas P. Kinsella, of 2407 Wharton street, and Miss Reba E. Kelchner, of 2007 Wharton street, were today married by Mayor Blankenburg in the latter's office in City Hall.

REAL ESTATE FOR SALE

## PURE COLONIAL HOME



CLIVEDEN AVE. and WISSAHICKON AVE.
Highest point in this highly restricted development.
JUST OFF THE LINCOLN DRIVE

This beautiful, well-built home, just completed, has 12 rooms with 3 baths and marble shower, 2 sun pariors, one enclosed in glass with interchangeable acreens. Hotwater heat, copper gutters and spouts, hardwood floors, spacious clouets. Semi-steet construction. Beautiful surroundings. Southern Exposure. Designed by Germantown's leading architect. Large, practical fireplaces and all the very latest models of home construction. Ample space for garage and driveway.

LOT 70x176

JOSEPH W. GROSS, 410 Morris Building

Rhoads & Paul 135 S. 5th St.

and Elkins Park 2000 C 2000 C 2000 C

HAVERFORD Interesting Houses at Interesting Prices Prices From \$7500 to \$28,000 The house shown below contains 9 chambers and 5 baths, is located on the north side of Haverford, near club and station and is one of the most desirable properties on the RDMORE McILVAIN & COMPANY 1518 Land Title Bldg., Phila.

BEAUTIFUL COUNTRY SEAT CONTAINING NEARLY FOUR ACRES for sale by the owner. Corner of Latches Lane and Old Lancaster Road Containing twenty rooms, including three baths. Hot-water heat, electric light, all modern improvements, garage, fruit, shrubbery, abundance of shade, one acre in truck and flower garden. Private macadam roads.



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