

WORKING PEOPLE WILL SAVE TIME AND MONEY BECAUSE OF TAYLOR HIGH-SPEED PLAN

Thousands of Hours a Day to Be Gained by Transit Improvement of City Administration—Impetus to Economic and Social Life.

ONE stellar accomplishment of the Blankenburg administration that cannot be denied by any one is the actual start of construction of the new high-speed transit lines. Over successive barricades, thrown up by mercenaries of an inviolable and powerful opposition, A. Merritt Taylor, Director of City Transit, carried to success his determination to give citizens a proper means of egress, north and south, from the downtown business district.



A. MERRITT TAYLOR Director Department of City Transit.

The Broad street subway will save 21 minutes in the time required to travel from City Hall to Broad street and Olney avenue, reducing the journey from 43 to 22 minutes. It will save 11 minutes in getting from City Hall to the Philadelphia Navy Yard, reducing the trip from 33 to 22 minutes. The Frankford elevated will cut 25 minutes off the time necessary to reach Frankford from City Hall, reducing the time one way from 55 to 30 minutes.

Employer and employee benefit alike whenever a larger number of persons are brought into closer contact with more places of employment. Mr. Taylor said: "This is the great advantage of high-speed lines to the economic life of an industrial city. The rapid increase in the area of the built-up sections, and the corresponding increase in the distance people must travel to their employment, has imposed burdens upon the existing surface railways which they are incapable of handling with economy and dispatch."

More Persons Will Be Able to Own Homes "But the benefits to the many more than make up for the temporary losses to the operators of the surface lines. For one thing more people will plan to own homes, and they will start buying, for they can invest in the certainty of continuous employment as the field of opportunity for their employment at points remote from their homes will have been broadened. On the other hand, this increase in the amount of permanent labor will serve as an inducement for new manufacturers to locate in Philadelphia, as they know they will be able to draw readily from sources of labor in sections of the city remote from their plants."

Population of 2,000,000 in City and Nearby Suburbs "Within 18 miles of City Hall Philadelphia has a population of over 2,077,287—one-third as large as New York, the equal of Chicago and one-fourth greater than Boston. The land area available for development in Philadelphia exceeds that of New York, of Chicago, or of Boston. At the present time we have an insignificant stretch of high-speed transportation, compared with that of other great cities—the single line out Market street, which comprises about 15 miles of track, and represents an outlay of barely \$17,000,000."

First. The Frankford elevated line from a point of connection with the present Market street subway—elevated at Front and Arch streets to Frankford. Second. The Darby elevated line from a point of connection with the Market street elevated line at 30th and Market streets to Darby. Third. The recommended Broad street subway, with such branches as may be determined upon, and the delivery loop in the heart of the city. Fourth. The Camden tube from a point of connection with the present Market street subway at or near Front and Market streets to the Pennsylvania Terminal in Camden.

Mr. Taylor also planned for the operation of the existing and new transit facilities of the city as a unit, and, with the exception of the Camden tube, the issuing of free transfers wherever the surface lines intersected the high-speed lines. His intention was to insure for the public a five-cent fare for any complete forward journey between any two points within the city. Exclusive of the Camden tube, the cost to the city of the new lines recommended for immediate construction was estimated at \$45,532,000, and in lieu of the right to operate the new lines in connection with their present lines, the operator was asked to spend \$11,986,000 for equipment.

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MELLEN, ON STAND, BEGINS HIS STORY OF HIGH FINANCE

Government's Star Witness in New Haven Conspiracy Case Called After Waiting Half a Day

GREETED LATE ASSOCIATES

NEW YORK, Oct. 20.—After dramatically "champing at the bit" for half a day, Charles S. Mellen, star witness for the Government in the New Haven conspiracy case, finally took the stand today in the United States District Court and launched into his amazing story of stock manipulation and high finance that may land his one-time assistants in prison.

Mellen, having once been called to the stand, only to be side-tracked while the Government identified some 570 documentary exhibits, Mellen, who had sat since opening court among the accused conspirators, most of whom greeted him cordially, showed visible satisfaction when finally called. The morning's delay, however, seemed to make him ill at ease when he took the stand. "What is your occupation?" Mellen was asked. "Grass grower." "What?" "Farmer—agriculturist," explained Mellen, with a smile. He then was asked to detail his railroad career, which began with a clerkship at Concord, N. H., in 1869. In 1882 he went with the New Haven as vice president. Later he was summoned by J. P. Morgan to become president of the New Haven.

Mellen was asked to point out on the maps all the New England transportation lines, electric and water, with which the New Haven ever had dealings. R. V. Lindabury, counsel for Rockefeller, will cross-examine Mellen, and the accused directors were predicting that the trial would be when Lindabury put Mellen on the grill. It was clear to be seen during Mellen's testimony that the defendants and the defense lawyers were keen to get him off the stand.

Delandry, counsel for Lewis Cass Ledyard, arose and shook hands heartily with Mellen, who entered court unattended shortly before the proceedings began, and stepped into the back. Lindabury took no notice of the former New Haven president.

Mellen chatted with the defendants, Robertson and Hemingway, until court convened. The Government's star witness took a seat within the rail. The Government began the presentation of evidence by calling Arthur Clark, for 25 years secretary of the New Haven, to identify books and papers, check stubs, etc.

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CARNAGE AND RUIN MARK GREAT CHAMPAGNE BATTLE

German Soldiers and Defenses Alike Crushed to Dust by Bombardment—Living Buried Alive and Dead Brought From Graves

VOID ACCOUNTS OF THE CARNAGE AND DESTRUCTION CAUSED BY THE TERRIFIC FIRE OF THE FRENCH ARTILLERY IN THE RECENT VICTORIOUS OFFENSIVE IN THE CHAMPAGNE, AS WITNESSED BY FREDERICK PALMER AND WILLIAM PHILIP SIMMS, WHO RECEIVED TODAY. THESE CORRESPONDENTS WERE THE ONLY AMERICANS TO VISIT THE BATTLEFIELD, WHERE WHAT WAS PROBABLY THE GREATEST BATTLE OF THE WAR WAS FOUGHT.

By WILLIAM PHILIP SIMMS (Copyright, 1915, by United Press) PARIS, Oct. 20.—In the middle of the Champagne battlefield my first impression was that Judgment Day had come; that I had been left behind to roam the disrupted earth alone. As far as the eye could see undulating one vast pitted waste of chalk, with snags of annihilated forests sticking up against the skyline and with arms and legs and other fragments of dead men lying like common garbage on a titanic dump.

By FREDERICK PALMER PARIS, Oct. 20.—All the ground to the ridge of the horizon was taken on the first day" said an officer standing in a first line French trench in the Champagne region from which a wave of men fifteen miles long, on the morning of September 25, dashed forward, winning from one to five miles before the tidal rush of soldiery was stopped. "It was the first correspondent to view a great battlefield. I looked across a rolling landscape of dwarf pine which rise out of a snow white expanse, chalk burrows, trenches, communicating ditches traversed and redoubts, where German military science and industry had sought impregnability in vain.

The population in the camp of Chalons, near which the French fought to regain their old review ground, is very meagre. For a year this has been the object of a relentless sapping warfare. PERTHES IN RUINS. Only the village of Perthes was in slight ruins when the stood and its cluster of houses had become a shell. The correspondent, walking over the course of the French advance, witnessed the results of the most powerful defense attacked by the most powerful assault of the war.

The famous hill, the butte of Tahure, the occupation of which clinched French success, resembles any small wooded hill. To the north shells could be seen bursting in the air. The railway transportation was cut, as the French gunfire rendered it useless. An enormous amount of labor was accomplished by the French in preparation for their advance. French engineers built a transport road 10 miles long. Sappers dug a winding communication ditch six feet deep, six feet broad and five miles long. This trench was cut through chalk the consistency of soft soap.

500,000 SHELLS FIRED. Almost 500,000 shells were hurled into this area in three days, digging pits from 5 to 25 feet deep, the latter 130 to 150 feet across. As a result of this concentrated fire a whole country was covered with a white powder. A general told me the German troops were so demoralized that droves of prisoners the French took were sent to the rear without other escort than a single guide; that many were almost insane for days.

Numerous entire French regiments have been trying to clean up the battlefield ever since the struggle, but without seeming much headway, so vast is the undertaking. Excavations bring to light daily fresh war stores or huddles of rusty German arms, as if this were some new Pompeii. What I took at first to be the stump of a shell, turned out to be a crisp red hand on human arm protruding from a caved-in trench. What seemed to be an old sack had a human foot inside. A discolored blue sweater had a man-made earthquake shows what is now necessary if an advance is to be made. Without the earthquake the advancing infantry would be paralyzed by the German guns formerly used against the trenches.

The Germans had woven entire forests with this barbed wire, under cover of which they had dug trenches which zig-zagged eight feet deep along the entire line. GUNS IN STEEL TURRETS. The front was supported by a multitude of machine guns and many four-inch steel turrets with revolving tops, all save the tops embedded in the ground. These held each a 40-millimeter rapid-fire cannon, and were manned by three men who, the French say, were locked in. I personally inspected a captured turret the doors of which were fastened with chains outside. The captors declared that three unconscious and unconscious Germans were found inside.

The general commanding the French 4th Army told me that it took two months to prepare his part of the attack. He constructed a 100-kilometer railway, not being seen owing to cuts and improvised hedges. When all was ready the artillery cut loose. The battle which took two months to prepare was virtually over in one day, as subsequent fighting was really a settling-down process. Local attacks and counter-attacks were still occurring, but the original result has not been materially changed.

CANNON EVERYWHERE. The cannon seem to touch wheels. There are batteries everywhere, their crews active in correcting ranges on new enemy positions, in response to telephone calls from hidden observers, or by German lines or wireless commands from specks hovering in the sky. Aeroplanes on both sides are exceedingly busy photographing the opposing trenches and plotting them to scale. Air duels are almost of hourly occurrence, but usually result in the invader's return to his own lines, as he has more important work to do than to bring down an enemy aviator.

The French claims their advance was gained with small losses, but considering conditions, even had the Gallic losses been enormous, the Champagne victory would have been cheap. The country was not only electrified, but the French troops are returning to their homes, and the French to the mightiest blow Germany has to offer. My personal impression is that the line will stick about where it is, all winter, as indicated by the statement of the general I talked with, to the effect that much preparation is necessary to score an advance under present conditions.

ORATOR DODGES MISSILE Ancient Apple, Aimed at C. O. Pratt, Finds Target on Nose of Man in Audience. When C. O. Pratt, Franklin party candidate for Council from the 13th ward, stood up in an automobile at the north end of City Hall, at 11 o'clock today, he stood up and began to talk to the crowd in denunciation of the Organization, a man on the sixth floor of the building buried from the window an object which was possibly a grenade or identify with after the catastrophe. Somebody saw the man throw the object and Mr. Pratt ducked. It wouldn't have hit him anyway, but it did hit Barney Sheffield, who lives on Porter street near 18th, on the nose. Soon after that it became clear that the object had been a rather old apple. At least small pieces of masonry fell in the immediate vicinity of Sheffield and the apple had been apples.

Probable Tragedy at Target Shooting LANCASTER, Pa., Oct. 20.—This morning while Harold Shoff and a companion, while practicing target shooting, were on the range, the rifle in the hands of the companion was accidentally discharged, shooting Shoff in the back. The shot passed through his body, inflicting a wound which is believed to be fatal.

TOO LATE FOR CLARIFICATION HELP WANTED—FEMALE COOK, young Protestant girl for constant hours, 1000 Locust, 2nd floor, Chestnut, Philadelphia, Pa. Tel. 222.

MEN IN FIGHT OVER SUFFRAGE

Nearly Disrupt Rally Conducted by Miss Bertha Sapovitz This Afternoon. A white man and a negro got into a lively fist fight in 9th street near Chestnut this afternoon over a suffrage argument and nearly disrupted a rally under the auspices of the Equal Franchise Society. Miss Bertha Sapovitz was speaking at the time.

The crowd backed away to form a ring for the combatants, who clinched. They were rolling around in the street when a big reserve blizzard started to fight his way through the crowd. By the time he reached the scene the men had disappeared. "The ants of New Jersey," said Miss Sapovitz, "may find victory if they drink. We will not object to whatever glory they can get from associating themselves with all the corrupt interests of the State."

PHYSICAL TEST LAW CALLED DETRIMENTAL BY TRADE UNIONISTS

Dr. Alice Hamilton Tells Safety-First Congress Why Labor Opposes Examination Law. The viewpoint of labor, which fears the gradual growth of the "safety first" movement, was told today in an address by Dr. Alice Hamilton, of Hull House, Chicago, and a colleague of Jane Addams, before the National Safety Council, in convention at the Bellevue-Stratford.

CHARGE UNFAIRNESS

Refusal to grant trade unionists their rights, said Doctor Hamilton. "It scraps a man more than 40 years old, or bars him. The workmen feel that this works an injustice, for many States have no insurance regulations to protect the workmen. The physical examination law, they maintain, is beneficial to the employer and detrimental to the employee. It is a step against the licensee to refuse to grant trade unionists their rights, said Doctor Hamilton. "It scraps a man more than 40 years old, or bars him. The workmen feel that this works an injustice, for many States have no insurance regulations to protect the workmen. The physical examination law, they maintain, is beneficial to the employer and detrimental to the employee. It is a step against the licensee to refuse to grant trade unionists their rights, said Doctor Hamilton. "It scraps a man more than 40 years old, or bars him. 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