## EVENING LEDGER-THIDADELPHIA, WEDNESDAY, OCTOBER 27, 1915.

## SMITH KEEPS SILENT **ON DEFINITE TRANSIT** PROGRAM AT MEETINGS

Organization Candidate Contents Himself With Vague Promises-Mum on Non-**Residence** Charge

## CALAMITY MAIN CRY

Thomas B. Smith, Republican Organization candidate for Mayor, again sidestepped the universal five-cent fare issue in three campaign speeches last night. Vague promises of better transit facilities were made to the voters at each of the three Republican rallies, but throughout each address Mr. Smith made a studied effort to avoid mentioning the question of the abolition of eight-cent exchange tickets and the substitution of universal free transfers.

The charge of George D. Porter, Inde-pendent mayoralty candidate, that Mr. Smith is not eligible to be Mayor of Phil-adelphin, because of his non-residence here, was likewise unanswered in the ad-National Republican policies and dresses. National republican poncies and the tariff were offered as campaign issues instead of any reference to the challenges of Mr. Porter. Senator Penrose again appeared on the

for Mr. Smith and declared that the election of the Organization candidate would mean a restoration of growth for Philadelphia, and the signal to a great nation-wide Republican victory next year. Senator Penrose gave unstituted praise to the Democratic wing of the bipartisan machine in Philadelphia. He assured the Smith followers that there was no reason to find fault with the good Democrats

to find fault with the good Democrats throughout the eliy, because they are going to help elect Mr. Smith. The meetings were held at the Con-tinental Republican' Club, at 18th and Jefferson streets, 47th Ward; Ridge ave-nue and Crossion street, Hoxborough, 22d Ward, and at the West Philadelphia Re-publican Club, 405 Chestnut street.

publican Club, 4165 Chestnut street. After a passing mention of local condi-tions, Senator Penrose gave his regular calamity and tariff speech. A defeat of Mr. Smith on November 2, he insisted, would be heralded throughout the county by the free-trade advocates as a victory for them. Penrose was introduced at the

in the Legislature at Harrisburg, but he answered none of the specific charges and repeated his declaration that, as he was conducting a gentlemanly campaign, he could not consider personalities.

#### NORRIS UNMASKS FOES OF CHEAPER CAR FARE

#### Continued from Page One

independent orators at an overflow meet-

A spectacular reception, similar to that given Mr. Porter, was accorded to Mayor Blankenburg, who fired broadside after broadside into the camp of the Organiza-

The Mayor, acclaimed as the "War Horse of Reform," brought the great Horse of Reform." ce to its feet in a truly remarkable evation that lasted five minutes after he had finished pleading with "his people" continue the work of good government egun when he became Mayor four years

The other speakers were Franklin Spencer Edmonds, who presided, and Dr. Philip H. Moore, the "dynamic orator" of the independents, who had his audience on their feet most of the time, shouting answers to a volley of questions as to where they stood in regard to the tion, if any, should be allowed the com-Organization

Mr. Morris discussed the Taylor plans from every angle, and reviewed in detail otistions that re-

#### NORRIS DISCLOSES MENACE **OF ORGANIZATION TO TRANSIT**

In his Academy of Music transit speech last night George W. Norris said:

David H. Lane very recently held, and probably still holds, over 5900 shares of Union Traction stock.

The estate of Israel W. Durham holds over 10,000 shares. Francis Shunk Brown, who had Thomas B. Smith named Public Service Commissioner, and Charles Seger, Organization leader in Select Council, are the trustees of that estate.

John P. Connelly, Organization candidate for City Solicitor, was until recently, and probably still is, an attorney of the Rapid Transit Company, under annual sa'ary. He fired the first gun against the Taylor plan.

James P. McNichol has, for many years, done a large part of the company's contract work.

Without a Delivery Loop, the Broad street subway should not be built. A line from Frankford only to 2d and Arch streets, which is now being built, would fail to serve the public, unless it connect with the Market

street subway. If you elect an Organization Mayor and Councils, you will be delivering yourselves bound and gagged, crated and tagged, to the mercies of the Transit Company,

Don't miss the significance of the fact that the Organization's candidate for Mayor and three-quarters of their candidates for Councils have refused to sign the "Transit Pledge."

"As I have said, nowever, we were un-able to reach any agreement. Then

the growth of the city, and that its

to make the dirt fly, the fur began to

uary, by introducing a resolution for the

appointment of a committee to confer with the Transit Company with a view

to securing the abolition of exchange

tickets. The purpose of this move was at first obscure-it seemed as if it was per-

haps just a cheap bid for popularity, but his purpose soon became evident when, at the meeting of the committee on Feb-ruary 2, 1914, he made the proposition that exchange tickets should be abolished, and that is a standard be abolished.

that in return the city should relieve the

that in return the city should related to company from its annual contribution of \$500,000, toward keeping the paving of the streets it occupies in repair; from

the streets it occupies in repair; from \$115,000 tax on dividends it now pays; and

from the annual sinking fund payment of \$120,000. He added that he was 'pre-pared to go the limit to carry this through immediately'

"I have neither time nor inclination to go over the long Councilmanic record of

get them to move; how they held back

and paltered, and quibbled and delayed;

how it took all the influence of publi-

Smith an available candidate by appoint- | prive the city of a large and much-needed revenue, and would seriously disorganize our municipal finances. It would be tax-ing the whole body of taxpayers for the ing him to the Public Service Commis-sion, is one of the two trustees of that catate. Charles Seger, leader of Councils, was the life-long friend and lieu-tenant of Durham, and is his political benefit of a small minority. tenant of Durham, and is his political legatee, having been bequeathed the lead-"We then recommended that the company should be relieved for a period of 10 years from the payment of annual sinkership of Councils. ing fund charges now payable to the city, averaging about \$140,000 a year.

"3. John P. Connolly, chairman of the all-powerful Finance Committee of Councils, and candidate for the important office of City Solicitor, was until very recently, and probably still is, an attorney of the Rapid Transit Company, un-

an agreement with the Rapid Transit Company. That agreement covered every point that hac been in dispute and was submitted by Director Taylor to the Mayor and Councils under date of May 27, under the title, 'A Program for Rapid Transit Development, with universal free "4. James P. McNichol has, for many years, either directly, or through one or more of the construction companies which he operates, done a large part of the company's contract work."

"Bearing in mind these four personal transfers, resulting from conferences be-tween the Director of the Department of City Transit and the management of the and preliminary facts, let us review the developments in the transit situation during the last three years. Philadelphia had a population of about 1,700,000, spread over 129 square miles of territory; it had Philadelphia Rapid Transit Company." "Under that agreement the only cooperation required of the Union Trac-tion Company was that it should make only 15 track miles of subway and ele-vated, against 35 in Boston, 275 in Chicago and 633 in New York (including that now from year to year the extensions of ex-isting surface lines necessary to keep up under construction); it took half an hour with to go southwest from City Hall to 65th and Woodland avenue; three-quarters of an hour to go north to Olney avenue, stockholders should receive additional dividends on their additional investments. It seems incredible that the stockholders the United States. Mr. Smith at each meeting predicted that he would be elected by a majority of 190,000. He made a brief reference to Mr. Porter's attack upon his record while of the Union Traction Company should fail to avail themselves promptly of an arrangement so manifestly advantageous to them, but they have thus far held back; and this holding back has been clied by the Rapid Transit Company and by Its friends in Councils as a second and then as Director of the new Depart-ment of City Transit, was commissioned to find a means of correcting them. He studied the situation with the most painsby its friends in Councils as a rea why the city should hold back-that the million and three-guarters of people of the great city of Philadelphia should go taking and minute thoroughness, and finally announced plans which have been maily announced plans which have been approved by every newspaper in the city. by practically every trade organization and business club, and have been favor-ably commented on by technical and en-gineering journals and experts all over the country. As long as his activities were confined to plans and studies, he may no consultant but when those plans without proper transportation facilities until such time as it might suit the Union Traction stockholders to accept a most favorable proposal.

met no opposition, but when those plans and studies had been completed, and it came to making an agreement with the Transit Company, and getting legislation in Councils and in the State Legislature, there was a different story."

Mr. Norris then told in detail the story of the negotiations between the city and the Rapid Transit Company. The prin-cipal points upon which an agreement could not be reached, he said, were:

First, Whether the Frankford and the Darby lines should be connected by the use of the Market Street Subway, or by the construction of a new subway under Chestnut street. Two. Whether the com-pary should be compensated only for loss of net income caused by diversion of traffic from the surface to the new subway lines, or whether it should be guaranteed against any decrease in net earnings resulting from any cause whatever. Third. When and how exchange tickets should be abolished, and what compensapany as a return for their abolition.

1914. You will remember how it was nec-essary to build bonfires under them to Directors Taylor, Cooke and himself, who had been delegated by Mayor nburg to conduct negotiations with Blankenburg to conduct negotiations with the Philadelphia Rapid Transit Company, he said, recommended in March, 1914, the Rapid Transit Company should be given the opportunity to co-operate with the city by equipping and operating the rapid transit lines, if it is willing to do so unon any fair forms. Blan so upon any fair terms.

weded. Of course, all this time Mr. Connelly and every other Councilman, was enthusiastically for Rapid Transit, and It was only caution, and a desire to safe-suard your interests that made them so slow. It was not until February, 1915. that McNichol dropped the mask, and then Councils followed their leader and did the same thing.

"The apposition to the transit loan resolution had to be abandoned, the resolu-tion went through the Legislature, and the amendment is now before you for adoption. It is No. I on the ballot. Don't forget to vote for it, whatever you may do on Amendment No. 1.

COUNCILS FOLLOW MENICHOL.

"I sold that immediately after Me-Nichol dropped the mask, Councila fol-lowed his lead. On February 11, 1915, the Transit Department made a report to Councils requesting them to provide for a special election to authorize the borrow-ing of \$5,000,000 to start transit work. Accompanying the report were carefully prepared forms of ordinances in which the routes were specified. You will recall how Mr. Connelly's Finance Committee first reported out an ordinance in which some cunning legal hand had incorporated provisions that would have made ated provisions that would have made it wholly illegal and void. Again, under the pressure of aroused public opinion, it was restored to legal form, but two vital practical provisions were omitted-the delivery loop, and the Darby line. Why are these vital? Hecause without the delivery loop, the City Hall stations of the Brond Street Subway would be called on to bandle 20000 necessary a called on to handle 200,000 passengers a day. When I tell you that the Broad Street Station of the Pennsylvania Railroad with 12 tracks is taxed to handle 80,000 passengers a day, and that the Grand Central and Atlantic Avenue (Brooklyn) stations of the New York sub-way handle only 60,000 and 68,000 a day respectively. I need not add anything to convince you that this would be an abso-lutely unworkable and impossible propo-Director Taylor renewed negotiations, and on May 25, 1914, he succeeded in reaching an agreement with the Rapid Transit Without a delivery loop, the Broad sition. street line should not be built.

"It is an integral and vital part of it. So the Darby line, while perhaps not as important in itself as some others, is a necessary complement to the Frankford A line from Frankford to Darby. running either through the Market street subway or a new Chestnut street subway, feeding from both ends, and, run-ning through the "delivery district," ning through the "delivery district," would be a very profitable line; but a line running only from Frankford to 2d

and Arch streets would fail to serve public convenience and would not be nearly so profitable-and, mark you, the construction of this line has been authorized without any agreement having on reasonable terms should be refused. Transit Company. It needs no prophet to forcese the day when you will be told that Taylor's plans were faulty; that costs are going to be too high; that the

The people we meet are mostly neutral, as if a kind Providence had fixed it so that they could fade into the background.

And then along comes

# 200 DEAD, MILLION DAMAGE BY TYPHOON

700 Injured, Crops Ruined and Much Property Wrecked in Philippines

MANILA, Oct. 27-Reports reaching Manila today indicate that the typhoon yesterday and the day before in the outhern part of the island was more disastrous than indicated in earlier dis-

natches. Nearly 200 persons were killed and about 700 injured and the property damage to the crops of rice, hemp and tobacco will

be about \$1.000,000. Part of the volcano of Mayon was dis-

upted by gigantic landslides.

#### TODAY'S MARRIAGE LICENSES

TODAY'S MARRIAGE LICENSES
Barden, 1622 Oxford R., and Emma R. C.R., 1641 N. 1615 a.
Barry W. Brore, N210 Conity st., and Little A. Seeki Aastlum Pike.
Bennanty Gomdorowski, 1616 Mekeose st., and Steinin Magdak 2829 Dimeas net.
Bonning Magdak 2820 Dimeastow aves. and Rosse Ruder 1015 9. 1585 9.
Christian H. Mack 3028 N. 18th at. and Anna K. Frank 10, 576 Carponitor was and Rosse Anna V. Frank 10, 576 Carponitor at.
Bonning Difference 2020 Notwood at. and Rosse Ruser J. O'Brinni, 552 Hünter aves, and Noise W. Storeins at. and Rosse Ruser J. O'Brinni, 552 Hünter aves, and Niese Wilson, Hill Prine at. and Anna Colan, 353 Propins at.
Bonna C. Heiner, 552 Hünter aves, and Niese W. Marian at.
Bonna C. Heiner, 552 Hünter aves, and Sadie M. Storeins at. and Sadie M. Marines and Sadie M. Harian at.
Bonna C. Heiner, 2008 Notwood at. and Alter M. Marines at. 2008 Notwood at. and Sadie M. Marines and Sadie M. Barines at. 2018 Notwood at. and Sadie M. Harian at.
Bonna C. Heiner, 2018 N. Trin M. and Marine M. Harian at. 2018 Notwood at. and Alter M. Marines at. 2018 Notwood at. and Marine M. Barines And N. Trin M. Barines at. 2018 Notwood at. and Marine M. Marines at. 2018 Notwood at. and Anna Network at 28 Commercia at. and Anna Network at 28 Commercia at. and Anna Network at 28 Commercia at. and Anna Network Alter Anna M. Network at. 2018 Notwood at. and Marine

Thomas W. Ward, 4 %1 Ridge ava., and Made-Ind M. Dremsen, 4545 Halser H.
Chrenice Guibressen, Lassuto Island, and Marie H. Gillesnie, 40% Locust M.
Samsei T. Roed, S20 N. Carilaise st., and Jeanis Wright, 830 N. Carilaise st., and Carriegs, 822 Decay st., and Anna Seedia, 4223 Geronantown ave.
Swen J. Andrew St., 2022 Decay st., and Anna Seedia, 4223 Geronantown ave.
Sweitz, 4224 Wallace st.
Indrine J. McCrath, 258 Shirley at., and Anna A. Maszey Isili W. Huntingdon at.
Sweitz, E. Edwards, 2122 Ann st., and Neilie Jacheng, 250 Los at.
Sweitz, K. Edwards, 2127 Chester ave., and Eleis M. Martin, 5127 Warres at.
Josen, E. Schwards, 757 Chester ave., and Biels M. Martin, 717 Warres at.
Josen, E. Schwards, 757 Chester ave., and Mortis ets., and Bachale Dirkin, N.E. cor, 7th and Mortis ets., and Bachale Dirkin, N.E. cor, 7th and Mortis ets., and Bachale Dirkin, N.E. cor, 7th and Mortis ets., and
Needler, 107 W. Sunguehanna ave.

Richard Diratin, N. E. Cor, Thi and Morrison, J. Moeller, 107 W. Susquehanna ave., Finwaye J. Crager, 2435 Ellis st. M. Kelly, 2027 Lansdowine ave., and ricetta Miller, Tist et. and Haverford ave. J. Breaman, Till Toga st., and Bertha T. Le, 1710 St. Parti et. anth A. Simpson, Washington, D. C., and num C. Lanahan, Washington, D. C., and num C. Lanahan, Washington, D. C., and num C. Lanahan, Washington, D. C., et J. Johnson, 1400 N. 1776 st., and Mary-an Kolvinnet, Cannelen, N. J., and Mary-a Wolk, 118 Christian st. E. Porch, Pitran, N. J., and Mary-et C. Haviter, Millersburg, Fu, and Anna Wilbert, Haufar, F.

Ermest C. Hatter, Millersburg, Fu., and Anna E. Wilhert, Hallras, Fu. Stanley Lehrnherg, SHS N. 18th at., and Louise C. Branthan, SH4 American at. Robert T. Grime, GIS S. 17th at., and Helen B. Murray, 2004 St. Albane blace, and Mar-meret John, 954 N. Letthrow et., and Mar-meret John, 954 N. Letthrow et., and Mar-meret John, 954 N. Letthrow et., Bellar M. Turvier, McDonnell, W. Va., and Mary W. Porter, McDonnell, W. Va., and Mary W. Porter, McDonnell, W. Va., and Mary W. Porter, McDonnell, W. Va., Bart Schniel, 2555 Hone st., and Emily Bern-heimer, 2205 Hone st., and Emily Bern-heimer, 2205 Hone st. R. Rogers Pitenner, 1055 Walton avas, and Alive F. McLey, Odema, Del. Carmine Urci S. S. ver, 7th and Fitswater ste, and Anna De Leo, 1611 ML Vernon st.

SPEED IN MAIL DELIVERY IN CITY CRUX OF PLAN

Frankford to Be First Section to Ben-

efit by New System

Mail deliveries and collections in Frankford have been speeded up under the pos-tal reorganization plan for this city to the point where all letters posted before it o'clock will be delivered the same day within the city limits, according to F. A Frazier, the new Superintendent of Mails sent here from Washington. Eventually the time for posting will be extended in some sections of the Frankford district to o'clock in the afternoon for delivery the same day. Several important changes also have

been made in other parts of the city, notably in the Kingsensing district, which is in the southern part of West Philadelphia. Here the first delivery now car-rics more mail than the two morning deliveries did under the old system, and other extensions are being made.

WRECK OF BRITISH CABINET ON BALKAN POLICY NOW FEARED

Asquith and King Consider Plan to Reduce Number of Members of Ministry

NORTHCLIFFE MAY WIN

LONDON, Oct. 17,

Leaders of the Opposition party in Farliament have renewed their violent at-tacks against the Asquith Government as a result of the critical situation which has developed in the Balkans. A Cabinet shake-up is imminent. Earl

Curson of Kedleston announces that Fremier Asquith has under consideration a proposition to reduce the size of the Cabinet. The idea is now before King George.

Lord Northeliffe, whose newspapers have been the most bitter opponents of the Asquith Ministry, may be offered a place in the Government of there is

another reorganization. The attack upon the policies of the Gov-ernment by the Marquis of Langdowne in the House of Lords was the subject of spirited comment in the press today. The peer was both praised and condemned for his plain words. The announcement that England sent only 13,000 troops to the Balkans and that they were kept in Greece while the French and Serbians were left to bear the brunt of Bulgaria's blows in Macc-donia arouned harsh criticiam of the Ad-miralty and War Office. miralty and War Office.

ReadyMoney **Diamonds and Jewelry** LOWEST RATES United States Loan Society 117 N. Broad St. Branch 414 S. 5th St.



elect next Tuesday a Mayor and Councila wno are really in favor of rapid transit on foir terms, these omissions can readily be supplied; but if you elect an Organi-zation Mayor and Councils you will be delivering yourselves, bound and gagged, crated and tagged, to the mercles of the "In 1914 Taylor was through with plans and studies, and just when he was ready

lines won't pay, and that the only thing to do is to accept some agreement that fly. Connelly fired the first gun in Janthe Transit Company will generously

been made for the use of the Market street subway or any provision for the construction of a Chestnut street subway if the use of the Market street subway You may ask why the Mayor signed an ordinance containing these grave defects. Because they are curable! If you will

the course of the negotiations that has suited in the tentative agreement between the city and the Philadelphia Hapid Transit Company for the abolition of exchange tickets and in the start that has been made in the construction of the Broad street subway and the elevated line to Frankford. He said:

"I shall discuss it without hostility to any corporation, or to any individual in private life. I shall discuss it without oratory or adjectives, letting the bare facts speak for themselves. If you be-lieve my facts to be true-and they are almost entirely facts to be true-and they are almost entirely facts of record-and you asree with me in the conclusions I draw from them-which seem to me to be the only ones that it is possible to draw-then the election of an Organization Mayor and Councils next Tuesday is an

FOUR IMPORTANT FACTS.

"Let me first draw your attention to these four preliminary and personal facts; "I. David H. Lane, the 'Sage of the Organization,' who managed the 'Har-mony Conferences' that selected Thomas B. Smith for Mayor, very recently held, and probably still holds, over 5000 shares Union Traction stock. of Un

the late political leader, holds over 10,000 shares of Union Traction stock. Francis thunk Brown, the Attorney General of the Governor, who endeavored to make



How Bulger shaved by "scientific management"

Bulger had a "fussy face"—just like yours. He used the best shaving soap he knew of and kept his seven razors in the pink of condition. He could shave in five minutes, but if he didn't spend ten more sop-ping on soothing lotions and steaming his face with hot towels, his skin felt like hot parchment and an ugly little rash broke out on his neck. But all that is over since Morton told him about



with cold water if is late—his face me, and he is ten to the good \_ fi year! And all be-that scothing, heal-dication in Husinol Blick. All good is sail it. For Irial , write to Dapi 7-M, Baltimore, Md face ten - 61

P. R. T. COULD CO-OPERATE. The three Directors, he coninued, ecommended that exchange tickets be recommended that exchange lickets be abolished gradually over a term of years. Concerning the compensation to the company for the abolition, he said they reported:

famous Hudson "54."

and staunch.

fort and room.

tinction in a city car.

It shows itself a super-car.

big cars. Come see them.

"We wholly disapprove of the suggestion which has been made that in return for the surrender by the company of this

The Far-Famed "54"

We are showing today the latest model of the

This is the big Hudson-extremely roomy, powerful

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staunch and enduring. It has large gasoline capacity.

It has ample power for any road or hill. It has com-

But it is also for motorists who want size and dis-

The model we now show is a four-year result.

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Price, \$2350, f. o. b. Detroit

**Gomery-Schwartz Motor Car Co.** 

Temporary Quarters, N. W. Cor. Broad and Cherry Sts.

miles of hard driving. It is one of the finest produc-

tions of the largest builders of quality cars in the world.

Howard E. Coffin, the chief Hudson designer, says:

It is built for two classes of motorists.

"This is the best that I know in a big car."

someone who flashes opinion as expressed by all the newspa-pers and trades-bodies to secure the pas on your mind's eye sage of the various ordinances that were and shocks you into STEAMSHIPS Merchants and Miners Trans, Co.

FLORIDA TRIPS "By Sea" Philadelphia to \$22.40 JACKSONVILLE \$39.00

\$18.00 SAVANNAH \$30.20 Including meals and stateroom berth. Through tickets to all points. Fire stearn-ere. Best service. Low fares. Wireless Telegraph. Automobiles carried. Steames Wed, and Sat. 6 P. M. Send for booklet. City Ticket Office, 105 S. 9th Street



the realization that this is a living person -an individual-no mere cog in the wheel of existence. When such a man enters the office, be it ever so

quietly, everybody knows he has come in. When he speaks, people listen, without eye-wandering, until he has finished.

#### PERSONALITY.

Is such a thing true of a cigarette ?

Smoke one Rameses, and see. They call it "The Aristocrat of Cigarettes."

You know the saying? "Nobody ever changes from Rameses."



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Fabrics come direct from makers and are made for you at one profit! Finest workmanship. Perfect style that suits your re-quirements. Exact fit that insures shape - bolding. Distinctive, distinguished overcoats, outside and in:

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# Who Is Daly, What Is He-That All the World Smiles With Him?

WHAT American newspaper reader does not know and love Philadelphia's own Tom Daly-roseate realist, poet,\* philosopher, humorist, romanticist of the city streets?

Perhaps he is best known for his poems in Italian and Irish dialect - poems that bare to us the sentiment, the music, the humor and the pathos that lurk in the soul of the stranger within our gates.

Tom Daly is the man who can see a reincarnate "Michael Angelo" in an Italian barber or discover "Garibaldi's" heart beating beneath the coat of a homeward bound reservist.

His pen points out to us a tongue-tied "Burke" or a dumb "Tom Moore" in some untutored Irish lad fresh from the "ould sod."

Daily in the Evening Ledger Philadelphia's great folk and small will be treated of by this gentle student of human nature.

As a native Philadelphian, Daly will comment on Philadelphia men and manners. Philadelphians will see themselves, their haunts and habits through the whimsical spectacles of "our Tom."

Beginning November 1st, reaa "Tom" Daly's column daily in the

Evening & Ledger