

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.

The charge of George D. Porter, independent mayoralty candidate, that Mr. Smith is not eligible to be Mayor of Philadelphia, because of his non-residence here, was likewise mentioned.

Mr. Smith again appeared on the stump 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 national Republican victory next year.

After a passing mention of local conditions, Senator Penrose was introduced at the 4th Ward meeting as the man the people want to see the next President of the United States.

Mr. Smith at each meeting predicted that he would be elected by a majority of 10,000. He made a brief reference to Mr. Porter's attack upon his record while 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.

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

The Mayor, acclaimed as the "War Horse of Reform," brought the great ovation that lasted five minutes after he had finished pleading with "his people" to continue the work of good government begun when he became Mayor four years ago.

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 Organization.

Mr. Morris discussed the Taylor plans from every angle, and reviewed in detail the course of the negotiations that resulted in the tentative agreement between the city and the Philadelphia Rapid 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 believe my facts to be true—and they are almost entirely facts of record—and you agree 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 impossibility."

FOUR IMPORTANT FACTS. "Let me first draw your attention to these four preliminary and personal facts: "1. David H. Lane, the 'Sage of the Organization,' who managed the 'Harmony Conferences' that selected Thomas B. Smith for Mayor, very recently held, and probably still holds, over 5000 shares of Union Traction stock.

"2. The estate of Israel W. Durham, the late political leader, holds over 10,000 shares of Union Traction stock. Francis Shunk Brown, the Attorney General of the Governor, who endeavored to make

needed. 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 safeguard 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 opposition to the transit loan resolution had to be abandoned, the resolution went through the Legislature, and the amendment is now before you for adoption. It is No. 3 on the ballot. Don't forget to vote for it, whatever you may do on Amendment No. 1.

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Accompanying the report were fully 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 curious legs had been incorporated 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? Because without the delivery loop, the City Hall stations of the Broad Street Subway would be unable to handle 200,000 passengers a day. When I tell you that the Broad Street Station of the Pennsylvania Railroad with 15 tracks is taxed to handle 100,000 passengers a day, you can see the Grand Central and Atlantic Avenue (Brooklyn) stations of the New York subway handle only 50,000 and 40,000 a day respectively, I need not add anything to convince you that this would be an absolutely unworkable and impossible proposition. Without a delivery loop, the Broad street line should not be built.

"It is an integral and vital part of it. So the Darby line, while perhaps not so important in itself as some others, is a necessary complement to the Frankford line. A line from Frankford to Darby, running either through the Market street subway or a new Chestnut street subway, feeding from both ends, and running 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 the growth of the city, and that its stockholders should receive additional dividends on their additional investments. It seems incredible that the stockholders of the Union Traction Company should fail to avail themselves of this opportunity to make an arrangement so manifestly advantageous to them, but they have thus far held back; and this holding back has been cited by the Rapid Transit Company and its friends in Councils as a reason why the city should hold back—that the million and three-quarters of people of the great city of Philadelphia should go without proper transportation facilities until such time as it might suit the Union Traction stockholders to accept a most favorable proposal.

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NORRIS DISCLOSES MENACE OF ORGANIZATION TO TRANSIT

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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 salary. 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."

Smith an available candidate by appointing him to the Public Service Commission, is one of the two trustees of that estate. Charles Seger, leader of Councils, was the life-long friend and lieutenant of Durham, and is his political lieutenant, having been bequeathed the leadership of Councils.

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In 1914 Taylor was through with plans and studies, and just when he was ready to make the dirt fly, the fur began to fly. Connelly fired the first gun in January, 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 perhaps just a cheap bid for popularity, but his purpose soon became evident when, at the meeting of the committee on February 2, 1914, he made the proposition that exchange tickets should be abolished, and that in return the city should relieve the company from its annual contribution of \$200,000, toward keeping the paving of the streets. It occurred 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 'prepared to go the limit to carry this through immediately.'

I have neither time nor inclination to go over the long Councilmanic record of 1914. You will remember how it was necessary to build bonfires under them to get them to move; how they held back and paltered, and quibbled and dithered; how it took all the influence of public opinion as expressed by all the newspapers and trades-bodies to secure the passage of the various ordinances that were

needed. 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 safeguard 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 opposition to the transit loan resolution had to be abandoned, the resolution went through the Legislature, and the amendment is now before you for adoption. It is No. 3 on the ballot. Don't forget to vote for it, whatever you may do on Amendment No. 1.

COUNCILS FOLLOW McNICHOL. "I said that immediately after McNichol dropped the mask, Councils followed 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 borrowing of \$2,000,000 to start transit work.

Accompanying the report were fully 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 curious legs had been