

# TRANSIT FUND BIG ENOUGH FOR "L" WORK

Continued from Page One.

The city's transit facilities, which the city itself does not mean much, but it is how it is used that will count. If the money is judiciously and economically expended it should bring Philadelphia well to the front among the municipalities of the United States.

**LOAN'S TWO-FOLD EFFECT.**

The \$20,000,000 loan, which will be put to a vote of the people on February 8, will have a two-fold effect on the city's fortunes, according to the politicians and financiers back of the project.

Primarily, the expenditure of the vast sum will place Philadelphia in the forefront of first-class cities as a rapid transit center and as a great part of center for ocean traffic. The second and almost inevitable effect of the big loan will be an increase in the city's tax rate in 1917.

Mr. Norris in discussing the port development features said:

"As for the \$20,000,000 to be devoted to improving the port, it would not be advisable to spend that sum in less than two or three years. Four years ago the city had only one modern pier; today there are four and contracts have been let for the construction of a fifth, which will be as large as any two of the existing piers."

"At the present time the shipping accommodations of the city are a little ahead of the available business. My view has always been that such pier accommodations should be kept a little ahead of the demand, but not so far in advance that large investments are being made. If the \$20,000,000 were expended in a year and a half, this would be the case."

"This money would build several of the larger piers and this should be the ultimate form of investment, but not at the present time."

"Philadelphia can never rival New York as a port, but if it encourages shipping by always being prepared to handle efficiently such business as we do get, the city should eventually take an important place among the ports of the Atlantic seaboard."

"The allotment of \$2,000,000 for main and branch sewers strikes me as small in comparison with the other items, and if a sewage disposal plant is to be definitely taken up, the item of \$2,000,000 for that purpose will only figure as about 10 per cent. of the cost."

"The other items of the loan impress me as being reasonable and proper."

## MEANS ANSWERS SEGER

Director John Seger, of the Department of Wharves, Docks and Ferries, replied today to the statement of Charles Seger in Councils yesterday, that "special money for this port is like throwing money into the sewer."

Mr. Seger is chairman of the subcommittee on appropriations, which is an important factor in determining how money derived from loans shall be expended.

"Mr. Seger," said the Director, "has not investigated sufficiently to obtain the real facts. If he had, he would not have made such a statement as was quoted in the newspapers."

"He asked, 'What can Philadelphia expect to do as a port?' Boston and New York are on the sea. Baltimore has a natural deep-water harbor. It is necessary to traverse 20 miles of improved channel. The city of Baltimore is 20 miles from the Chesapeake."

"There is a great harbor in Europe that is situated directly on the sea. And I might remind Mr. Seger that Charleston, which is on the sea, has one of the poorest harbors on the Atlantic coast. So Vaneuse, nearly 25 miles from the ocean, has a splendid reputation as a port."

"Mr. Seger has also been quoted as saying that the improvement of the harbor is not a permanent job. I know as well as he that redredging is often necessary. The United States Government spends \$200,000 a year here for the purpose and receives in return an upward of \$2,000,000 in customs receipts."

"Philadelphia has spent \$10,000,000 on her port; New York has spent \$100,000,000."

## EVIDENCE OF PROSPERITY

Advocates of the loan said today that the great wave of prosperity now sweeping over this country was reflected by the action of the members of Councils Finance Committee, who, after consultation with the political leaders, decided the time was ripe to double the funded debt of the city. The resulting good from the passage of such a loan as the one proposed is incalculable in the eyes of city financiers.

The net funded debt of the city on September 1 was \$12,588,042 and, with the \$20,000,000, will make the actual debt of the city total \$32,588,042. These figures are offset to a small degree by the moneys now in the sinking fund to retire old loans. Realizing the immensity of the plan, members of the Finance Committee have gone to great lengths to explain that the money in the loan would not be borrowed at any one time, but that loans would only be floated at such times as money would be needed to enter into con-

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tracts for the furtherance of the many public improvements provided for in the measure.

**TAX INCREASE JUSTIFIED.**

The drain which the new bond issue will entail upon the tax revenues of the city for annual interest and sinking fund charges is well known to the financiers back of the loan, but they contend that even though an appreciable increase in the city's tax rate results, the benefits to be derived from the passage of the loan will many times offset the increase in taxes.

To provide for the requests of the various municipal departments for the loan would require a tax rate of \$1.25 instead of the present rate of \$1.25 per \$100 of taxable property. It was asserted today by members of the Finance Committee that the tax rate increase to provide for the loan and other expenses would not be in excess of 20 cents.

No time will be lost in passing the legislation necessary to place the big loan before the voters. Councils will act every week of the present month. The bill favorably reported yesterday by the Finance Committee will be printed this week. Next week, if present plans are carried out, it will be passed by Common Council and on the Thursday following favorable action is expected in the Select Branch. This will enable the bill to reach Mayor Hancock on the day following its final passage by the upper branch.

Mayor Blankenburg is expected to sanction the big loan, which contains provisions for all of the great municipal undertakings started during his administration, and there is little doubt of his approval. Should he see fit for any reason to veto the measure the men back of the measure could easily pool their votes in time to advertise it for the required 30 days before February 8, the date set for popular vote on the loan.

In the event of the loan receiving the approval of the voters it will be necessary for Councils to pass measures authorizing the borrowing of the sums of money needed next year for the improvements named. Before the loan is floated it will be necessary to advertise the bill for four weeks. All this necessary legislation requires so much time that no money is likely to be borrowed before April.

The need of funds for the Frankford elevated, in addition to the money already appropriated for the extension of the project to be included in the first part of the loan floated. The phraseology of the loan measure now before Councils makes it possible to use a part of the loan money under the subway and elevated railroad section, for elevated lines contemplated, but to be decided upon later. This opens the way to the construction of a number of new elevated lines, to relieve congestion in various outlying sections clamoring for relief.

The \$45,000,000 in the loan for elevated and subway construction and for the port would not at once constitute a charge against the current revenues. The bonds covering these amounts will be issued upon the basis of the constitutional authority granted by the amendment approved by the voters at the election last month. This creates a new borrowing power of 10 per cent. for subway and elevated construction, harbor improvements and docks, the issue of bonds for 20 years instead of 30 years, and permits of the payments of the interest and sinking fund charges on these bonds out of their proceeds for the years the projects are under construction and for one year thereafter.

For this reason the greatest drain will fall upon the city, in the nature of fixed charges, on \$37,000,000 of the big issue. These bonds can only be issued for 30 years with corresponding higher annual fixed charges for the shorter period of \$2,000,000 a year for each \$10,000,000. The growing capacity of the city at the present time is approximately \$100,000,000, so that the new loan, when floated, will leave the city with comparatively little leeway in the matter of a reserve borrowing power.

Many of the items in the loan, in addition to those for transit and port improvements, are considered "popular." Among these is the \$2,000,000 loan for the art museum to be built at the Green street entrance to Fairmount Park. There is available for this building at the present time \$300,000, and the item in the loan bill indicates that this project will be pushed at great speed.

Other "popular" items supposed to lend strength to the loan project provide sums for the extension of the water supply system, not only in South Philadelphia but in other parts of the city, for the construction of a new Blockley, additional buildings for the insane, orphaned and feeble minded at Rybner, and general highway improvements.

## Canadian Cardinal in Rome

ROME, Dec. 2.—Cardinal Bégin, Archbishop of Quebec, who arrived here Tuesday at the consistory, will be received in audience by the Pope tomorrow. He will be the only American Cardinal at the consistory, none of the three in the United States having come.

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# DRUG USERS TAKE NEW HOPE AT HEARING

**Opportunity for Relief Offered by Narcotic Committee Recently Formed**

Persons afflicted with the drug habit had the opportunity for the first time today to take advantage of the assistance and advice offered by the Narcotic Committee recently formed by the suggestion of Francis Fisher Kane, United States Attorney for the Eastern District of Pennsylvania, and headed by Edward Bok, editor of the Ladies Home Journal.

Dr. John W. Rhein, nerve specialist, and Dr. Horatio C. Wood, Jr., active members of the committee, attended a score or more of drug hearings before United States Commissioner Howard M. Long in the Federal Building today, and in many cases medical attention was given. It was the largest number of drug cases scheduled in one day since the Harrison anti-narcotic act went into effect, and committee members thought it a propitious omen to begin the contemplated work.

Doctor Rhein is connected with the Polytechnic Hospital, while Doctor Wood conducts a clinic at the Medico-Chirurgical Hospital. In all, with Commissioner Long and Percy Archer, chief deputy internal revenue collector in this city, both present, the hearing room was pervaded with a benevolent spirit of social service work.

Many of those arraigned had been held for further hearings and were discharged. Many had spent several weeks in Moyamensing Prison, by special arrangement, in an effort to get away from the habit and temptation, and the experiment evidently proved successful in many cases.

All those discharged were examined by Doctor Rhein and Doctor Wood, who took a minute record of each case, offered cheer and advice and made arrangements to keep in touch with the individuals. Arrangements for further medical examinations also were made. Doctor Wood, of the Orthopedic Hospital, also a member of the committee, will conduct regular clinics at which those afflicted with the drug habit will be treated free of charge.

## FORD AND BRYAN NOT WANTED IN BRITAIN

Continued from Page One.

not make the voyage. He became aroused because a clerk denied him admittance to Mr. Ford's conference room.

## NO BRITISH WELCOME FOR FORD AND BRYAN

LONDON, Dec. 2.—Sir Edward A. Cornwall, a Liberal member of Parliament, took the lead today in a movement to prevent William J. Bryan and Henry Ford coming to England on a peace mission. He asserted that the presence of Mr. Ford's personally conducted party: President Wilson—? Ex-President Taft just laughed. Ex-President Roosevelt—Not mischievous only because it is so ridiculous. Alton B. Parker—Ford is a clown. E. C. Bennett—It is sheer foolishness. Colonel George Harvey—It is silly. James H. Day—The plan is grotesque and will accomplish nothing but ridicule of our country.

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Cardinal Gibbons—I think there are too many formidable difficulties in the way to hope for its successful culmination.

Governor Fielder, of New Jersey—Meddlesome.

Judge Ben Lindsey—I heartily approve Mr. Ford's efforts to stop the slaughter. Mr. Hays Hammond, Jr.—Two weeks in England would show them their peace plans are absurd.

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