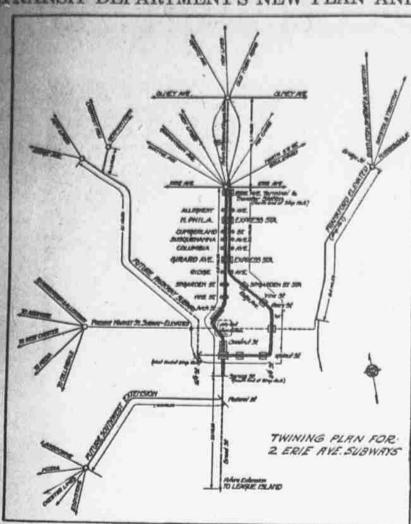
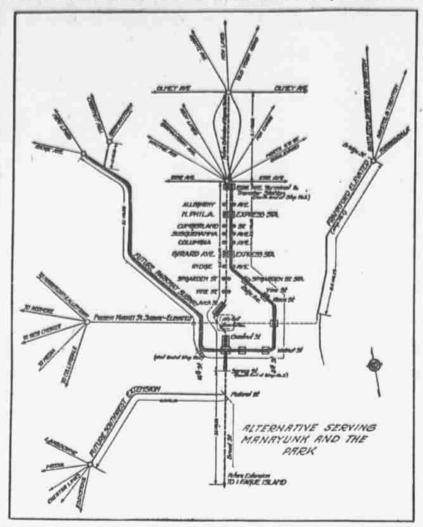
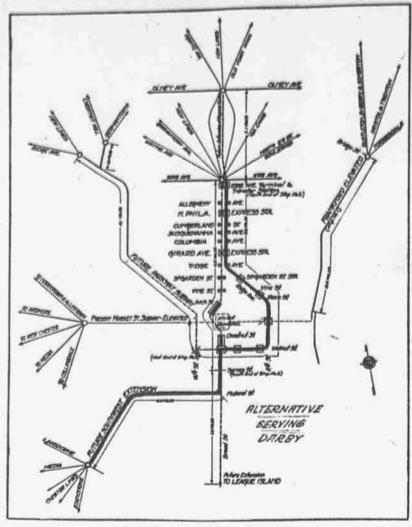
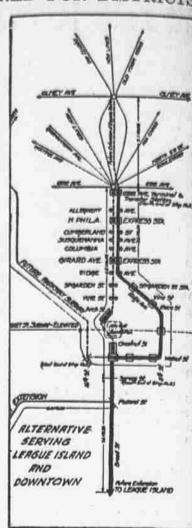
STORM OF PROTEST FOLLOWS SHATTERING OF CITY RAPID TRANSIT IN REVISED SCHEME

TRANSIT DEPARTMENT'S NEW PLAN AND SUGGESTED ALTERNATIVES THAT WOULD ALSO GIVE NEEDED SERVICE TO UNCARED FOR DISTRICTS









The first map shows Director Twining's modified plan as laid before the Mayor yesterday afternoon. It provides for only two lines—the Frankford "L" and the Broad street subway, instead of running from Olney avenue to League Island, as laid out in the Taylor plan, will extend only from Eric avenue to Spruce street. But there will be two distinct subways between these two points, as shown by the map. The opponents of Director Twining's plan contend that it would be far better to give this territory only one subway and expend the time and money proposed for the second tube to serve other sections of the city. Some of the suggested improvements are shown in the other maps. The bold lines in the second map indicate how it would be possible to provide for the Park, Manayunk and Roxborough districts. The third map indicates how Darby and the towns to the southwest could be served. The fourth map shows a possible alternative plan that would provide a subway for the inhabitants of League Island and the downtown district.

CITY AROUSED OVER SHATTERED TRANSIT PLANS; TAXPAYERS STIRRED

ed from Page One

abandoned for the present and one of three better alternaives adopted, as follows: The Broad street subway could be continued to League Island on the south, and Olney avenue on the north, as planned by Director Taylor.

The Manayunk-Roxborough line under The Manayunk-Roxborough line under the Parkway could be built to connect with either one of the two Twining lines to be dead-ended near Broad and Spruce streets. The Darby elevated could be built to connect either at 33d and Market streets as planned by Director Taylor or at one of the dead-ended terminals of one of the Twining lines.

Twining lines. By this means at least one outlying section of the city would be benefited at the present time instead of all being forced to wait years for relief, it is pointed out. The cost of adopting one of these alternatives, it is said by those who have studied the problem, would be no greater than the cost of constructing the two parallel subways in the centre of the city as planned by Director Twin-

PLAN OF PROTESTANTS. The All-Philadelphia Rapid Transit League, through John B. Grammer, chairman of the Publicity Committee.

nounced that it would conduct its fight along the following lines: Before Councils to amend the transit ordinance to supply omissions that will make the necessary pro-visions indorsed by the organization. With a taxpayers' suit in equity,

if necessary, to prevent the city from spending the money as planned. Before the State Public Service mission when authority is asked by the city to negotiate a contract

with the Philadelphia Rapid Transit Before the State Legislature at the

next seasion to prevent the passage of legislation which would enable money now available for port and transit facilities, under the increased borrowing capacity of the city, to be diverted to other uses. The officers of the league are given as follows: Chairman, Horace V. MacFad. Pen; vice chairman, Samuel A. Wilson:

retary, Benjamin F. Calverley, Jr., asurer, William P. Siegert; Congres treasurer, William P. Siegert: Congressional district pilots: 1st, Frank Kammeraad; 2d, C. C. Kimble; 3d, Dr. John Purdy; 4th, David H. Ziegler; 5th, Robert Bonner; 6th, Frederick S. Drake. One of the changes offered by Director

Twining will make the northern terminus of the Broad street subway two blocks from Pike street, the point where Director Taylor first planned to end this line. In defense of this change and to anticipate criticisms from Logan, which, under Direc-tor Taylor's later plans was to have been heriefited by continuing the subway to Ol-ney avenue. Director Twining said: Inasmuch as it is a well-recognized fact that rapid transit lines on a 5-

cent fare basis are only financially successful by themselves in a few in statices, and in those instances purely on account of the great density of population in the district through which they pass, it has been deemed advisable to divide the construction of the system into successive steps with a view of placing the financial burden on the city gradually and in such order as the necessities of the

make clearer his entire plan of changes Director Twining enumerated a list of seven principles, which he said, should govern the construction of the rapid transit system; particularly a sysen which is intended to be worked in armony or in partnership with the ex-ting system, and in which the main idea is to supplement the existing system, and not to act as a direct competitor.

THE DIRECTOR'S "PRINCIPLES."

The principles follow:

Pirst. Locate rapid transit lines in general where the congestion of population has become too great for the congestion of the conge face lines properly by take care

and. Construct each line in progressive steps, completing and placing in operation the most urgently needed sections first, and adding extensions as their necessity or feasibility is demonstrated.

demonstrated.

Third. Plan the system as a comprehensive whole and with the underlying idea of operating the lines on the principle of through routing the trains. Avoid the so-called "looping" method of operating wherever

Build the minima mount of subway line, as this is he must expensive form of construc-ion, and hence carries the highest tion, and hence carries the highest interest charme per mile.

Fifth Build rapid transit lines to man points only beyond the business tigaries as will provide sufficient traffe to lead the lines to an eco-combail suppoint. Beyond such points the traffe should be cared for either by surface lines or other low-cost terms of negativistics.

h Hulld rapid transit lines in

Utilize existing transit Seventh. facilities to the fullest extent possible and supplement them by extensions in the suburbs for the development of territory adjacent to the rapid transit lines. This is intended to prevent the duplication of service and a larger investment of capital than is needed to properly take care of the district served.

A statement regarding the abandon-ment of work under City Hall on the Broad street subway was also issued by Director Twining. It, is declared that the contract under which the Keystone Con-struction Company began work is so worded that the contractor is bound to struction Company began work is so worded that the contractor is bound to conform to any changes made in the plans and that if there is any increased cost, by reason of the changes, he shall be paid for the increased expense incurred. and reversely that if there be a d'minu-tion in the cost, the amount shall as de-ducted from the original contract price. Under the revised plans, it is declared that the Keystone Construction Company will not receive nearly the amount it would have been paid under the original contract, though Director Twining says

that figures as to the difference in cost have not finally been obtained. They will be made public later.

The following are opinions of Councilmen and officials of the leading business, trade and civic associations in the various sections of the city which are not imme-diately provided for under the present Twining transit program.

Sectional Business Men FRANK I. REISZNER, president of the

Market Street Business Men's Associa

I don't regard the Twining plans avorably. It is evident to me that the routes were changed for the same reason that the change of the City Hall station was really made—the contrac-tors found the construction work to be too expensive. The public is not best accommodated

by the Twining plan. Director Taylor provided for the future and his idea correct. Twining's proposition also provides for the future, but not as well as that of Director Taylor. It is not going to be a benefit to the public CHARLES VON TAGEN, secretary of the

nited Business Men's Association: The plan should be met with overhelming protest by the people in gen-

The City of Philadelphia wants the cylor plan. It wants high-speed lines and it certainly should have the one from League Island to the City Line. The city needs money. Look at the un-developed ground in the northern section of Philadelphia, which would be improved by the high-speed line. This would mean an increase in taxes and would give to the city an increased revenue, the loss of which it now suffers.

Talk about running a bridge across the Delaware River. Why improve the suburbs of Camden? To curtail the high-speed lines here is a big mistake, and you can take it from me that it is going to be fought by all of the im-provement and business men's associations and by the people in general. It ridiculous to start the subway Walnut street and conclude it at Erie avenue. South Philadelphia should not for such a thing, and I don't think it will. What is sauce for the goose ought to be sauce for the gander, and South Philadelphia ought to fight for her rights and so should North Phila-

The city is standing in its own light by adopting such a course. I believe there should be high-speed lines to Roxborough and Southwest Philadelphi don't favor a subway to Roxberough, as the cost of construction would be too great, but there should be elevated lines fed by the Broad street subway.

West Philadelphia

FRANCIS F. BURCH, attorney, Common Councilman, 46th Ward: That new plan provides for no transit system at all. I favor the plan that will embody all the features in the Tayler plan, which will give the most service to the most people. I do not favor any limited program such as the one outlined by Mr. Twining. The action

was a surprise to me. IRA D. GARMAN, Select Councilman from the 46th ward; independent in

We had hoped we would be cared for in West Philadelphia, and we feel that we have certain rights in the transit question out here. It seems to me from what I have just heard about the new plans that something ought to be done. The plans ought to be whipped into shape to give service to as many people

DR. FRANCIS A. FAUGHT, president of

the +Allied Business Mon's Association of West Philadelphia:

I fall to see how they will be able to spend the entire sum appropriated. The Broad street subway running only from Eric avenue to Spruce street will be next to useless. for the persons living in that section already are served with effecient transit. In my opinion the city will be benkrupt in four years, so that if it takes the entire \$35.000,000 to construct the lines provided in the new plan, the other elevand read provided for in the Taylor plan will never be realized. The Councilmen of West



WILLIAM E. FINLEY Select Councilman of 39th Ward, who says he fails to understand why subway to Shunk street is left out in new Twining plan.

Philadelphia will fight for the Taylor plan and the Woodland avenue elevated, for it is badly needed. Tuesday night a meeting of the allied associations and the West Philadelphia Councilmen will held. There we will ask to present a united front for the Tayplan and to vote against any that does not provide for a Woodland avenue elevated. If the Twining play is only a start, however, and the other lines will be constructed, I will say it is a good one. The possibility of the other lines, however, looks very remote. CLARENCE J. GALLAGHER, president of the Greater Sherwood Impr

I have always been in favor of the Woodland avenue and the League Island high-speed lines because there is no question but that the actions which would be served by such lines have been greatly hampered in their development by the lack of adequate transit facilities. Take, for instance, the secfacilities. Take, for instance, the sec-tion lying south of Market street, be-tween 52d and 63d streets. It is served by only two cross-town trolley lines, and residents of the section have an aver-age walk of 10 minutes before they

even reach a trolley car and begin their tedious journey downtown.
Woodland avenue elevated would call
for a connecting line between it and the Market street elevated along 56th street and would accomplish what we are now powerless to do to develop a section with wonderful possibilities. The strik-ing out of these lines and the others on the original high-speed transit plans is an injustice to the citizens of this city in my opinion.

HUGH McILVAIN, lumber dealer of 60th

birect and Elmwood avenue:

Director Twining is making a grave mistake in slighting the people of that section of the city known as Darby. The residents of the 10th Ward have been looking forward to the completion of the Darby "L." and this change of plans will not be acceptable to them. Every Councilman, whether Select or Common, pledged himself as being in favor of the elevated line to Darby, and we looked for former Director Taylor's plans to be carried out by Director Twining. I am sure this will cause bit-ter disappointment out here.

ACOB MATHAY, Common Councilman

from the 40th Ward: This matter will be brought before the Councilmanic League at its next meeting. I have not had much time to study this new plan, but from what I have been able to gather, I would say I believe Director Twining is making a big mistake in striking the Darby "L" from the original plans. There is a vast host of people living in this section of the city who have suffered poor transit facilities for many years. Just at a time when their expectations were about to be realized, they are apparently doomed

to disappointment. cannot understand why Director Twining plans to spend such an enor-mous sum of money on the Broad street subway when persons living in the northern section of the city are to be served by the Frankford "L" The money should be more evenly divided. The people of that section of the city. whom the Broad street subway would serve, aircady have facilities for reach-ing the central section of the city, and I believe that Darby and South Philadelphia deserve more consideration,

JOHN B. SIMPSON, president of the Business Men's and Taxpayers' Associa-

The Broad street subway will not pay if it is to be so short, for the people will ride in the surface cars. The new plan is a great injustice to all the sections left out, especially Manayunk with its poor transit facilities. SEORGE CONNELL, Select Councilman

of the 49th Ward: It grieves me to think that Director Twining has changed the plans of Di-rector Taylor. I know the people of

Darby will be bitterly disappointed when they hear of this new move. Darby would have become one of Philadel-phia's most important suburbs with the completion of the "L" Real estate values would have increased and this section would have become a business centre. Every one out here looked forward to the elevated road with keen anticlastion. We will carry the fight into Councils. The Councilmen in both branches in West Philadelphia have organized themselves into a league and they have pledged themselves to sup-port the transit plans as outlined by former Director Taylor.

DR. FRANK B. CROWE, Common Councliman from the 46th Ward: I do not think that the proposed change will accomplish the purposes for which the transit plan was made. I am in favor of the Taylor plans, for I believe that the money could be spent for the benefit of a greater number of people by going into the southeastern, southwestern sections of the city and Germantown, as first planned. I don't think much of the new plans, and do not think as many people can be served for the same amount of money by the proposed changes. This new plan really cates service for some people and leaves others uncared for.

DR. W. WARREN WEAVER, Commo Councilman of the 40th Ward: The Twining plan may be a feeler. If it is, it won't take them long to get our feelings on the subject. Downtown is getting a rough end of the deal with proposed subway cutoff at Spruce set. North Philadelphia seems to be getting the same sort of treatment, and Roxborough seems to have been en-tirely overlooked. In fact, all sections of the city which really need rapid transit are left out of the running. West Philadelphia, it appears, gets

nothing from the new loan bill. We had hoped for the Darby "L," but there We will have to have definite as

surances that the Darby "L" will be built before we will support the loan bill. We will line up with downtown, and the northwestern and northeastern sections of the city are in the fight against this thing. JOHN T. PEDLOW, president of the

Woodland Avenue Business Men's As-

city should not receive a squar deal in this matter. People in the northern section of the city are badly in need of a subway, and there is no reason why West Philadelphia should not get an appropriation of \$4,500,000 for the pro-

posed Darby "L"
Many Philadelphians who work in
Chester are moving to Chester because
of the slow transit. If the Darby "L" is built we can keep these people in the

SAMUEL CROTHERS, real estate dealer,

5215 Chestnut street:

If Mayor Smith favors the new Twining idea and drops the Taylor plan, he is inconsistent. He pledged himself to the Taylor plan and we all thought that he meant to keep his word.

So far as the northern section of the So far as the northern section of the city is concerned, I think that it is poor

business policy to discontinue the sub-way at Eric avenue. As for Roxbor-ough and Manayunk, I believe something should be done in order to give them proper transit facilities, which not have at the present but which they would have had under

the completed Taylor plan.

West Philadelphia needs the Darby elevated. Any attempt to drop this project for any length of time is sure to arouse a storm of protest. I believe the Taylor plan should be followed

OSEPH C. McMENAMIN, president of Chester Avenue Improvement As

The new plan will never go through for there is too much opposition to it. Everybody is for the Taylor plan, and this sudden switching to a new one will not, in my mind, be tolerated. As for the Broad street subway, it will be no good unless it runs the length of Broad street, from Olney avenue to League Island. Our association has indorsed the Taylor plan and we are going to We will hold a meeting Monday night to act on the question.

AVID FRANKENFIELD, Common Councilman from the 44th Ward I am emphatically in favor of the subway to League Island as proposed in the original transit plans. I think this should be provided first and then attention turned to the construction as Darby, Manayunk, Roxborough and other places.

Downtown

WILLIAM CRAWFORD, Select Councilman, 30th Ward:

I would like to see a full statement by Director Twining in print. I un-derstand that the transit plans included a subway to League Island, and I am heartily in favor of this. The people in that section will suffer if it is sliminated. It seems to me that if North Philadelphia is to have a subway, South Philadelphia should also. There is really more reason for South Philadelphila to have it because there is a great-er population and more congestion there than in North Philadelphia But, mark me, South Philadelphia will not be left in the lurch.



ROBERT SMITH Common Councilman of 36th Ward, who believes that South Philadelphia will yet be taken care of in subway plans.

CHARLES A. RILEY, South Twentieth Street Business Men's Ass Any change in the Taylor plan would be a big mistake.

ROBERT SMITH, Common Councilman, 36th Ward, a Vare adherent: South Philadelphia will be taken care
. It has never been left yet. I conder Director Twining one of the best transit engineers in the country. Whatever he has done is undoubtedly for the

OR. S. STALBERG, 1331 South 6th street, former chairman Executive Committee South Philadelphia Advancement Asso-

By eliminating the Taylor compre hensive subway plan Philadelphia once more demonstrates conclusively that it more than 20 years behind as far as rapid transit facilities are concerned Thousands of South Philadelphians will greatly disappointed as a result of the Taylor plan being abandoned. sincerely hope that Mayor Smith will change his mind and adopt the Taylor plan as a solution of the transit problem.

WILLIAM E. FINLEY, Select Councilman, 39th Ward, a Vare adherent: The people of South Philadelphia need a subway and quick transportation to the centre of the city more than any other section. I cannot understand why the subway to Shunk street is left out. It should have been built even before line to Erie avenue, I believe. I can speak more definitely after I learn why the line to Shunk street has been aban-

IARRY M. LEVY, president, South Street Business Men's Asociation:

South Philadelphia, as usual, has been handed a raw deal. It seems to me that the city, every time it has something to hand out in the way of improvents, gives it to the uptown sections. It seems to be a habit to give uptown everything and to forget South Philalphia completely except on election It's a kick that we won't forget and I'm going to call a meeting of the association right away and take so action. Why, we've got half the city's population in South Philadelphia, and can get nothing done for them."

OHN J. ORR, a director of the Southwestern Business Men's Improvement Every public-spirited South Philadel-

phian is anxious to know why the Tay-lor plan has been cast aside. EORGE D. FOX, Select Councilman, of

the 43d Ward:
Philadelphia wants real rapid transit and it will never get it if she stands for a proposition of this kind. I don't know what is meant. I don't understand the reason for the change. The psople voted for the loan bill with the understand-ing that they were to see the Taylor pian put in force. They should rise and protest against any change in the original program. There is one thing I will will say and that is I never did approve of the subway running south on Broad street as far as Loague Island, because it will be years before the land in that extreme southern section will be in but I do believe it should have gone south as far as Porter street. I know that I also voice the sentiments of all the other Councilmen in the 43d Ward. R. JOHN H. BAILEY, chairman, Board

of Directors, South Philadelphia Busi-ness Men's Association: I don't believe that there are 15 per-sons who live in the South Philadelphia section who will be satisfied with the Twining plan. For years it has been our hope that we would have a subway in operation in South Philadelphia. A meeting of our association will be held March 18 and I shall introduce resolu-tions calling upon the city ufficials to

change their present plans to the Taylor comprehensive plan. If the Twining plan is to be adopted the citizens of this city who yearly pay taxes ought to be enlightened as to how the \$35,000,000 is to be spent. If this city is permitted to keep on spending such fabulous sums of money it is only a question of time when Philadelphia becomes bankrupt. Uptown and Northeast

WILLIAM VERNON, president Tabor

Association:
Residents of Olney will never be satisfied with the Twining plan. We indorsed the Taylor comprehensive plan after Olney had been included. From an economical viewpoint the city is certainly making a bad bargain.

E. C. BOILEAU, Select Councilman, 32d Ward:

I am in favor of the original Taylor ian. I think it would have been better to let the Broad street subway plans stand as they were originally. I do not think that South Philadelphia should have been discriminated against in such a manner.

E. J. LAFFERTY, president Logan Im-

provement League:
The business men of Logan will continue their fight for a subway to Olney avenue, despite the recommendations of Director Twining to the contrary.

HENRY F. KENNEDY, Select Councilman. 14th Ward:

I believe the changes in the transit plan are very unfair. Steps should be taken to remedy this matter at the earliest opportunity. I think there should be a special meeting of Councils to inquire the reason for providing roads just for one section of the site.

roads just for one section of the city. I will look into the matter thoroughly and see what can be done. JERE H. SHAW, Common Councilman.

32d Ward: I have always favored the Taylor plan and hate to see any revisions. It's shame to see South Philadelphia off from the high-speed transit, for it's the most progressive section of the city and should be well looked after. have always stood for high-speed transit and I would not have the plan modified now.

MORRIS FINER, president, North Eighth and Ninth Streets Business Men's Association:

A meeting of the association will be called on Monday and at that time I expect emphatic protest to be made against the proposed curtailment of the Taylor plan. I will make a decided protest against the new plan.

WALTER B. BERTOLET, president, Northwest Business Men's Association: What I would like to know is why the new plan, which is only two-fifths as extensive as the Taylor plan, should be more expensive by \$10,000,000 than a similar amount of construction would have cost under the Taylor plan. Why this extra ten million? I was in favor of the original Taylor plan. I object to the modified plan on which work has been started because it cuts out certain features in the first scheme that I favored, and now naturally I am entirely opposed to this wholesale curtailment which affects this section of the city, inasmuch as it eliminates the proposed Darby elevated and the pro-

posed Roxborough subway. DR. J. D. BOILEAU, secretary, Lehigh Avenue Improvement Association: There should have been a subway all the way to Olney avenue. The people there were promised it and should have there were promised it and should have been given consideration. I think the Taylor plan a trifle better than the Twining substitute, with the exception of the City Hall station and the Ridge avenue proposition.

SCAR H. PRICE, Select Councilman,

South Philadelphia and Darby should be taken care of in the form of high-speed lines. The residents of these sections have long been neglected as regards transit facilities. Taylor's plans, while they planned more toward the future than the present needs of the city, were ideal, as far as a high-speed system to serve the whole of the city is concerned. The Broad street subway should stand as Taylor pianned. In any case, I believe the money that is to be expended under Twining's plan should be more evenly divided.

OHN A. LEVIS, Common Councilman, 23d Ward: I am heartily in favor of the compre hensive transit plans of Director Taylor, and am strongly opposed to the abridg-ment of those plans as contained in the program of Director Twining and Mayor Smith. The Taylor plans would have given adequate high-speed transit lines to people in all sections of the city, and I think that anything less than this will not meet the needs of the people. The lines proposed in the Taylor plans were especially needed by people in the suburbs and outlying sections. They need rapid transit facilities much more than residents of the section in which the proposed subway will operate. R. JOHN H. LOCK, Common Council-

man, Nat Ward:

I have been enthusiastic about the Taylor plan. Beyond question the city needs a high-speed transit service to link its various sectional interests to-sether. Walls I have no tachnical anywings of the changes toropted, it man, Blat Ward:

does seem to me rather ridiculous to be giving one central section of town, virtually two high-speed services, as the Broad street and Parkway lines will do for the immediate uptown, while the other sections, except the Northeast, are neglected.

EDWARD H. WEPER, former president of the North Front and District Bun-

ness Men's Association:

We have already gone on record in We have already gone on record in favor of the Taylor plan. We are convinced that it is the safest plan for the city to work by. It will best conserve the interests of every section. After the high-speed transit campaign that was waged we think it futile to modify the original plan. Up here we are enthusiastic about Mr. Taylor and this work.

his work. CHARLES SEGER, Select Councilman, 7th Ward, a McNichol lieutenant:

I don't know just what the idea is of cutting down the length of the subway and terminating it at Erie avenue. I am still disappointed that there is no provision for a line to Byberry. As I understand it, there isn't much of a service out there, if there is any at all. I am told that it costs 50 cents to make service out there, if there is any at all. I am told that it costs 60 cents to make the round trip on the steam trains. It seems to me that, with all those institutions there, it is essential to have a good line to them. The new Twining plan calls for an expenditure, I see, of \$20,000,000 less than the Taylor plan though, of course, it is true that it only linvolves about two-fifths of the construction. The new plan seems to cut out a lot of the city, but I wouldn't like to make any statement till I can examine the plans and see just what the idea is.

idea is. W. E. LAMON, Common Councilman, 30th

Ward subway should extend at least to Shunk street. If there is to be a subway at all South Philadelphia should have the preference, as that sections transit facilities at present are not as good as North Philadelphia's, where they have the Reading Railroad to boot. Also South Philadelphia's popu-lation is greater, and it needs the sub-

way more. AMES A. HAMILTON, president, South Philadelphia Business Men's Associa-

Personally I still feel the subway should reach to League Island. I guar-antee that we will fight to the utmost to get it there, and I'm confident we will ceed. It belongs to South Philadel-

A. C. KEELEY, Common Councilman, 28th Ward, and Director, Kensington

Board of Trade: The people have been trained to look for a high-speed transit system because of the Taylor plan. It might be unhealthy for the entire city's ment to change the plans at this late date. The best we can hope for is that the Director and the Mayor have so considered the whole plan that no one section of the city will have interests jeopardized, though from superficial examination the revised plan pesn't seem as complete and as good

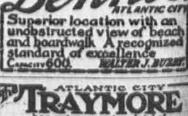
DR. JOHN MAIER, 2614 Kensington avenue, and the oldest druggist in 'the'

as the Taylor plan.

Northeast: I'm opposed to the Twining plan. After being promised so much we have a right to expect to get what we were led to believe we were going to get. Naturally, here in the Northeast we are gratified at the provision made for this section, but we think it would be better if the entire Taylor plan were carried out as originally explained. It would

Continued on Page Fifteen, Column Out

WINTER RESORTS ATLANTIC CITY, N. J. Dennis.



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