

CAN HAVE TAYLOR PLAN IF PEOPLE WANT IT—SMITH

In that section rather than the public, and I am not for that. For that reason I am opposed to the originally proposed extension. As for the construction of the subway under City Hall, it was known 15 years ago that it was not altogether a feasible plan with regard to safety. And under the present conditions matters are worse, because the Broad street subway contemplates going to even a greater depth and would go under the Market street subway. From an engineering standpoint it has been said that the plan to go around City Hall outside of its foundation is not a better plan than directly under the big building. I believe that to be true and have sanctioned the plan of Director Twining to go on the outside and build the subway. The Mayor was exceedingly frank and straightforward throughout the entire interview. He especially emphasized the fact that it was not his intention to go South at this time, and said he was willing to talk on any matter with whoever wished to discuss matters pertinent to the city's progress with him. The declaration of the Mayor and with Senators Penrose openly lined up against the Twining revised transit plans, supporters of the Smith administration and supporters of Director Twining began to waver today. In editorial circles it was freely predicted that no further attempt would be made to foist the emasculated transit program upon the city and that the rising tide of public indignation would bear fruits in the prompt modification of the Twining recommendations to conform with the original Taylor program for a comprehensive system of high-speed lines serving the whole city. The way for a retreat by Mayor Smith was adroitly paved by Congressman W. S. Vare and Senator Edwin H. Vare, who united in pointing out that Director Twining had merely recommended the changes and that no official endorsement which would commit the city to them had been given.

CONNELLY'S OPINION.

The plans of Director Twining for a Broad street subway that stops at Erie avenue, on the north, and Spruce street, on the south, could not be carried out, according to an informal opinion given by City Solicitor John P. Connelly to the Mayor. According to the opinion of the City Solicitor, the \$6,000,000 loan bill, which was ratified by the voters of Philadelphia by an overwhelming majority at the special election, held April 29, 1915, specified that the Broad street subway should extend from Olney avenue on the north to League Island on the south, and the fact that in ratifying the loan the voters also went on record as favoring the lines as designated in the loan bill, raises a strong legal objection to any change being made in the routes or the lines without the voters ratifying the changes. The City Solicitor declined to discuss his informal opinion, pointing out that he is the law officer of the city and the friend of the Mayor and that he can do nothing officially until after Director Twining has made public his complete report. The loan ordinance also stated that the Frankford elevated line should extend from Bridge street to Rhawn street and under the informal opinion of the City Solicitor the extension to the Frankford elevated must also be built. The loan ordinance that was approved by the voters April 29, 1915, in part follows: Signifying the desire of the corporate authorities of the city of Philadelphia to increase the indebtedness of the said city to the sum of six million (\$6,000,000) dollars, to be used toward the construction of a subway railway in Broad street, from League Island to Olney avenue, with the necessary branch lines to the northeast and northwest from Broad street, and the construction of an elevated railway from Front and Arch streets to Rhawn street; and to authorize and provide for submitting to the vote of the electors the question of increasing the said indebtedness in the sum of six million (\$6,000,000) dollars, fixing a day for holding an election for the purpose of obtaining the assent of the electors to said increase, and authorizing the Mayor to give notice of such election; and to make an appropriation to pay the expenses for holding said election. The ordinance of June 20, 1915, authorizing the city to borrow the \$6,000,000, and that of July 2, 1915, appropriating the loan to the Department of City Transit, also designated that the Broad street subway shall extend from Olney avenue to League Island.

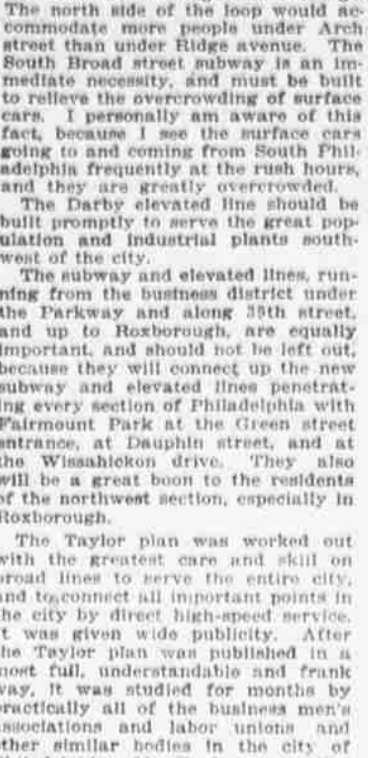
VARE REASSURING.

"The transit situation will be solved, and you can say that Philadelphians will have better transit facilities, because Mayor Smith is a man who has the people's interests at heart," said State Senator Vare today. "While Mayor Smith is Mayor he won't permit any injustice to occur." "Are you in favor of chopping off the subway at Broad and Spruce streets, as outlined in the Twining plan?" Senator Vare was asked. "The Twining plan hasn't as yet been adopted. Mayor Smith will not allow any injustice or raw deal to South Philadelphia or to any other part of the city." "Will you be satisfied if the subway only runs as far as Broad and Spruce streets, thereby shutting off South Philadelphia?" was the next question. "I believe a little in philosophy and my motto is never to cross a bridge until I get to it. Everything will be settled amicably." "Everybody knows my attitude on subways and better transit. I have always been for anything in the way of improvement which would help to make Philadelphia a greater city." Following the statement from Senator Penrose condemning the Twining changes the tide of public sentiment against any tampering with the original Taylor plans rose by leaps and bounds today. Business associations and trade bodies in every section of the city announced meetings to discuss the transit situation. Plans for the fight on the floor of Councils next week were brought nearer perfection and steps were taken to throw the entire question into the courts in the form of a series of taxpayers' suits, unless the original Taylor program is adopted by the administration leaders. As the Public Service Commission will be called upon to approve all new contracts, several business organizations declared their intention of appealing to the commission. Close friends of Director Twining asked that the public suspend judgment until tomorrow, when the Director hopes to have his full and detailed report ready to submit to the Mayor and to lay before the public. It was pointed out in the same connection that the changes have been merely "suggested" by the Transit Department head, and no official steps have been taken which would compel Mayor Smith to accept all the changes.

PENROSE'S STATEMENT.

The statement by Senator Penrose denouncing the Twining changes follows: The proposed changes in the city's plan for transit development do not appeal to me as being advantageous to the city or to the people. As I understand them, they provide for a four-track subway leading from Erie avenue down Broad street to Market avenue, at which point two tracks diverge down Ridge avenue, down 2d street and out Walnut street to 10th street; and two tracks continue on down Broad street from Ridge avenue to Spruce street. I do not see that this plan, or its extensions planned for the future, brings the required broad advantages to the city of Philadelphia. It is a plan that can be operated down to Arch street in the mornings and evenings. The north side of the loop would accommodate more people under Arch street than under Ridge avenue. The South Broad street subway is an immediate necessity, and must be built to relieve the overcrowding of surface cars. I personally am aware of this fact, because I see the surface cars going to and coming from South Philadelphia frequently at the rush hours, and they are greatly overcrowded. The Darby elevated line should be built promptly to serve the great population and industrial plants southwest of the city. The subway and elevated lines, running from the business district under the Parkway and along 30th street, and up to Roxborough, are equally important, and should not be left out, because they will connect up the new subway and elevated lines penetrating every section of Philadelphia with Fairmount Park at the Green street entrance, at Dauphin street, and at the Wissahickon drive. They also will be a great boon to the residents of the northwest section, especially in Roxborough. The Taylor plan was worked out with the greatest care and skill on broad lines to serve the entire city, and to connect all important points in the city by direct high-speed service. It was given wide publicity. After the Taylor plan was published it was most full, understandable and frank way, it was studied for months by practically all of the business men's associations and labor unions and other similar bodies in the city of Philadelphia. Mr. Taylor was called before some one of these associations practically every night in the week to explain and debate details during several months. Then the Taylor plans were approved and indorsed by all of these organizations throughout the city, and the people were asked to vote a loan of \$6,000,000 to carry out the Taylor plan, which they all understood to constitute the city's plan for subway and elevated construction. At the election the vote was overwhelmingly in favor of the carrying out of the Taylor plan for transit development, and it would be a breach of faith with the people of Philadelphia if their official servants were to substantially alter the plans which the people have approved, in a manner to curtail their sphere of usefulness. I reaffirm my unqualified indorsement of the Taylor plan for transit development, and I disapprove of the substitute plan now offered, most emphatically, for it neither serves the city's present needs nor provides properly for the city's future development. To state it another way, the substitute plan is lacking in vision and fails to meet the requirements of the people of Philadelphia.

SENATOR VARE, PHILOSOPHER



He believes Mayor Smith will not give city "raw deal" on transit. Asked if he favored chopping off Broad street subway at Spruce street, thereby eliminating South Philadelphia, of which he is Republican political leader, from rapid transit benefits, he said his motto was never to cross a bridge until he came to it.

Company as to the operation of the high-speed lines." This was the summing up of the transit situation today by Sheldon Potter, Select Councilman from the 23d Ward and former Director of Public Safety. Mr. Potter is president of the Business Men's Association of Germantown, which will take up the transit question at its meeting next Tuesday. "The change outlined by Director Twining," said Mr. Potter, "removes the most important element from the proposed system of high-speed lines. To my mind, the important element was the independence of the Taylor plan. The Taylor system was so designed that it could be operated by the Rapid Transit Company or independently of that company. "Under the Twining plan the system can only be operated by the Rapid Transit Company. It removes any possibility of the city making a fair bargain with the company to operate the lines. In other words, under the Twining plan we would spend millions of dollars of the people's money to construct a system which would be only a part of the system of the Rapid Transit Company. "The Twining plan offers no relief to the great need of rapid transit in this city. The Twining system will begin nowhere and end nowhere. The Twining plan cer-

tainly reveals a lot of shortsightedness on the part of somebody. "Of course, the Rapid Transit Company is not enthusiastic about the creation of a system of high speed lines, and the company cannot be blamed if it makes every effort to drive a sharp bargain." The transit plans will be discussed at the following meetings today: TONIGHT, Allied Business Men's Association of West Philadelphia meeting jointly with West Philadelphia Councilman's League, Hunting Park Improvement Association, South Street Business Men's Association, Board of Directors, North 22d Street Business Men's Association, North Penn Improvement Association, Fairmount Avenue Business Men's Association. The most important meeting tonight will be at the Republican Club, 4106 Chestnut street, where the Allied Business Men's Association of West Philadelphia, comprising 14 district associations, will meet with the West Philadelphia Councilman's League. The 22 Councilmen from the West Philadelphia district will be present at the meeting to consider their position in the fight to conserve the interests of their section. WOODLAND LINE DEMANDED. At the meeting, the Woodland Avenue Business Men's Association will present the claims of Woodland avenue to an elevated line. John T. Pedlow, president of the association, and a committee he has appointed will represent Woodland avenue at the meeting. Representations will be made to the Councilmen that the Twining plan must be changed so that the section



of West Philadelphia south of Market street will benefit. The association has long been an earnest advocate of the Taylor plans. Mr. Pedlow, the president, has announced the association's attitude of opposition to any plans that leave out the neighborhood and Darby. 40TH WARD PROTESTS. The 40th Ward Business Men's Association also will be represented at the meeting. David E. Colflesh, president of the association, has appointed a committee to take care of the interests of the organization and urge the arrangement of plans by which the Twining proposition can be subjected to change. "It is the sentiment of the association that the Councilmen should be given a clear idea that our section of Philadelphia will not be left out," said Mr. Colflesh. "If the influence of the Councilmen is not brought to bear successfully and no relief is gained, then we will oppose a loan bill. We will fight the loan unless something is done to provide for the elevated over Woodland avenue." The Frankford Board of Trade met at 2:30 o'clock this afternoon at 412 Frankford avenue to discuss the Twining changes. George Haverbush, president of the board, said today that the majority of the business men of Frankford were opposed to any meddling with the Taylor plan. "We feel," he said, "that the Taylor plan best meets the transit needs of the various sections of the city, and we cannot see any benefit to be gained by such a

transit situation tonight at a meeting of the Fairmount Avenue Business Men's Association, at 19th street and Fairmount avenue. William A. Dunlap, president of the association, said that the association would either decide to call a public meeting to express its opinion of the Philadelphia Rapid Transit Company in no uncertain terms. "It is the meanest company that ever existed," Mr. Dunlap said. Harry M. Levy, president of the South Street Business Men's Association, explained today that whatever action the Board of Directors of the association taken tonight on the transit question would be ratified by the entire association. There are 17 members of the board, Mr. Levy said, and they are qualified to take action for the entire association when a vote issue is under discussion. Tries to Block Marriage to Actress. NEW YORK, March 7.—Chief of Detectives Faurot today received a message from Chief of Police Wythe, of San Francisco, asking that he halt the marriage of Joseph Moody, son of a California millionaire and a Harvard student, and a young girl in New York. Young Moody appeared at the marriage license office shortly before noon. He was accompanied by a young woman, who described herself as a member of the "Blue Paradise" theatrical company. She said her name was Mary Parkes. The license was refused because the couple were unable to meet all requirements.

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