CITY OPPOSES TWINING SUBSTITUTE TRANSIT PROGRAM—DEMANDS THE TAYLOR PLAN

MAYOR ANNOUNCES HE WILL NAME TRANSIT COMMISSION

Continued from Page One tions for the extensions of the high-speed transit system and the suggestion that the fare be increased to 545 or 5% cents were roted today by the leaders in business and civic organizations and others who have been active for months in the fight for the adoption of the Taylor transit plan.

While the entire program of Director Twining was denounced as being only an emasculated bobtail substitute for the comprehensive system worked out by former Director Taylor, the local tax and the fare increase phases of the Twining plan were condemned in particular.

The tendency in every large city in the country is to reduce fares, it was pointed out, while it is proposed for Philadelphia to make a substantial increase for a period of 44 years. The special local tax for local improvements was characterized as "class legislation."

CALLED BREACH OF FAITH.

The proposal to construct only the trunk nes at the present time and to postpone lines at the present time and to postpone building all the spurs until some indefialte future was condemned as a breach of faith with the people of those sections who voted for the \$8,000,000 transit loan hast year in the belief that they were to be directly benefited.

complexity of the Twining The very complexity of the Twining sport, with its maze of technical problems, it was admitted by all, would postpone direct criticism until careful study could be given to the various details of the new proposals. Councils' Finance Committee will meet again tomorrow to Committee will meet again tomorous or obsider the transit item in the municipal loan, and the leading supporters of the original Taylor plan believe that public sentiment will be definitely crystallized against the Twining modifications by that

TRANSIT LEAGUE AROUSED

The All-Philadelphia Rapid Transit The All-Philadelphia rapid Transa League, which was organized two months ago, when it was first hinted that the Smith administration intended to tear to pieces the Taylor plan, announced today through Horace V. MacFadyen, the president, that it would take a stand inalterably opposed to the Twining proposals. A meeting of the Executive Committee of the eeting of the Executive Committee of the lengue will be held tonight or tomorrow to consider a course of action.

The statement made by Mayor Smith at the flower show dinner at Horticultural

Hall, last night, that Broad street will be tunneled from end to end and the city will spend \$50,000,000 on rapid transit in the next four years occasioned with will spend \$50,000.000 on rapid transit in the next four years, occasioned wide-spread speculation in transit circles today. To reconcile the statement of the Mayor win the report of Director Twining, it was admitted, was practically impossible. The entire report of Director Twining shows fundamental departures from the

ylor plan. They are:
First. Construction by a series of progressive steps from the centre of

the city toward the suburbs. Second. Local assessments for the construction of the spurs beyond a 25-minute street car zone from City

Third. Cost of high-speed lines and their support until profit-producing to their support until predictionalists the barne by a direct tax on the car riders, instead of an indirect tax on real estate. This would mean a earfare above 5 cents until 1960, under the estimate of Director Twining.

Fourth, Specific changes in the construction program, including the construction program, including the

change from a four-track to a two-track subway at City Hall, the reloca-tion of the station there, the substitution of the Ridge avenue leg of the loop for the Arch street leg, minor changes on the southern leg of the loop, and a radical change in location of the Darby elevated line.

SUGGESTIONS BY TWINING.

The report urges the following: The immediate construction of the bob tail subway in Broad street from Sprucstreet to Erie avenue or Pike street. This section. Twining estimates, will cost \$18,-400,000 and can be in operation by if work be begun promptly. The tube would contain four tracks south to Ridge avenue and two tracks from there to Spruce street.

The immediate construction of a two-track loop from Broad street and Ridge avenue, down Ridge avenue to 5th street, on 5th street to Walnut street, on Walnut street to 16th street. This section is esti-mated to cost \$7,200,000 and can be in op-The immediate completion of the Frank

ford elevated from Front and Arch streets to Bridge street, at a cost of \$8,000,000, and to be in operation early in 1918. Immediate steps to work out an agre-

ment with the Philadelphia Rapid Transit Company, in order to determine how the new lines will be operated before any additional work is undertaken.

An Item of \$35,000,000 for transit in the new municipal loan about to be floated. The first two steps of the con-struction program will cost only \$25,000, 000, in addition to the \$6,000,000 already Director Twining, however, is asking for the additional \$9.400,000 with a view to beginning the construction of the other branches before another muni-cipal loan is floated.

That the city decide at once whether it will handle the transit question on a political or a business basis. The city has come to the parting of the ways, the Director declares, and the decision must be made at once. That a board of capable and locally dis-

Interested men be appointed to guile Councils in the transit question, should the present report be rejected.

That all citizens drop personal preju-dice in connection with the transit probion, and that the burdens which will be in proportion to the benefits be assumed

That the public's instatorice upon a straight five-cent fare be temporarily abandoned, and that arrangements be worked out for a new fare system in 1921, with seven tickets for 40 cents, and subsequently nine tickets for 50 cents, and a gradualty increasing scale of fare charges until the ideal of a universal five-cent fare is at last realized.

The report points out that the Taylor plan can be adopted in full immediately

plan can be adopted in full immediately if the people of Philadelphia are willing the city is in competition with other cities to accept an average fare estimated not

to exceed 5% cents, beginning in 1921, which will be reduced gradually until 1960, or that the alternative of a 12 per cent increase in the tax rate be adopted.

LINES IN DETAIL. Under the Twining plan the various nes would be built as follows: North Broad street line.

Subway, four tracks from Pike street south to Ridge avenue and two tracks south to Sprice street Cost, \$18,400,000. To be built by city. Ready for operation in 1920. Equipment to be furnished by lessee. Extension: from Pike street to Olney avenue, costing \$4,500,000; northeast branch on boulevard, costing \$1,500,000. 000. To be built at later date by city with funds raised by local assessment. South Broad street line: Subway, two tracks to Oregon avenue.

to be built by the city at future date; cost \$2,800,000; squipment to be furnished by lessee. Extension south to League Island, costing \$700,000, to be built at indefinite date by city with funds raised by local

Delivery loop

Subway, two tracks, from Broad street under Ridge avenue, under 8th street, un-der Walnut street to 16th street. To be built by city at cost of \$7,200,000. Ready operation by 1920. Equipment to be sished by lessec. Frankford line

Elevated railway, from Front and Arch streets to Bridge street, to be built by city at cost of \$5,000,000. Ready for operation by 1918. Equipment to be fur-Extensions to Rhawn street, costing \$1.800,000, and to Byberry costing \$1,600,000, to be built by city a later date with funds raised by local

Elevated railroad, to be built by city in future, South Broad street, Federal street, Woodland avenue to city line; cost, \$5,560.000. Equipment to be furnished by lessee. Extension beyond city line to be built with funds raised by local assess-

Subway-elevated, to be built by city at future date. Parkway. 23th street to Hunt-ing Park avenue; cost, \$6,200,000. Equip-ment to be furnished by lessee. Exten-sions: To Roxborough, costing \$1,800,000. and to Germantown, costing \$2,100,000, at later date and with funds raised by local

Chestnut street line: Considered but not definitely recom-mended unless an operating agreement could not be secured with the Philadelphia Rapid Transit Company.

Camden tube:

Recommended built by independent company and leased to P. R. T. Company. The total cost of all the lines, with the exception of the Chestnut street subway and the Camden tube, under the Twining plan, would be \$59,200,000.

A number of points in the Taylor transit plan Director Twining regards as defects or at least as unwise. Summarized from their presentation in the report they

The undertaking of the whole construction program at once during an era of abnormally high prices and before an operating agreement for the system has been worked out. The financing entirely by city funds

the construction of branch lines in outlying sections where the traffic does t immediately warrant such outlay. The diversion from the city treasury of money to pay for the deficits

in interest and sinking fund charges on city bonds issued to pay for the new construction. The location of certain lines and stations in the business district and the method of routing trains.

The proposal for a universal 5-cent fare at this time. The proposal that the city shall transfer all excess cost of service over the revenue derived from a 5-

cent fare to the real estate taxes of the city, up to the full cash require-ments of its bonded interest and sinking fund. The two latter features of the Taylor plan Director Twining holds

fallacious in principle and so

cialistic in theory.

A recognition of the fact that City Councils shall determine when and where high-speed lines be built and how they shall be financed. This proposal Director Twining regards as dangerous because it recognizes a political control of what is a highly complex business problem in trans-

The solution of the fare phase of the transit problem, Director Twining suggests, should be worked out with the Public Service Commission and that the following clause be inserted in the lease of the

"Before the operation of any part of the complete system of rapid transit lines is begun the question of the proper fare to be charged in order to meet the cost of the service rendered shall be reviewed and its proper amount determined by the Public Service Commission of the State of Pennsylvania, and the lessee and the Department of City Transit shall work out the details. This fare, when adjusted, shall be subject to reduction when cost of service warrants."

Of the fare element he asserts that Of the fare element he asserts that the proposition to build the proposed lines out of city funds largely arises from a vague idea in the public mind that if the city builds then a 5-cent fare will render the service profitable now. This, he adds, is a misconception, for the fact that the rider pays only 5 cents does not prove that the fare is sufficient to support the service.

THE QUESTION OF FARES.

"Citizens should not delude them-selves," he continues, "into the belief that the average fare is only 5 cents now and that it will be only 5 cents with the city as a partner in the enterprise, not-withstanding that it may be so agreed upon and stated in the lease, because they must pay the full fare in one shape or another, whatever it may be, as long as the operator of the lines remains solvent.
The mere fact that the rider does not pay
it on the car should not blind him to the
fact that the cost of service must be and
always is paid in full in some way.

Mayor for Subway in Four Years and for Delay Plan

Mayor Smith, in two separate statements, last night declared the subway will be built the entire length of Broad street, that \$50, 000,000 will be spent on rapid transit during the next four years, that the Department of City Transit should be abolished and that it should be replaced with a Com-mission on Transit. The Mayor made these statements: At the flower dinner at Horti-

cultural Hall: We are going to dig up Broad street from end to end. We expect to spend \$50,000,-000 in the next four years on a rapid transit system for Philadelphia that will not be equaled in any city in the

After the Finance Committee meeting of Councils:

When I heard Director Twining's report on transit this afternoon, I felt con-vinced there should be a commission to handle the develop ment of our transit plans. The present arrangement permits too much responsibility to devolve upon one man's shoul-

The burden is too great. We are in the midst of a great project, requiring caution, care and the benefit of more than one man's experience. A Commission on Transit is what we should have, and not a Department of Transit.

where many factors in the problem are external to the city and not in its control, there may well be city aid in its develop-

"The transit problem, however, is an internal problem, of local interest onlya monopoly of local transportation wholly within the city's control and containing within itself all the means needed for its solution. No financial aid need be exupon the 5-cent fare be temporarily aban-

"As shown eisewhere in this report, should the comprehensive system b at a cost of, say, \$60,000,000 and be in operation in 1921, as per plan No. 16 of the 1915 annual report of the Department of City Transit, under the terms assumed, the resulting carfare is estimated to be about 5.59 cents, which is about 8 per cent higher than the present fare of 5.166 cents, or 12 per cent, higher than the ideal 5-cent fare.

"If the progressive step' program, herein outlined, be adopted, and steps Nos. 1 and 2 be in use in 1921, under the same sumptions, the fare required has been stimated at 5.30 cents-about 3 per cent. ncrease above the present fare.
"All propositions heretofore submitted

have been on the assumption that under the lease of these lines to the Philadelphia Rapid Transit Company the city would assume all excess fare over 5 cents up to the limit of full interest and sinking fund on the bonds issued for the con-struction of the lines, thereby paying about 12 per cent, of the carfares of the

"Provision should be made in the lease Provision should be made in the lease for the corresponding increase in the city tax portion of the fare as more lines are added. It should be understood that the figures just given are for illustrating the principle only. The portion of the fare representing the city's tax is levied to meet the interest on bonds issued to pay for the new rapid transit lines. It should be collected by the lessee and turned into the city's treasury exactly as in the into the city's treasury exactly as in the case of the lease of the city's gas works.
This tax should produce the revenue needed to meet the city's obligations—

in the 'Taylor Plan,' with only such changes as I have suggested regarding the City Hall section and the loop, can be built and the two systems unified without any increase in the tax rate, if the people are willing to pay an average fare estimated not to exceed 5% cents commencing in 1921, which will take care of the city's interest and sinking fund charges. This fare may be reduced gradually until it reaches 5 cents about 1960."

"City transportation," says Mr. Twining. "Is essentially a monopoly and is not suitable for a competitive business." He makes this highly significant assertion in the declaration that by legislative mis-takes the transportation problem of the city has been complicated. In the first place, he declares, it was a mistake to give the original passenger railways ex-clusive use of the city's streets with a very clusive use of the city's accepture of the

Under this general head of "mistakes"

the construction of the rapid transit lines is found in the proposal to issue city bonds under the provisions of the recent act providing for a life of 50 years, the payment of the interest and sinking fund charges during the period of construction, and one year thereafter, out of the proceeds of the bonds themselves, and a gradual sinking fund—all features expected and intended to place as much of the burden as possible on posterity. The the burden as possible on posterity. The seductive feature is in the fact that the burden will not be realized until possibly four years after the lines are authorized.

LOCAL TAX SUGGESTION. An idea entirely new in this city for financing transit development, especially development in the suburban districts, is advanced by the Director. It is simply the proposition that outlying districts, or sections which obtain elevated or subway advantages, shall be forced to pay for them by extra taxation or assessment advocates new legislation to this effect. Discussing this, the Director says:

"The principle of assessing the property for at least a portion of the cost of the city improvements necessary for its mod-ern development is recognized in a more or less complete form in Philadelphia. It may be well here to discuss its application to this transit problem of Philadelphia and show how localities benefited should divide

the burden. "The chief benefits resulting from the construction of rapid transit lines will accrue to two zones of the city: (a) The business district, which may here be debusiness district, which thay here be de-fined as the district contained within a one-mile radius drawn from 11th and Market streets, and (b) the districts lying outside of a circle drawn with a radius of four miles from the same point. The middle zone lying between the first and four-mile circles will probably be affected very little by these lines and only along the lines themselves.

"As all estimates of growth of population in Philadelphia show that within 50 years or less the population in Philadelphia proper and the vicinity will exceed 3,000,000, and inasmuch as the available land now lying within the four-mile circle is practically all developed, excepting outh of Oregon avenue, the future growth will be largely distributed over the area outside of the four-mile limit, and in this district will occur the greatest rise in land

value.
"The district lying between the one- and three-mile circles will receive compara-tively little direct benefit from the build-ing and operation of these lines, but there seems to be no feasible way of leaving this section of the city out of the calculation, as this land is already improved and fairly well served now by the present surface car system. Actually this zone should carry but a small part of the burden, and that part only on the section lying along and benefiting by the lines.

"While the rapid transit lines will draw some business from the territory inside of the four-mile circle, they must be considered in that zone as trunk lines or channels connecting the residential district with the business district, and not built primarily to serve the intermediate district, consequently these form the main and terminal sections of the system, and may, therefore, be paid for by general

PENROSE PROMISES OPINION ON TRANSIT

Senator, En Route to New York, Declines to Discuss Twining Plan

Senator Penrose arrived at Broad Street Station at 1:05 o'clock this afternoon and said he would have to defer expressing his opinion on Director Twining's so-called revised transit plan until tomorrow, because would have to go to New York in mediately.

"Do you think the same of Director "All the subway and elevated lines day as you did in your statement of some weeks ago? Do you think it is bette

The Senator replied: "I have not read the new plan and I do not feel competent to comment on it. As a matter of fact,

to comment on it. As a matter of fact, I have not even read about the plan."
"Then you didn't see what the Philadelphia papers said about it?"
The Senator held up a copy of the North American Review and said:
"No, I was reading this. It was instructive though it may not have been

structive, though it may not have been so interesting." • The Senator was asked if he intended to confer with Senator James P. McMichol on transit and local politics in general, as as been reported from Wasington. He re-plied that he did not intend to confer with anybody, either on transit or on Philadelphia politics. He also stated that he would not go to his office before taking the train for New York.

Asked if he was going to New York on olitical matters, he replied: "Possibly." "Will you see Colonel Rooseveit?" he was asked.

"I have no appointment with the Col-onel," he replied,

the Director then declares that a seductive feature of the present financial plans for the construction of the rapid transit lines. NOT INDORSED BY ANY NEWSPAPER IN CITY

Two Rap It, One Slurs It and Three Other Editors Argue Against It Mildly

TAYLOR IDEAS DROPPED

None of the five Philadelphia morning apers indorses the transit plan of Direc-or Twining.

Two of them rap it heartily, one slure and two others argue against it mildly. The Evening Bulletin also says the sublitute plan will not do.

The Evening Telegraph made no edi-torial comment on Director Twining's plan as presented to Councils' Finance Committee yesterday.

THE PUBLIC LEDGER. In its editorial the PUBLIC LEDGER

It is important to notice, that while It is important to notice, that while Director Twining would compel the outlying section to wait for transit facilities until the city can be authorized to assess the costs upon them, he makes no such condition apply to the Frankford elevated line. Of course, the fact that the Frankford extension has already been authorized. ized by Councils, and is in course of construction, makes a difference; but the further fact that this line is the one that will be most valuable to the Rapid Transit Company will not escape observation. Mr. Twining lays great' emphasis upon the importance of securing in advance of further construction an agreement for the operation of the rapid transit system for which the city's credit is to be given, but he omits to lay equal em-phasis upon the argument on which Mr. Taylor depended most strongly, namely, that the extensions "in being" or in actual course of construction would constitute the city's most potent lever in securing for the city a fav-orable agreement with the Rapid Transit Company.

That corporation can be counted upon to look out for itself; what the city especially needs is somebody to see that it gets just treatment from the company. This was what the Taylor plan aimed to secure; the pople will insist upon a like guarantee from the present administration before they shall consent to what amounts to an abandonment of the Taylor plan and the substitution of one that falls far behind it in most of the essention details.

THE INQUIRER. The Inquirer condemns the Twining plan absolutely. It says, editorially:

Director Twining has produced his much-talked-of plans. They are bob-tail plans.

They are drawn, not in the interests of the public, but in the interests of the Rapid Transit Company. Their tendency is to get away from anything like a universal 5-cent rate and discourage transfers. Instead of decreased fare, he is driving inevita-bly toward an increased fare-actual-

ly suggests it. For developing purposes, rapid transit should reach out info undevel-oped territory and build it up, thereby providing constantly growing bust ess. The Director's proposition is to

the contrary. There is no rapid transit in it . . .

It is preposterous.

The Taylor plans considered the

city as a whole. The Twining plans consider a small section of the city. IT WILL NOT DO.

THE NORTH AMERICAN. The North American, in a paragraph

says:
Director Twining thinks we may get
5-cent transfers in 1980. If Philadelphia waits that long it doesn't deserve to get them.

THE PRESS. The Press takes up the burden of the outlying sections. In its editorial it says:

The people will not so readily approve the abridgment of the transit plan that gives improved transit to those central portions of the city which need it the least and leave the more distant wards to their pres-ent unsatisfactory service unless the people living along the route of the

While there is a semblance of jus tice in this it is not the way cities are built up by rapid transit extension. The Market street subway and ele-vated after its completion saw a new city arise around it in West Philadel-phia near to the city line. On the

extended lines agree to pay for their

pnia near to the city line. On the Twining plan of construction by local assessments we fear the clevated road on Market street would never have got much further west than 42d street. THE RECORD. The Record takes this editorial view: For our part we are free to confess that we have not for some time past felt that the transit situation was in such shape that the work necessary, including the passage of the loan bill, and other commitments to a fixed

policy were beyond question. Un-doubtedly the apparent opposition of Director Twining to parts of the Tay-lor plan as disclosed several weeks

ago has further complicated the situa-tion. The views now presented by the Director will add to the difficulty of forming a correct judgment.

THE EVENING BULLETIN.

THE EVENING BULLETIN.

The Evening Bulletin, calling the transit plans unacceptable, says editorially:

Director Twining's recommendation as to the rapid transit problem, for which the people have been kept waiting many weeks, serve chiefly to create confusion and cause delay, and for that reason will be unacceptable to the majority of the citizens and will serve only to strengthen the demand of the public upon Mayor Smith and Councils that work on the Taylor plans, under contracts awarded, shall be resumed and pressed to completion with the least possible wasts of time. It is now to be said, in warning,

with the least possible wasts of time. It is now to be said, in warning, that if the transit item in the loan bill does not specifically pledge the city to the fruition of the rapid transit plans substantially as inabgurated, and if it does not effectively guard against the operation of the dilatory and complicating tactics uncovered by yesterday's proceedings at City Hall, the loan will be in danger of defeat.

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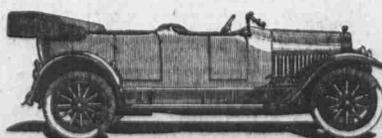
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