MAYOR SMITH FORCED TWINING "BOBTAIL" TRANSIT PLAN ON CITY, TAYLOR CHARGES

CONNELLY CALLS HALT ON TWINING'S SCHEME TO TAX SUBURBANITES

City Solicitor Advises Transit Head That His Plan to Finance Transit Lines Is Illegal

CITES COURT DECISIONS

sant to Director Twining late yesterday, advised him that the proposal to tax outlying sections is unconstitutional and impractical from a legal standpoint. The Fransit Department is urged to drop the

opinion of the City Solicitor fol-

"Replying to your communication of March 15, as to whether the city of Phila-delphia is enabled to assess benefits upon the property owners to bear the burden rtion of the burden of the construc on of additional transit facilities, three distinct questions are raised: First, Can this be accomplished under the present status of the law? Second. Can this be accomplished by legislation? Or third. would it require constitutional amend-

"First. There is no general statute which authorizes the city of Philadelphia, or municipalities generally, to assess own-ers for local benefits conferred upon property. Those statutes conferring the right sess benefits upon the municipality do sclude contemplated improvements of

ond. Since the decision of Hammett va. Philadelphia, 65 Penna. 146 (1870), it is a well-settled principle of the law that the Legislature may grant to municipali-ties the power of local taxation for local benefits upon properties benefited. But the ocal benefit must not merely be incidental to the contemplated improvement; it ist be the primary object of it.
"It is further held by the courts that in

any event only the owners of directly abutting property can be assessed, and these are assessable for purely local benefits alone. The practical difficulty encountered in attempting to apportion and assess special tax on properties not abut-ting on the improvement would be nearly quite insurmountable. Although erty in the vicinity might be benefited, the imposition of such a tax would not be feasible, even if permissible, and that, among other reasons, this could

Third. It follows from decisions already handed down and which might be multiplied almost indefinitely, not only in this State but elsewhere, that no act of the Legislature having in view the assessment of benents upon property for the construction of transit facilities, or the assessment in any other manner of all or a part of their cost upon individual property ownars, would be sustained as constitutional. Hic purpose. It also follows that the only method in which this could be done would be by the slow process of constitutional amendment. As you are awre, an amendment to the Constitution requires to be proposed at one session of the Legislature, acted upon affirmatively, referred to a second session the Legislature meeting biennially, again acted upon favorably, and then submitted to a vote of the people. This, together with the time clapsing for the passing of the necessary statutory legislation, would compel an interval of four or five years before such an amendment could bec effective. Added to this would be the great difficulty, even after the amendment of the Constitution, of formulating an act of Assembly which would enable a proper division to be made between that part of the cost which should be borne by the public and that part to be charged against property owners, and dividing the latter among such owners individually."

TAYLOR ASSAILS BOBTAIL PROGRAM

Continued from Page One

denied Taylor's charge that Mayor Smith is responsible for deflecting the transit plans, changes which Mr. Taylor says give the Rapid Transit Company a strangle-hold on the city and block transit

"No corporations nor any one, directly or indirectly, have any power over our Mayor," declared Vare. "I have felt from the start of the transit matter that no matter what the people want they will get it. I have not changed my mind."

"I always agreed with former Director Taylor and always followed every propo-sition he had for transit, but I know that he is absolutely wrong in saying that the Mayor ordered the changes and not Director Twining. I feel that Mr. Taylor knows this, too, despite his state-

"I have always helped Mr. Taylor, and have always been at the head and front of Taylor's proposition when he could not get the other leaders interested in his plans. If he tells the truth he will have to say so. There has been every effort made to make political capital out of the transit question, when it should have been discussed upon the ground of merit alone.

"I said at the beginning that the Mayor will be with the people, and I still say

Among business, civic and improvement reganisations throughout the city the opin-on was freely expressed today that the \$84,800,000 loan would be defeated at the pells unless the Smith Administration withdraws its support from the Twining proposals and keeps faith with the people. The statement from former Director Taylor follows:

TAYLOR'S STATEMENT. "A careful study of Mr. Twining's sug-rested changes in the city's plans for ransit development discloses the fact that te adoption of these changes will serious"It therefore, is my duty as a citizen to inform the people of Philadelphia with relation to this subway. I deliberately

After carefully weighing my words, that Mayor Smith insisted the City Hall section of the Broad street subway e shifted from its present location under City Hall, which was designated by the Department of City Transit, and which was found necessary by the State Public Service Commission to be proper for the service, accommodation, convenience and safety of the public.

"Second. That the new location of the City Hall section of the Broad street sub-City Hall section of the Broad street sur-way around the westerly side of the City Hall, as designated in Mr. Twining's report, makes necessary the curtailment of the City Hall section of the Broad street subway from a four-track struc-ture to a two-track structure, because it is impossible to get the required curvafor four tracks from the new loca into South Broad street at South Penn Square.

Penn Square.

"Third, That this curtailment of the City Hall section of the Broad street subway made necessary radical changes in the city's plans for transit developent, and that the proposed changes will reatly and seriously impair the useful-as of the high-speed system to the

citizens of Philadelphia.

"Fourth That Mr. Twining, as consulting engineer of the Department of City Transit, frequently has assured me there is no risk in building the four-track and station designed beneath the City Hall, and that, after his report went to press, he still was firmly of that pinton, notwithstanding the statemen made by him in that report, which was submitted yesterday, that one of his ob-jections to the present location of the City station, is liability of damage to the Hall section of the Bread street line wit

"Fifth. That H. H. Quimby, chief en-gineer of the Department of City Transit, while planning the four-track subway structure with station beneath the City Hall, assured me most unreservedly on many occasions the construction of that section as designed would not be dan-gerous in the slightest degree, and that he was still firmly of that opinion on January 3, 1916.

AMPLE EVIDENCE AVAILABLE.

"Ample evidence is available and can be produced which will demonstrate that it is perfectly safe beyond any reasonable question of doubt to build the four-track City Hall section of the Broad street subcity Hall section of the Broad street sub-way beneath the City Hall as originally recommended, and I am glad to see that the special commission appointed by the Mayor went so far as to state in its re-port that 'as a result of our examinations we are of the opinion that the construc-tion of a four-track subway under the City Hall, unless obstacles now unforeseen are encountered, can probably be accomplished by the exercise of extreme care and the expenditure of considerable time."

"The construction of the four-track sec tion of the Bread street subway and transfer station beneath the City Hall as originally recommended is essential to the city's entire plan of transit development. and to eliminate the four-track City Hall station section would serve no useful pub-

Twining plan, in my opinion, is vitally defective in the following respects: "First. A four-track subway structure is provided for in Broad street between Erie and Ridge avenues, with a two-track subway structure extending from Ridge avenue down Broad street to Spruce, and a two-track subway structure extending down Ridge avenue from Broad to 8th street, down 8th to Walnut and out Walnut to 16th, without any track connection with the Broad street subway at Broad and Walnut streets, which is on a lower

"Thus the provision made in the original plan for a continuation of the four-track subway from North Broad street directly through to Spruce street is abandoned, where the two additional tracks are most needed to make effective express service feasible, between outlying districts served by the Broad street subway and the business district, and be-

tween North and South Philadelphia.

The absence of a track connection between the Broad street subway and the aubway under Walnut street would, for all times, deprive the people of South Philadelphia of the privilege of reach-ing points served by the subway under Walnut street, 8th street and Ridge

out change of cars and stair climbing, at Mr. Twining's proposed station at Broad and Walnut streets.
"I believe that the privilege which is

to be accorded passengers from North Philadelphia of traveling either directly through south on Broad street or around by way of Ridge avenue, 8th and Wal-nut streets, without change of cars, should be accorded the people of South Philadelphia.

"The building of a two-track subway

structure in Broad street between Ridge avenue and Spruce street instead of a four-track structure makes it impossible to bring the Parkway-North 29th street-Roxborough line into the west side of the lelivery loop at City Hall station, from delivery loop at City Hall station, from which point, under the original plan, the Parkway trains would be routed through to either South Philadelphia; or south, under Broad street, to Locust; east, under Locust; north, under 8th; west, under Arch, and north, under Broad, returning by the same route.

turning by the same route.
"Under Mr. Twining's plan the Park-way-North 29th street-Roxborough trains would be routed in through the Parkway, to 16th, south on 16th to Walnut, east on Walnut to 8th, thence under 8th to Ridge avenue, under Ridge avenue to Broad street and north on Broad street, returning by the same route.

"The northwestern section of the city would be better served by delivery at City Hall station and at Chestnut street sta-tion under Broad street, with the privilege of traveling through to South Phila-delphia without change of cars, or to points in the business district without change of cars. Alternate trains could he operated over these two routes under the original plan.

the original plan.
"Mr. Twining proposes that an extension
"Mr. twining proposes that an extension
the make in the of the two-track subway be made in the future south from Spruce street to League te adoption of these changes will seriousand permanently curtail the sphere of
sfulness of the city's high-speed tranlaystem and prevent the city from proyiding necessary transit facilities for the
proper service of the people in the future.

I tuture south from Spruce street to Leagus
fulness of Leagus
fulness of the city's high-speed transerving the Woodland avenue-Darby district shall be branched from the South
prices of labor and material are at this
time abnormally and excessively high, and
that it would be both unwise and untionable condition, for it will create a necessary to award very large contracts at

two-track throat through the business dis-trict from Federal street north of insuf-ficient capacity to handle the trains from both the two-track line leading to League Island and the two-track line leading from Broad and Federal streets to the south-western section of West Philadelphia.

"The people served by the future ex-tension into southwestern West Philadel-phia will be deprived of direct delivery throughout the business district with change of cars at Broad and Walnut

"Under the original plan the Woodland avenue elevated line was to be connected temporarily with the Market street ele-vated line at 30th and Market streets and trains were to be operated through by way of Market street from Darby to Frankford or Camden until the Market street subway reached its capacity, when the Crestnut street subway would in any event be necessary as a relief line to con-nect up the Frankford and Darby elevated lines through the business district.

"Every one who has studied the subject admits that the present Market street line will reach its capacity in less than 10 years unless it be straightened beneath the City Hall, and the station platforms be lengthened, in which event its capacity

would be increased about 26 per cent.
The foregoing I believe to be glaring and vital defects in Mr. Twining's design of those facilities which would form the very foundation of our municipal transit

Department of City Transit selected Arch street as the proper loca-tion for the north side of the delivery loop because of the necessity of building a four-track subway in Broad street, south to Spruce street, for the reasons which I have stated, and it seemed advisable to make full use of these four tracks down to Arch street by placing the north side of the delivery loop under Arch street instead of under Ridge ave nue. The Arch street location, in my opinion, gives better delivery for passengers, and it affords ready access between the Reading Terminal and the subway system at the station designed to be ocated at 12th and Arch streets beneath

the Reading Terminal. "The Department of City Transit selected Locust street as the proper location for the southerly side of the delivery loop because it was impossible to locate the southerly side of the delivery loop in Waliut street, with the necessary track con actions with the subway in Broad street. without grade crossings at Broad and Walnut streets, without forfeiting the station which is designed to extend under Broad street from Chestnut street to Walout street; I believe this station to be a

"Under the Twining plan the southerly side of the loop is placed under Walnut street at the expense of the necessary track connections between the Walnut track connections street subway and the Broad street sub-

Woodland avenue elevated line be brought in preferably by connecting it with the present Market street elevated line at 30th and Market streets, and in the event of failure on the part of the Philadelphia Rapid Transit Company to make the proper provision for the through routing of the Woodland avenue and Frankford trains by way of the present Market street subway elevated line, it was recommended that the Woodland aveline and the Frankford line be con-ed by a Chestnut street subway to be built by the city.

"These two elevated lines, if operated brough Chestnut street, would seriously compete with the existing system, and for this reason a fair agreement between the city and the existing system would thus be assured providing for the through op-eration of the Frankford and Woodland avenue trains by way of the present Market street subway-elevated lines.

"Under Mr. Twining's plan the city yould forfeit that strategic position which it has gained and which will require the Philadelphia Rapid Transit Company to perate the Frankford and Woodland avenue lines through the existing subway until it reaches capacity and the Chestnut street subway is built.

treet subway is built.

"Mr. Twining proposes as step No. 1 to build the Frankford elevated, connecting build the selection Market street line of it with the existing Market street line of the Philadelphia Rapid Transit Company, permitting the Frankford line to be through-routed with the present Market

"He proposes as step No. 2 to build the near Erie avenue, on the north, to Ridge avenue, on the south, with one avenue, on the south, with one pair of tracks extending south along Broad street to a point near Spruce street, and the other pair of tracks turning east along Ridge avenue to 8th street, south on 8th street to Walnut and west on Walnut to a point near 16th street.

"It would be impossible to get an independent operator to equip and operate these lines embodied in steps one and two, in competition with the Philadelphia two, in competition with the Philadelphia Rapid Transit Company, and Mr. Twining seems to recognize that fact, for he pro-poses that no more construction than is now authorized be undertaken until it is

definitely known by whom the entire system is to be operated and on what terms. "The only construction now authorized is the City Hall station section of the Broad street subway between South Penn square and Filhert street, and the Frankford elevated between Cailowhill street and Bridge street, for and Bridge street; for the latter terminal facilities will soon be required, and must be obtained by the city upon fair terms. regardless of the attitude of the Philadelphia Rapid Transit system.

"It is an amazing proposition that the city of Philadelphia shall stop the construction of the Broad street subway, and of its other high-speed lines and await the pleasure of the Philadelphia Rapid Transit Company in making an agreement for their equipment and operation. The proper course to pursue is to proceed with the construction of the facilities which are essential to the proper service and accom-modation of the people of Philadelphia, and designed in a manner which will enable them to be equipped and operated either by the Philadelphia Rapid Transit Company, or in competition with the Philadelphia Rapid Transit Company, then there will be no difficulty about getting a proper agreement between the company



Chairman of the All-Philadelphia Transit League, who demands the resignation of Transit Director Twining.

current figures. The building of the foundation of the city's transit system in the central part of the city will take much more time than the building of the outlying lines; therefore it should be started The present abnormal and excessive prices of material and labor will not con-tinue indefinitely and these conditions therefore cannot be argued as reasons for curtailing the scope of the city's plans for transit development to an extent that will impair its usefulness.

"I cannot agree with Mr. Twining that t is not necessary to furnish high-speed ransportation facilities without delay to forth Philadelphia above Eric avenue, to South Philadelphia below Spruce street. to the Woodland avenue district of West Philadelphia, to the North 29th street-Roxborough district, or to the 35th Ward, and I believe the people resident in the districts which I have enumerated will assert their rights in a vigorous way.. If they fail to do so the loss will be theirs.

"If a person wishes to travel in Phila-delphia from any point to any other point, the entire transportation machine should be at his disposal in making the trip for one 5-cent fare, regardless of the number of times he is required to change cars. "Every citizen contributes his share in

one way or another toward the establish ment and operation of the transportation machine as a whole and should have the privilege of using that machine at all times without submitting to discrimina-"Under the plan which I stand sponso

for, and am prepared to uphold until it can be improved, a passenger may board a surface car at his front door, ride to the nearest station on the high-speed system transfer free to the high-speed system, transfer free in changing cars between the high-speed lines, and can transfer free on leaving the high-speed system to a surface line which carries him to his destination.

"That is what the people are entitled is what the people want, and it is what the people are going to get, if they uphold the so-called "Taylor plan." That is the plan, coupled with the elimination of the exchange tickets, which has been agreed to between the Director of the De-partment of City Transit and the officials of the Philadelphia Rapid Transit Com-pany, subject to ratification by City Councils and by the Union Traction Company

"The Director of the Department of City Transit has recognized the just claim of the Philadelphia Rapid Transit Company for protection of its net income against loss resulting from the co accorded the city by the Philadelphia Rapid Transit Company in operating the city owned high-speed lines on a free transfer basis, and has agreed with the efficials of the Philadelphia Rapid Transit Company, subject to the approval of City Councils, that the Philadelphia Rapid Transit Company shall be reimbursed for that loss.

"On the other hand, the officials of the Philadelphia Rapid Transit Company have joined in that agreement, subject to its ratification by the Union Traction Company. If the conditions had not been fair to them they would not have done so.

"Let us require that that agreement be ratified by the Union Traction Company to the end that it shall be carried out. The city has the power to do so and should exercise that power in behalf of the citizens.

"The Twining report leads one to believe that the city's plans for transit development must be curtailed if the city is to escape dire consequences. He states that these consequences may be an fircrease in the rate of fare or an increase in the tax rate, or assessment of benefits against the property, which will be improved by the establishment of parts of the municipal high-speed system. The facts are as follows:

"If all of these lines should be built and stand idle and earn not a dollar of return, the entire interest and sinking fund charge on the bonds issued for the building of them would amount to only 5 per cent on \$50,000,000 and 6 per cent on \$6,000,000, or \$2,800,000 a year.
"If the city had to raise this entire sum

by taxation, which would be an absurd assumption, it would only require an in-crease of 15 cents in the tax rate. That is the maximum liability which the city could assume in proceeding under the Taylor plan if the facilities were to stand idle and produce no revenue whatever, 'Mr. Twining has entirely overlooked in

his report the fact that by establishing these facilities as provided, the city should consider other offsets which it will get against the fixed charge. "I. The one mili personal property Shrigley are the architects.

tax surrendered by the State in aid of transit development—\$280,000 a year.

"2. One dollar tax on probable abnormal increase in taxable values due to rapid transit development, \$1,200,000 in 1920, increasing annually up to \$3,000,000 for the year 1930.

more to say later.
"I want to remind everyone that no part of the interest or sinking fund pay-ments accruing on city bonds issued for transit development will be payable out of current revenues by the city until one year after the facilities are actually in operation and earning revenue. Therefore, the transit loan could have no effect whatever on the tax rate for four or five years in any event, no matter what any one

I want to remind the citizens of Phila delphia that the saving to them due to the elimination of the exchange ticket will be over \$500,000 a year, and that the annual saving to them in time, calculated on a basis of 15 cents per hour, will be. in 1920, \$1,635,000.

"As a result of the deliberate and core-ful study which I have made of Mr. Twin-ing's report and the plans which he recommends, I regret to say that I am forced t the conclusion that those plans are ad-mirably calculated to fortify the position of the Philadelphia Rapid Transit Company against any serious competition and to strangle any proper and efficient rapid transit development in the city of Philadelphia in the future.
"I cannot go into further detail at this port."

time, excepting to state that the four tracks in Broad street, with a central transfer station beneath the City Hall. are essential to the welfare of the traveling public in Philadelphia, and that not on objection which has been urged agains the City Hall station section of the Broad

the City Hall station section of the Broad street subway has any force whatever.

"That station was designed to ulti-mately have outlets from under ground on the south pavement of South Penn square, both east and west of Broad street, in the west pavements of West Penn square, in Broad Street Station, at various points in the sidewalk around the outside of City Hall, and in the City Hall courtyard.

"These plans were not referred to by Mr. Twining. They are on file in the Department of City Transit. If they are carried out no congestion need be feared in r around the City Hall and passengers

vill be properly distributed.

"It should be remembered that the so called "Taylor plan' provides for through routing and only such North Broad street trains as are not needed on lines throughouting with North Broad street will be turned back on the North Broad street line directly by way of the delivery loop, "The so-called "Taylor plan" provides for

the following routing of trains:
From North Broad street to Arch
street, then by way of the delivery loop down Arch street to 8th, down 8th to Locust, up Locust to Broad, down Broad to League Island, and return. From North Broad street directly

through to League Island and return. From North Broad street to Broad and Arch street, thence around the delivery loop by way of Arch street, 8th street and Locust street to City Hall station, thence out the Parkway—North 29th street line, to Roxborough and re-From North Broad street around the

delivery loop and return. From South Broad street to City Hall station, thence out the Parkway-North 29th street-Roxborough line and return. From South Broad street directly through to North Broad and return. From South Broad street around the

delivery loop and return. From Roxborough to City Hall sta-tion, thence directly through to League Island and return. From Roxberough to City Hall station

nce south to Locust street, around delivery loop and north on Broad street and return. From Darby to 30th and Market streets, thence by way of Market street elevated-subway and Frankford elevated

to Frankford and return. From 69th street terminal by way of Market street elevated-subway and Frankford elevated to Frankford and

"On the completion of the Camden tube portion of the Darby and 69th street trains would be routed through to Cam-

"From Frankford the Frankford trains would be routed through by way of Market street to Darby and to 69th Street Terminal and return.

were drawn to afford the greatest amount of through-routing possible, and the greatest facility for passengers to transfer between surface lines and high-speed es and between any two high-speed lines at all points of intersection.

"The removal of the City Hall station to Broad and Arch street virtually will prevent the free transfer of passengers between the Market street subway-elevated line and the Broad street subway The people of West Philadelphia who

now wish to travel between West Phila-delphia and many points in either the northern or southern section of the city have to pay an extra fare to do so. Unde the contemplated plan it looks as if they uld have to continue to pay that extra "Likewise, people in South Philadelphia

and in North Philadelphia, wishing to reach many points in West Philadelphia now have to pay an extra fare to do so. If the City Hall station be removed it likely that they will continue to pay that extra fare. "It is time for the citizens of Philadel-

phia to come forward and assert their rights in this matter. If they fail to do so it will not be because I have not informed them of their peril.

Baby Dies in Mother's Absence Mrs. Lena Foraker, of 2533 South Fair-hill street, left her 7-months-old baby, Allen, in a perambulator outside of her home last night for a few moments, and when she returned the child was dead. A physician said the infant had suddenly been seized with convulsions.

New Four-story Home for Bank Contractors are estimating on a new bank building at 1431-1433 Chestnut street for the Logal Trust Company. The structure, 37 by 95 feet, will be four stories high, built of brick and stone. Bunting &

for the year 1930.
"I do not wish to go into too much detail at this time, as I shall probably have All Ships Violating Rules Subject to Seizure, New Order Declares

> LONDON. March 31.—The British slockade that has been tightened by the order in Council issued last night, which lectares that "neither a vessel nor her cargo shall be immune from capture for a breach of blockade upon the sole ground that she at the moment is on her way to

a non-blockaded port."
The order sets forth that, subject to certain modifications and omissions, the Government has put in force the Declaration of London respecting the capture of

tion of London respecting the capture of merchant craft during the war.

Certain doubts, however, have arisen concerning the right to effect "the capture of conditional contraband on board a vessel bound to a neutral port," and these doubts it is declared "expedient to put an end to." Hence it has been decided no longer to adopt article 19 of the Declaration, which provides that "whatever may be the ultimate destination of a vessel or of her cargo she cannot be captured. of her cargo she cannot be capture for breach of blockade if at the mo on her way to a nonblockaded

is therefore ordered that the pr visions of the Declaration of London "shall not be deemed to limit, or to have limited, in any way the right of his Majesty, in accordance with the law of nations, to capture goods upon the ground that they are conditional contraband, nor to affect, or to have affected, the lia-bility of conditional contraband to capture, whether the carriage of the goods to their destination be direct or entail transshipment or subsequent transport by land. This provision is made applicable also absolute contraband. Another clause says that enemy desti-

nation "may be presumed to exist if the goods are consigned to a person who during the present hostilities has forwarded imported contraband goods to terri-tories belonging to or occupied by the enemy.

Garrett Hill Boys Entertain

Twenty-five members of the Garrett Hill Boys' Club, of which Samuel Scoville, the Bryn Mawr lawyer and naturalist is director, entertained a big audience last night in the Bryn Mawr firehouse with a minstrel and vaudeville show. Andrew A. Riley was the interlocutor and the end were Charles Baker, William Chap-Thomas Norton and John Maguire. men were Charles Baker, William Chap-pell, Thomas Norton and John Maguire. Other participants were Joseph Gane, Joseph Smith, J. Ignatius Kirach, John Powers, William Brown, George McHugh, William Devereux and George Coane,

TWINING SHOULD QUIT NET MADE TIGHTER AT ONCE, SAYS LEADER OF TRANSIT LEAGUE

> Ended HITS FARE RAISE PLAN

Horace V. MacFayden Asserts

Director's Usefulness as

City Official Is

"Director Twining's usefulness as a city official is ended. He should resign at

Such was the observation and demand of Horace V. MacFadyen, chairman of the All-Philadelphia Rapid Transit League, at his home in Lyceum avenue, Rozbot-ough this morning.

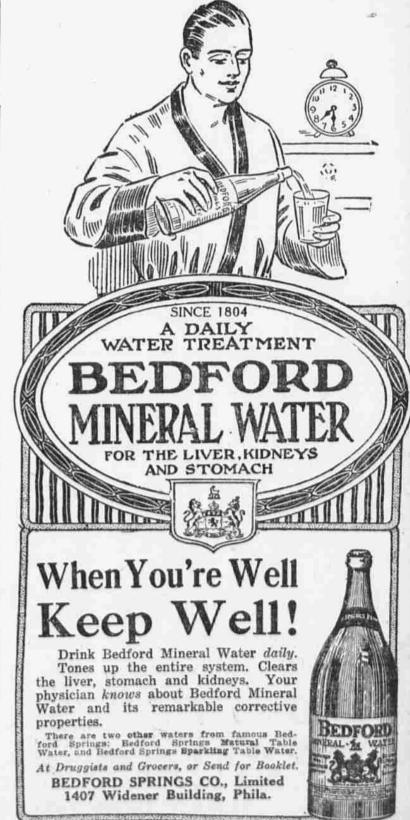
"Every toiler should unite in a de-mand that he be fired at once unless he

mand that he be fired at once unless he goes into voluntary retirement," continued Mr. MacFadyen. It was after a five-hour study of the esential features of the report and recommendations presented to Councils' Finance Committee by Mr. Taylor's former assistant and his successor, that Mr. MacFadyen spoke.

"Ever since I can remember there has been a demand for the elimination of the 8-cent exchange ticket and a desire to force legislation that would insure a uniforce legislation that would insure a universal 5-cent fare," said he. "Yet, in spite of the agitation of years. Mr. Twin ing calmly suggests and recommends an ing calmiy suggests and recommends an increase in fare to 525,000,000 persons and pats himself on the back for advising that 20,000,000 more persons be muleted for \$800,000 by the exchange ticket tax, that this is to continue for something like 40 or 50 years and run up a greater total with the increase of the city's population.

the city's population.
"Mr. Twining asks us to allow the P. R. T. to continue the sale of exchange tickets which bring in \$850,000 a year, and that we are then to pay seven-twelfths of a cent more on each of the 525,000,000 rides that have been absolutely a straight nickel fare. This means the abolition of all 5-cent fares and adds \$3,062,500 to the carfare bill of the toilers or, with the ex-change ticket revenue, a total of \$3,942,000 more for car rides than the people want to pay—a sum that exceeds the interest charge of a \$50,000,000 loan by \$1,592,500 annually, an excess that would amortize the original projected \$50,000,000 loan in

25 years.
"He would have us spend \$35,000,000 for a patch system, but throws up his hands in horror at the thought of spending \$50,000,000. The difference would amount to \$675,000 interest in a year at 4 1/2 per cent. or about \$14,062 per ward. On these figures."



PETEY-"Hark!" Is Right But Not the "Gentle Footsteps"

By C. A. VOIGHT





