

TWINING ADMITS HE AND MAYOR TALKED TRANSIT WITH MITTEN SECRETLY

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Continued from Page One possible increase in cost over the original estimates on account of the prevailing high cost of construction work at the present time.

THE ADMISSION. The questions which led to Mr. Twining's confession follow:

Trainer—We are now coming to the serious part of this question and in treating of it, I believe you will tell the people of this city the truth. I have information that the transit questions were taken up with folks beyond the official life of the city. Is this true?

Twining—Yes, once. I met with the Mayor, Mr. Mitten, president of the Philadelphia Rapid Transit Company, and Mr. Drury (Mr. Drury is an engineer of the Philadelphia Rapid Transit Company).

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I have complete confidence in Mr. Twining. He was recommended by Mr. Taylor and others as one of the most capable engineers in the country.

Mr. Twining jumped to his feet as soon as the Mayor had concluded his address and offered his amendment.

"Don't you think," he exclaimed, "that it would be only fair to provide copies for every member of the committee before introducing the amendment? I don't think it is sufficient for a clerk merely to read it. Every one should be given opportunity to digest it."

"There are not enough to go around," replied Mr. Lennon. "In the old days we had many intricate problems read to the clerk. I am not in this question for practical politics, but for the best interests of the whole city—not only South Philadelphia, but the whole city."

"What copies of the amendment were on hand were distributed," replied Mr. Twining, continuing his defense of his opinion that the amendment should not be introduced.

"Different engineers render different opinions on the same subject," he explained. "We had no available information as to conditions under City Hall. The drawings for the subway did not show the foundation for the hall."

"The data on that point was very meagre. I do not think that any individual should be held responsible for the opinions of any firm of engineers. I will state my side of the case, but I don't care to pass upon the opinion of others. You had better call on Ford, Bacon & Davis for that."

Mr. Twining said that Ford, Bacon & Davis, with their great reputation as engineers, had done a special duty to the citizens of Philadelphia; that they should have informed the Mayor and Councils as to conditions.

"They must know that if any danger exists now it existed then," he said emphatically. "They should have investigated more thoroughly. It is a very funny thing for a firm like Ford, Bacon & Davis."

Chairman Gaffney asked Director Twining if any pressure was brought on him as to what he should report on conditions under City Hall. The Director replied in the negative, saying that he was simply asked to take the engineers under City Hall and to make a report.

Mr. Twining then inquired: "Before you make your investigation, had not the Mayor already declared himself against the 'island station'?"

"Twining—I don't know whether he had or not. I saw statements he made in the papers, but I don't know if they were true."

Chairman Gaffney—Did the Mayor indicate what he wanted you to find?

Twining—No.

RISK UNDER HALL. Chester E. Albright, chief of the Bureau of Surveys and one of the engineers who examined the City Hall foundations, made a very excited speech, in which he declared that it would be possible to build four tracks under City Hall, but that it would be at a great risk and a great cost.

Mr. Segor interrupted him: "So you say it could be done at great expense?"

Albright—"In order to put four tracks under City Hall you would have to shore up a loose pile of stone 12 feet thick and you would have to take away the foundation and build another foundation. I don't believe that the thing could be done with the plans now before the people."

Mr. Segor again interrupted: "But you say it can be done?"

Albright—"Yes, it might be done in the way that the man went over Niagara Falls in a barrel. He went over, all right."

Director Twining then said that he opposes the Taylor loop because it would cause congestion.

"Would not your proposed station at Arch street be of benefit to the traction company?" asked Mr. Trainer. "It might become the duty of the Public Service Commission to order free transfers between the Broad street subway and the Market street subway."

"The Arch street station would not provide for the proper transfer between these lines. That's the reason why I think that some influence is at work to shift the station from under City Hall to Arch street."

ALL HYPOTHETICAL. "That's all hypothetical," said Director Twining. "The Market street line would be of little use unless it were all reconstructed. It was built to provide local service. To increase its capacity would necessitate the rebuilding of all of its stations in order to accommodate longer trains."

"Were the bids for the printing of the report asked for while the Mayor was away?"

"Yes," replied the Director. "How many bids?"

"During the cross-examination of Mr. Twining, Mr. Trainer asked what caused the delay on the report."

"We had to make changes," replied Mr. Twining.

Mr. Trainer then asked if he kept in touch with the Mayor while the latter was away.

"I did not even send him a postal card," was Mr. Twining's answer.

"Who was the lowest bidder?"

"Franklin & Co.," replied Mr. Twining.

Here Chairman Gaffney interrupted the cross-examination with heat with the remark: "We ought to stick to the main issue in this proposition."

The interrogator then asked Mr. Twining if there was not a legal provision which prohibited the Director of Transit from nullifying the act of citizens and City Councils.

"Yes," replied Mr. Twining. "Didn't the people vote last November for the Frankford elevated, the Broad street subway and the City Hall island station? Was not the legal stamp on this plan, and all that time did not your whole engineering force and surveyors plan for something else for which there is no legal warrant?" persisted Mr. Trainer.

"We had two engineers on the job," replied Mr. Twining.

Lennon's amendment was unanimously adopted after the one introduced by Segor had been defeated by 15 to 18. Those voting for the Segor amendment were: Abraham, Bacon, Conn, Flaherty, Gleason, McCloskey, McGuigan, Seger, Trainer and Williams.

Those who opposed it were: Halsey, Hutchins, Crawford, d'Aurechy, Finley, Lennon, McCarthy, McKirk, C. J. McKinley, Morton, Schwartz, Smith, Walter, McKelney and Gaffney.

Both President Lennon of Select and President Gleason, of Common, voted as ex-officio members. The only member not present was William H. Quikley, of the 28th ward.

Before the vote Mayor Smith asked to be permitted to make another short address. He said:

"I am a golf player. Mr. Mitten is also a golf player. I played with him at Seaview. I lunched with him there, together with Senator Pennock and City Solicitor Councilly. I proposed to play golf with Mr. Mitten. I took lunch with Mr. Mitten once in his rooms at the Bellevue. I want to tell you about that."

"One morning with Director Twining I made an inspection of the city's transit lines. We visited Mr. Mitten to accompany us. When the morning was over we went to Mr. Mitten's apartments for lunch. I remember asking him for free transfers at a point in West Philadelphia. He refused to give them."

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"I never saw him after that until he walked into my office a few weeks ago. The Mayor of a city is expected to meet the head of this corporation as a member of the board of directors of the company, as provided in the agreement of 1907."

The Mayor then explained that he had appointed a commission to inspect the conditions existing under City Hall. Mr. Trainer suggested that this commission might have been influenced by the Mayor, and thereupon they were asked to address the Finance Committee.

They were Directors Datesman, Webster, Twining, Chief Chester A. Albright, Engineer Quimby, of the Department of Transit. Each said he had been in no way influenced by the Mayor.

Mr. Trainer made the suggestion that as the experience of operating the transit department comes largely from the 46,000 authorized for the construction of the Broad street subway and the Frankford elevated, and as the employees of the transit department have been at work through March on different plans than those approved by the people, that it has virtually amounted to a municipal appropriation of loan money. He said that in view of this fact the transit bill for the month of March ought not to have been paid out of loan money.

BORDEN'S Eagle Brand Condensed Milk advertisement. Includes text: "that is a word you have heard, perhaps, all your life. And all your life it has meant constantly but one thing—Quality." and an image of a milk can.

EDISON America's Greatest Inventor Did not go to College advertisement. Includes text: "Neither did James Watt, who perfected the steam engine, nor Faraday, whose discoveries created modern electrical industries, nor McCormick, who made harvesters, nor Arkwright, who invented the spinning jenny, nor scores of other great inventors and men of genius."

DREER'S Lawn Grass Seed advertisement. Includes text: "Fix up the bare spots by raking the soil and sowing Drear's Seed."

Did You Miss a College Training? advertisement. Includes text: "There is no need to be ashamed if you did; 97 out of every 100 American men and American women have gone without."

Encyclopaedia Britannica advertisement. Includes text: "Many persons believe that this magnificent work is rather for 'high brows' and college professors and rich folks."

A Richly Illustrated 130 Page Book About It advertisement. Includes text: "One conspicuous trait is common to all these men. That is a PASSION for KNOWLEDGE. That's why they succeeded."

Our Garden Book advertisement. Includes text: "offers nearly every flower and vegetable growing, and gives cultural notes. It is profusely illustrated with hundreds of photo reproductions."

Is Your Telegram There? advertisement. Includes text: "EVERY day the Public Ledger and Evening Ledger Classified Section contains a list of undelivered telegrams waiting at the various offices of the Western Union and Postal Telegraph Companies."

Absolutely Perfect Solitaire Diamond RINGS advertisement. Includes text: "The more you hurry you the better we like it. No order too little or too big to merit immediate shipment."

SEARS, ROEBUCK and CO. Chicago. Please send me your 130-page book about the Encyclopaedia Britannica.