EVENING LEDGER-PHILADELPHIA, MONDAY, APRIL 3, 1916.

MITTEN SECRETLY MAYOR TALKED TRANSIT WITH CONFESSES HE AND TWINING I never saw him after that until he "Were the bids for the printing of the

TWINING ADMITS HE AND MAYOR MET MITTEN

possible increase in cost over the original estimates on account of the prevail-Continued from Page One

other transit facilities, \$2,200,000.

ment reads:

ses, to wit:

therewith.

Rhawn street.

ing high cost of constructon work at the present time.

THE ADMISSION.

The questions which led to Mr. Twin-

The questions which led to Mr. Twin-ing's confession follow: Trainer—"We are now coming to the merious part of this question and in treat-ing of it, I believe you will fell the peo-ple of this city the truth. I have infor-mation that the transit questions were taken up with folks beyond the official life of the city. Is this true? Trainer Vessions I met with the

life of the city. is this trus? Twining—Yes, once, 1 met with the Mayor, Mr. Mitten, president of the Phil-adeiphia Rapid Transit Commany, and Mr. Drum, (Mr. Drum is an engineer of the Philadelphia Rapid Transit.) Trainer—Mr. Director, where was that meeting held? Twining—I don't remember. It may have been in the Mayor's office. Trainer—As a matter of fact, wasn't that meeting held in Mr. Mitten's room in the Hellevue Stratford? Twining—Yes, I believe it was, but one office.

HELD TWO MEETINGS.

Trainer-Oh, then there were two meet-gs. Was it at those meetings that the

ings. Was it at those meetings that the question of changing the stations under the City Hall was discussed? Twining---I believe we talked over whether or not the Market street subway should run under City Hall.

At this juncture Councilman Seger said: "Mr. Director, did the Public Service Commission make any objections to danger under City Hall?

Twining-I suppose not. They issued

the permit. Seger-Why, if you believed the run-ning under the City Hall was dangerous, did you not oppose it? Twining-Why should any one oppose it when the head of the department is for the was referring to Taylor.)

it when the head of the department is fur-it. (He was referring to Taylor.) Seger—I can't see why you, as a con-sulting engineer, allowed a contract to be let without notifying the Mayor as to the danger. I take for granted no engineer, no matter who his director was, would

overlook such a thing. Twining—I told Director Taylor there was not much doubt that it could be put under the City Hall, but that it was no place for it. I would never plan to put the subway under the City Hall. I guess

I took orders. Trainer-Mr. Director, the same thing would apply to the commission; all of you men are under the Mayor. Twining-No, I don't think that it is the

name; the commission was requested by the Mayor and was not an obligation. Councilman Trainor now questioned Mr.

Twining again: "Director," he said, "you made no written objection to the plan to run the sub-

way under the City Hall." Twining-No.

Trainer-From the November election and the day of Mayor Smith's inauguration or the day of your appointment did you talk with the Mayor on the transit plan?

talk with the Mayor on the transit plan? Twining—I met the Mayor in the mld-dle of November. He asked me if I would consider the directorship, and I asked him in reply: "Have you committed yourself to the Taylor plan so that I could not sug-gest changes? If I am tied to certain features of that plan I don't want the place." The Mayor replied that he was not committed to any plan. ot committed to any plan.

Select Councilman Harry Trainer forced Select Councilman Harry Trainer forced the Mayor to admit that the bond for Mc-Nichol's Keystone State Construction Company, to the contract which was awarded for the City Hall work, was pro-vided through the Thomas B. Smith Com-pany. Trainer asked Director Twining "If the contractor fell down on the job, would not the surety company be liable." Smith said it would. "What surety company went on the con-

"What surety company went on the con-tractor's bond?" Mr. Trainer first asked. "I can't tell you." Director Twining answered. "I did not bring a copy of the contract with ine."

the contract with me." "The Mayor jumped to his feet. "Mr. Trainer," he said. "aimost every surety company that is qualified to do husiness in this city went on that bond."

Trainer-What was the amount of the contract? Twining-Approximately \$1,700,000.

I have complete confidence in Mr. Twining. He was recommended by Mr. Taylor and others as one of the most capable engineers in the coun-try. Even Mr. Twining is opposed to the City Hall station. I have new called your attention to my reasons. It new rests with you.

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

rallway connecting with the same, ex-tending thence over 25th street, Henry avenue and Ridge avenue to Rox-borough \$7,500,000. I offered his amendment. I offered his amendment. Don't you think," he exclaimed, "that would be only fair to provide copies for ity member of the committee before is sufficient for a clerk merely to read Every one should be given opportunity The Director members in the source of the washing-to Monument had not been underplaned without any danger, for engineering work that was not commidered extraordinary. "Don't you think," he exclaimed. "that it would be only fair to provide copies for overs member of the committee before introducing the amen"ment? I don't think it is sufficient for a clerk merely to read Sixth. For a subway rallway in Arch street, sin street and Locust street, forming a delivery loop and connecting with the Broad street subway at or near Arch street and at or near Locust atreet, \$7,800,000. Seven. For a subway railway if Councils should hereafter determine to digest it.

"There are not enough to go around," replied Mr. Lennon. "In the old days we had many intricate problems read by the that the same should be rected as a connection between the clevated rail-ways leading to Frankford and to Darby, such salway to be mainly under Chestnut street—\$5,000,000. Eighth. For the acquisition of real estate and real estate assessments had many intrinate problems read by the clerk. I am not in this question for prac-tical politics, but for the best interests of the whole city—not only South Philadel-phia. I think a slow reading of the amendment amply sufficient. As far as my amendment is concerned every section of the city is cared for. Every amount specified is earmaticed so it cannot be di-verted, or, in plainer words, stolen for another purpose." real estate and real estate assessments in connection with the construction and improvement of the aforegoing subway and elevated rallways and another purpose.

What copies of the amendment were on und were distributed.

The Lennon amendment provides for the payment of interest and sinking fund charges for each of the items. It proposes Director Twining, in continuing his de-fense of his opinion that the island sta-tion should not be built under City Hall. that the interest and sinking find charges be paid out of the total amount of the transit loan. The introduction to the doraid that there is not more uniformity nong engineers than among doctors.

"Different engineers render different pinions sometimes on the same subject," e exclaimed. "We had no available in 'For the construction and improvement of subways, tunnels, railways, elevated railways and other transit facilities and the payment of interest and sinking fund ormation as to conditions under City (all. The drawings for the subway did not show the foundations for the hall. fiall. rges, \$57,100.000, to be used, applied

The data on that point was very measure The amendment by Mr. Seger called for an item of \$60,000,000 in the munici-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 pal loan, instead of \$55,000,000, and de-fined the routes of the lines for which the money should be expended as follows: 8115 on the opinion of others. You had bet call on Ford, Bacon & Davis for that. Mr. Seger said that Ford, Bacon a "Sixty millions for the following pur-

Mr. Davis, with their great reputation as engi-Toward the \construction and im neers, owed a special duty to the citizens of Philadelphia; that they should have inprovement of all or any of the sub-ways, tunnels, railways, elevated rail-ways and other transit facilities, deformed the Mayor and Councils as to conscribed as follows, together with the "They must know that if any danger

necessary real estate and real estate easoments required in connection exists now it existed then." he suid em-phatically. "They should have investi-gated more thoroughly. It is a very funny thing for a firm like Ford, Bacon & First. A subway railway in Broad street from League Island to Olney avenue, with four-track capacity be-Davis Chairman Gaffney asked Director Twintween McFerran street and Spruce ing if any pressure was brought on him as to what he should report on conditions street, and with the necessary branch lines northeast and northwest from

under City Hall. The Director replied in the negative, saying that he was simply Broad street; also a subway railway in Arch street. Sth street and Locust street forming a delivery loop and connecting with the Broad street subisked to take the engineers under City Hall and to make a report. Mr. Trainer then inquired

"Before you made your investigation, had not the Mayor already declared him-self against the Mand station?" Twining-I don't know whether he had

connecting with the street and at or near Locust street. Second. An elevated railway from Front and Arch streets to Rhawn street, via Front street. Kensington avenue and Frankford avenue to Rhawn street. or not. I saw statements in the papers, but I don't know if they were true, Chairman Gaffney-Did the Mayor in-Third. An elevated railway from a point at nor near 20th and Market streets or 30th and Chestnut streets, extending thence into Darby. licate what he wanted you to find?

Twining-No. RISK UNDER HALL Chester E. Albright, chief of the Bu-

reau 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. Seger interrupted him: "So you say R could be done at great expense"

you would have to take away the founda-tion and build another foundation. I don't believe that the thing could be done with the plans now before the people." Mr. Seger again interrupted. "But you

ay it can be done?" he insisted. Albright-"Yes, it might be done in the vay that the man went over Niagara Falls in a barrel. He went over, all right. Director Twining then said that he op-

poses 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 be-tween the Broad street subway and the Market street subway.

the rebuilding of all of its stations in order to accommodate longer trains way Mr. Trainer then resumed his dis sion of the City Station. He asked Di-

rector Twining: Did you not may it would be dange "I did not may it would be damperous," "I did not may it would be damperous," the Director replied. "I said there was an element of risk. I would rather fro Mi

WAS BWRY

The Director insisted that the character of the work was entirely different, and was then asked by Mr. Trainer:

"What does the Pennaylvania Railroad subway referred to in your plana menn?" "They are planning to bring tracks un-derground down Broad street." the Di-

rector replied. "Is that why you proposed to shunt two tracks down Ridge average?" Mr. Trainer asked.

Director Twining then called attention Director Twining then called attention to the fact that the proposed Pennsylvania Railroad subway was taken into con-sideration in the Taylor plan, Council-man Seger then asked for permission to question Director Twining.

He called the Director Twining. He called the Director's attention to page 64 of the Twining report, where, under the fills, "Objections to the Lines and Locations Under City Hall," it said: attention to For liability of damage to City Hall.

Mr. Seger then read the EVENING

ADDER article referred to and continued; "Were you quoted correctly?" "Not exactly." the Director replied.

What I did say was that it was not im-

You acknowledge then that it could

"I did not say that it could," the Di

ector replied; "I said that it probably ould. What can be done is largely a vestion of time and money in cases such

A lively till followed between the Vare-Smith and Penrose-McNichol forces the Seger and Lennon amendments.

eet Councilman Turner said : "If I were

ity Hall.

· built?

us this

Mr. Seger then said. "In the EVENING LEDGER of March 31, ich was last Friday, you were quoted Mr. Twining, as admitting that the pro-posed Taylor station could be built under

report asked for while the Mayor was Yes," realled the Director. McKinley, Morton, Schwar Walter, McKiney and Gaffney,

"How many bids?" "Pow many bids?" "puring the cross-examination of Mr. Twining. Mr. Trainer asked what caused the delay on the report. "We had to make changes," replied Twining.

Mr. Trainer then asked if he kept in such with the Mayor while the latter

'I did not even send him a postal card,'

Dunlan & Ce

Here Chairman Gaffney interrupted the conservation with heat with the re-mark "We ought to stick to the main use in this proposition" mark

om nullifying the not of citizens and City nella?

"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 size for which there is no legal warrant." persisted Mr. "Presine"

Lennon's amendment was unanimously ated after the one introduced by Sege been defeated by 15 to 10. These ver ing for the Segar amendment were: Abra-

arzan

By Edgar Rice Burroughs

Famous ape-man becomes

King of the Jungle again.

AT ALL BOOKSTORES

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hams, Breon, Conn. Finherty, Gleason McCloskey, McGuigan, Seger, Trainer and Williams. Those who opposed It were Inizier, Buchholz, Crawford, d'Autrechy, Finley, Lennon, McCarthy, McCurk, C. J. Schwartz, Smith,

Roth President Lennon, of Select, and President Gleason, of Common, voted as x-officio mombers. The only momber not present was William H. Quigley, of the 28th ward.

Before the vote Mayor Smith to be permitted to make another short ad-dress. He said:

"I am a golf player. Mr. Mitten is also i golf player. I played with him at Sea-lew. I lunched with him there, together with Senator Penrose and City Solicitor Connelly. I proposed to play golf with Mr. Mitten. I took lunch with Mr. Mitten once in his rooms at the Bellevue. I want

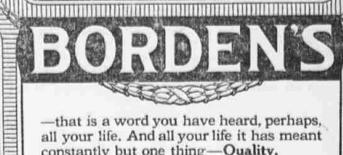
"I never saw him after this usual he walked into my office a few weeks age. The Mayor of a city is expected to men the head of this corporation as a member of the board of directors of the company, as provided in the agreement of 1907."

The Mayor then explained that he had appointed a commission to inspect the con-ditions existing under City Hall. Mr. Trainer suggested that this commission night 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, is the experience of operating the transit department comes largely from the 16, 000,000 authorized for the construction of the Broad attest subway and the Frankford elevated, and as the employer of the transit department have been at 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 bills for the month of March ought not to have been paid out of loan money.

to tell you about that. "One morning with Director Twining I "The morning with Director Twining I made an inspection of the city's transit lines. We invited Mr. Mitten to accom-pany us. When the morning was over we went to Mr. Mitten's spariments for lunch. I remember asking him for free transfers at a point in West Philadelphia. He refused to give them.





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AND MY NO MOUNT

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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.

chairman I would rule that the Seger amendment be given the precedent over the Lennon amendment." Chairman Gaffney replied that Mr. Seger had said nothing about offering his amendment, but simply said he would distribute copies of the amendment to give the members of the committee an opportunity to read it carefully. The Seger amendment won a reading. Immediately after the reading Director wining came to the front of the chamber ind stated that he was open to question He was placed upon the grill by Mr Trainer, who asked him pointed ques

tions concerning the printing of the Twin-ing report, and as to his actions during the absence of the Mayor in Georgia.

The first question fired by Mr. Trainer at the Director was:

a Mr. Twining's answer. Who was the lowest bidder?"

The interrogator then asked Mr. Twin-ng if there was not a legal provision which prohibited the Director of Transit

Yes," replied Mr. Twining.

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

Trainer-How long ago was it awarded? Mayor Smith-1 think it was last September

Trainer-When was the bond issued? Twining-I think it was in September. Trainer-Did the National Surety Com-

pany underwrite the bond? Mayor Smith—The National Surety Company and five or six other companies

Company and five or six other companies underwrote the bond, but I had resigned from the National Surgry Company. Trainer-When did you resign? Mayor Smith-Last September, Mayor Smith-Last September, but re-gardless of when I resigned. I want to say that I had nothing to dr with the contract. Trainer-Who underwrote the bond? I think it was all underwritten by the same commany?

Mayor Smith-Yes, by the Thomas B. Smith Company. Trainer-1 knew that.

Mayor Smith-It is the same place as your company is bonded. Mr. Trainer. Trainer-Yes, and we get good satisfaction

SEGER AND LENNON RESOLUTIONS.

Both the Seger and the Lennon resolu-tions called for all the lines planned by former Director Taylor and for a fourtrack subway down Broad street to Spruce street and for the original Taylor deliv-

ery loop. The Lennon resolution called for the expenditure of the \$57,100,000 in the fol-

lowing ways: First, For a subway from Olney First, For a subway from Olney avenue to League Island with a four-track capacity between McFerran and Spruce streets, with the necessary branch lines northeast and northwest from Broad street—\$12,000,000. Second. An elevated railway from Front and 'Arch streets to Rhawn street, via Front street, Kensington avenue, and Frankford avenue to Rhawn street—\$4,000,000. Third, For a double-track surface passenger railway, beginning at or

Third. Fold a double inning at or near Frankford avenue and Oxford avenue, thence along Oxford avenue, Castor avenue. Busileton avenue, Verree road, Worthington road, and Southampton road to Byberry and Persentee ultes \$1,200,000

Southampton road to Byberry and Bensalem pike, \$1,200.000. Fourth. For an elevated railway, beginning at or near 30th and Mar-ket streets, or at or near 30th and Chestuit streets, and extending thence to Darby, \$4,200,000.

Fifth. For a subway railway ex-tending beneath the Parkway from a point of connection from the Broad street subway at or near the City Hall, into Fairmount Park, near the Green street entrance and an elevaetd



Immediately after the Finance Commit-tee meeting opened, at 2:30 o'clock this afternoon, Councilman Segor passed around copies of the amendment which he proposed to introduce. Chairman Gaff-ney, in formally opening the meeting, de-clared that the city is not bound to the Taylor day and the the top to the Taylor Taylor plan any more than to the Twining ohan This committee is interested in two things," he said, "the amount that is to be provided for transit and just where that amount may be spent. There should be a healthy discussion of these ques-

extending thence into Darby. Fourth: A subway railway extend-ing beneath the Parkway from a point of connection with the Broad street subway at or near the City Hall, into Fairmount Park near the Green street entrance; and an ele-vated railway connecting the same, extending thence over 70th street, the

extending thence over 29th street, to-gether with an extension mence to Henry street to Roxborough, which extension may be in whole or in parts

either elevated or open subway. Fifth, A high-speed railway to be located mainly on the surface of the

land, without grade crossings, ex-tending from a point of connection with the Frankford elevated line in

Frankford to a point near Bustleton, thence near City Farms at Byberry to the northerly section of the 35th

Sixth. A subway rallway, if required by City Councils, as a con-nection between the elevated raliways leading to Frankford and to Darby,

ich subway to be built mainly under

Chestnut street. Immediately after the Finance Commit-

nance Committee for a long time as important as this item.

"As for as the report of Mr. Twining is concerned and the former reports of Mr. Taylor, which have been placed before you, they are not to be considered as bind-ing recommendations, but as suggestions. You sit here as a jury to make the proper recom

MAYOR'S STATEMENT.

He then called upon the Mayor, who e and said: Mr. Chairman and members of the

Finance Committee: Notwithstanding the publicity given the transit problem during the last few days there has been no encour-agreement in favor of the Twining plan. On the other hand, no objections have been offered to the Taylor

plan. Under the circumstances there can be no misunderstanding or doubt as to what the people want. I therefore ask this committee to include in the loan bill an amount of sufficient aize to complete all the lines proposed under

complete all the times proposed under the Taylor plan. As to the City Hall status, I am unalterably opposed to it. It presents a grave engineering problem, and the commission appointed by me to study the problem has recommended the removal of the station from under City Hall

PER CARAT

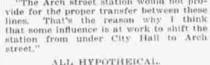
arat.

arat, \$19.75

Carat, \$84.50

Carat, \$93.75

\$55.00



ALL HYPOTHEICAL "That's all hypothetical," said Director

"There has been nothing before the Fl-unce Committee for a long time as im-of little use unless it were all reconstruct-ed. It was built to provide local service. To increase its capacity would necessitate

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