

**SAVORY SCRAPPLE
JUMPS INTO SWIM
OF HIGHER LIVING**

Delectable Dish Shows Unmistakable Symptoms of Joining Select Company of Automobiles and Sauerkraut

10 CENTS LOWEST PRICE

Even at This Figure Philadelphia Promises Usual Onslaught on Favorite Dish

A WINTER LYRIC
The time of year is now at hand
When scrapple relieves the king,
And scrapple appetites again
Begin to buzz and sing.
A scrap of this, a scrap of that,
Is scrapple—ay, it's nice!
And who in all the town will mind
A little rise in price?

Scrapple is trying to get into the swim by jumping upward in price.
With the scrapple season upon us, the well-known savory dish, which is one of the many, many things that made Philadelphia famous, shows unmistakable tendencies to become a luxury, along with automobiles and sauerkraut.



In spite of it, Philadelphia is whetting its appetite and promises to have laid low as many pounds as usual of the delectable combination when winter is ended. It's probably a little early for a genuine scrapple appetite, inasmuch as cold weather has been modest about putting in appearance. But when the wintry winds begin to howl the scrapple appetite will become ferocious, notwithstanding any detriments to pocket-books.

The very name has a crackling, attractive, appetizing twang that is just as delicious to the ear as scrapple itself is to the palate. This explains why so many strangers fall prey to the wiles of the concoction, and once tasting it become devotees at the shrine of scrapple, however skeptical the average "foreigner" is at first about the far-heralded virtues of the toothsome viand. Tradition has it that Epicurus died a misanthrope because he realized his death came before the invention of scrapple.

The price of scrapple this year is ten and twelve cents a pound retail, according to the Louis Berk scrappiers and the John J. Peltz & Co. scrapple mixers. It used to be eight and ten cents. John McAttee said



Port Richmond scrapple is ten cents this year, whereas there was a day when it could be bought for six cents. Some dealers have placed the alluring victual on a pedestal with beefsteak and ask seventeen cents for it.

TRAIN KILLS THREE IN AUTO
Mother and Sons Die on Crossing After Leaving Garage

KEYPORT, N. J., Oct. 5.—In a collision between an automobile and a train of the New Jersey Southern Railroad Company, at the Stone road crossing, a woman and her two sons were killed.
The dead are: Eugene Malnati, eighteen years old; Ernest Malnati, twenty years old, and Mrs. Malnati, their mother, who is the wife of the head chef at the Biltmore Hotel in New York.

VENUS 10¢ PENCIL
17 Black Segments and 2 Erasers
For those who demand the best.

Blue Band VELVET 5¢ PENCIL
THE VELVET OF WRITING IN ITS CLASS

American Lead Pencil Co. N.Y.

AUTUMN LEAF EXCURSIONS
SATURDAYS and WEDNESDAYS in OCTOBER
\$2.50 ROUND TRIP
(Including Trip Over Southback)
Special Train Leaves Reading Terminal 8 A. M.
Philadelphia & ...

P. R. T. MUST RESPECT 1914 AGREEMENT, TAYLOR SAYS

Continued from Page One
fied to counsel for the Philadelphia Rapid Transit Company his willingness to accept these suggestions provided the tentative agreement of 1914, changed only as per these suggestions, should be ratified by the company before January 1, 1916. These suggested modifications appear in the 1915 annual report of the department, on pages fifty-seven to sixty-six, both inclusive.

DEPARTMENT'S RECOMMENDATION
The Department of City Transit then recommended that construction be started and that the tentative agreement be ratified, and the people of Philadelphia have since twice voiced their approval of the department's recommendations at general elections held for the purpose of increasing the city's indebtedness in the amount of \$62,100,000, to enable the city to proceed with the development.

The tentative agreement by its terms does not become operative until it is ratified by the Union Traction Company and by the city.

The city is, therefore, confronted with the necessity of taking immediate steps to require prompt ratification by the Union Traction Company of the 1914 tentative agreement, either with or without the aforesaid modifications, and should, in his opinion, proceed promptly to require such ratification.

The city has, and if necessary, should promptly exercise, the authority to build the so-called Chestnut street subway from Front and Arch streets via Chestnut street to West Philadelphia as a terminal connection between the Frankford elevated line and the Woodland avenue elevated line. This line would parallel the present Market street subway and would be a formidable competitor of the Philadelphia Rapid Transit system.

The city has, and if necessary, should promptly exercise, the authority to secure independent bids for the equipment and operation of all city-owned high-speed lines.

ALTERNATIVE A FAIR ONE
It is unthinkable that the Union Traction Company would fail to ratify the tentative agreement and thus force the city to provide the high-speed facilities, which

are essential to the city and to the citizens, in a manner which would be detrimental to the interests of the existing street railway system, when a fair agreement is tendered which adequately protects their interests as an alternative.

It appears from the City Solicitor's opinion of May 11, 1915, and from subsequent action of the Court in the Jallam case, and from subsequent action of the Public Service Commission in granting its certificate of public convenience (all of which appear in appendices of the 1915 report of the department) that the city is not bound under the 1907 contract in availing itself of the authority conferred by the act of 1911, which authorizes the city to establish subway and elevated lines.

Thus it appears that the city is not required to first offer these lines to the Philadelphia Rapid Transit Company, and, in fact, the Philadelphia Rapid Transit Company in specific terms waived any rights which it might have had with relation to the route occupied by the Frankford elevated and by the Broad street subway in the contract of 1907.

CITIZENS PATIENT
The citizens of Philadelphia have been very patient with the existing street railway company, for they have continued to pay the illegally discriminatory exchange ticket charge, amounting to about \$90,000 per year, pending ratification of the 1914 tentative agreement, which provides a method for the elimination of the illegally discriminatory exchange ticket in a manner which affords protection to the net incomes of the companies in consideration of their co-operation.

The Public Service Commission of the State of Pennsylvania is empowered by law to require that the illegally discriminatory exchange ticket shall be abolished. In support of this contention I cite the opinions of Michael J. Ryan, Esq., City Solicitor, dated April 2, 1914; George Wharton Pepper, Esq., dated March 20, 1914; William A. Glasgow, Esq., dated March 17, 1914; William Draper Lewis, Esq., dated March 17, 1914; Parker S. Williams, Esq., dated March 19, 1914; Charles L. McKeehan, Esq., dated March 10, 1914, and B. Gordon Bromley, Esq., dated March 17, 1914, which were given in reply to a letter addressed to them under date of March 11, 1914, by the Director of the Department of City Transit. These opinions appear in full in appendices of the 1915 report of the department. Reference is also made to page 56, and recommendations No. 2, page 118, No. 6,

page 139, and No. 3, page 145, of the 1915 report of the department.

The time has come when the people of Philadelphia must be relieved, promptly from the illegally discriminatory exchange ticket charges, by such co-operative arrangement with the companies, or otherwise by due process of law, which, if necessary, must be invoked by the city or by public-spirited citizens.

It would not be good business on the part of the Union Traction Company to forfeit the protection against loss, resultant from the elimination of the exchange tickets, which is accorded in the 1914 agreement, by failing to ratify the same.

If further power should be needed by the city it may be conferred by having enacted the so-called through-routing bill, which is described on pages 74 and 75, and appendix K of the 1915 report of the department, and which is printed in full in Appendix K, of the 1915 report of the department. This bill was introduced at the instance of the Department of City Transit, but failed of passage at the last session of the Legislature. If necessary, other efficacious legislation should be enacted at the next session of the Legislature to protect the interests of the city of Philadelphia and of the citizens of Philadelphia in the premises.

The city should take a firm position and make clear the fact that the 1914 tentative agreement must either be ratified or the city will proceed to establish an independent existing system, and that the illegal and discriminatory exchange ticket must be eliminated forthwith, either as provided in the 1914 tentative agreement or by due process of law. Then I believe that the 1914 tentative agreement will be promptly ratified and result in bringing immediate and great benefits to the city and to the citizens, also to the interests of every stockholder of the Union Traction Company and of the Philadelphia Rapid Transit Company.

There is no good reason whatever why the city should not proceed vigorously and forcefully along these lines and bring about a successful conclusion to its transit problem. The appointment of a commission or of new experts who are either unfamiliar with or opposed to the city's plan or program of transit development should be avoided. Messrs. Ford, Bacon & Davis and that firm's corps of specialists, trained in every line involved in the investigation, spent nearly four years in analyzing every fact and figure relating to the city's transit development and the effect thereof upon the city and upon the companies from every point of view.

Every figure relating to any pertinent question which could arise in the negotiation has already been developed and is

on file in the Department of City Transit. The officials of that department are familiar with the detailed facts and figures upon which they are based.

Furthermore, all of the facts with relation to the illegal and discriminatory exchange ticket are on record, and copies thereof are available if necessary for use by public-spirited citizens.

Further unnecessary delay must be avoided by prompt and effective action by the city or, if necessary, by public-spirited citizens who have the welfare of the people at heart.

NELSON'S FOND VISION OF RICH BRIDE FADES

Told He Is Beloved by Lolita Armour, He Calls and He Is Disillusioned

CHICAGO, Oct. 6.—The dream of Charles Nelson, who saw himself as the husband of Miss Lolita Armour, daughter of J. Ogden Armour, is dissolved today.

Nelson, attired in a new gray suit and a red necktie, after being refused admittance to the Armour home on five occasions, was arrested. He asserted that Miss Armour, who had seen him last summer at Lake Geneva, where he was employed, had sent word she wished to meet him. He had never spoken to her, but he was confident she loved him, he said.

Pyrene KILLS FIRE SAVES LIFE

Buy your Pyrene today for your automobile and home.

JAWER AUTO SUPPLY STORE
604 North Broad Street

SPEEDWAY TO SHORE MAY BE ABANDONED

N. J. Highway Commissioner's Recommendation of "Warrenite" Probed at Atlantic City

ATLANTIC CITY, Oct. 6.—The shirking of warrants, the payment of contracts ever placed in Jersey took a sensational turn last night, when hotel proprietors and business men, comprising a paving probe committee, created by the Chamber of Commerce, took Colonel E. H. Stevens, State Highway Commissioner, in task for recommending a patented material for the Philadelphia-Atlantic City automobile speedway. Colonel Stevens justified the action of the county board, which selected warrants for the transatlantic speedway, after business men had asked the board to do nothing until the merits of several kinds of material had been investigated.

It was developed that through reports of State engineers, who favor the building of a concrete driveway to be surfaced ultimately with asphalt, such a highway can be constructed from the Camden County line to Absecon for \$450,000, whereas the patented warrants would cost at least \$350,000 more. Big hotel men insisted that Atlantic City could not afford to consent to the building of anything less than the most expensive speedway procurable, because of the enormous traffic that will be turned seaward when the use of gravel, which cannot stand the present travel, is abandoned.

The citizens' meeting called upon the county board to reconsider its hasty action, and in return was told the speedway project may be shelved on the ground of economy.

Train Derailed in Fog

WILMINGTON, Del., Oct. 6.—Due to heavy fog a Pennsylvania Railroad freight engine was derailed at Iron Hill, Md., today. It rolled down an embankment, but the crew escaped injury. Several cars were damaged.

EVEN TEN

Scotch grain leather of rich dark shade, in a new graceful blucher pattern. This shoe is in a class by itself for looks and service, but it must be seen to be appreciated.

Widest range of other classy models, \$4.50 to \$10.

NIEDERMAN 930 Chestnut 39 S. 8th 203 N. 8th

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Pyrene KILLS FIRE SAVES LIFE

Thousands of men have a terror of fire as long as their homes are unprotected. Scarcely an hour that they do not think of their loved ones at home and wonder if they are safe. Monday, October 9, is National Fire Prevention Day. One of the chief purposes of the day is to get these thousands who are so vitally concerned in fire prevention to act. Now is the time. This week buy Pyrene. Next Monday observe the day by showing every member of your family the quick, safe and easy way to extinguish fires, with a few swift shots from Pyrene before the fire grows big. Then you can cease worry.

\$7.50 complete with bracket.

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