LEADING FEATURES OF PROPOSED LEASE AND THE 1914 AGREEMENT

PROPOSED LEASE PROPOSED LEASE

Free transfers shall be given between the surface lines of the special lines of the special lines of the city's system or the larket street line at station points, labling a passenger to transfer in a least of the line at station points, labling a passenger to transfer in a least of the line at station points, labling a passenger to transfer in a least of the large line at la

COMPENSATORY PAYMENTS FOR EXCHANGE TICKETS. nsideration of the abolition of "in consideration of the abolition of such exchange tickets, and the except exchange of free transfers, the six will surrender and pay over to be lessee the accruals to the date of als contract in the sinking fund account and will permit the lessee to postpone at will permit to said sinking fund years from _____, or until _____ The amount so surrendered and postponed shall be made up by set larger annual payments to the doresaid sinking fund by the lessee as will be required to produce the same amount in such the doresaid sinking fund by the lessee as will be required to produce the same amount in such

Furthermore, for a period ofrears, beginning, or until the city will relieve the lessee of the payment of the present taxes on dividends in excess of 6 per cent."

1914 AGREEMENT. "Free transfers to be given wherever surface lines intersect high-speed lines (City's and Company's) at station epoints, enabling a passenger to transfer in a forward direction, but the aforesaid free transfers shall not be made in the business district until January 1, 1920."

"In consideration of the elimination of exchange tickets for the company of exchange tickets for the company and the substitution of free transfers therefor, as above provided, the city would agree to release the company from the payment of the tax now paid upon dividends of subsidiary company stocks, as provided by ordinance, in the amount of approximately \$116,000 per annum for a period of six years only, or a total amount of approximately \$696,000. The city would also surrender to the company the accrual in the sinking fund and permit the company to postpone future permit the company to postpone future payments into the sinking fund for ten years from July 1, 1914, the sinkpostponed to be made up of such larger annual payments by the company, after the aforesaid ten years as will be required to produce the same amount in the sinking fund at the expiration of the 1907 contract piration of the 1907 contract extended for seven years, as would, with in-terest included, have been produced by the original sinking fund payment at the end of the fifty-year term."

MAYOR SMITH'S TRANSIT PLAN IS INDORSED BY TAYLOR

4 from Page One

parties to the tentative agreement

A VOLUMINOUS DOCUMENT The great length of the ordinance—it rees ninety-three typewritten pages—axes a detailed examination impossible reveral days, but in main essentials it rests according to transit experts. The page of Mayor Smith that the lease is gisment of M and upon the 1914 agreement is being acted in good faith by the people today,
public, however, is looking to Mr.
for, who stands out as the dominant
are in the entire transit situation, to give less of the ordinance.

Colonel Sheldon Potter, discussing the reliance today, said:

'It was a wise thing to do, especially his revisions for making the public familiar with every detail before any action is the Colon Councils can process. n. Only Councils can propose the bod by which the new transit lines id be operated, and the Mayor in maksuggestions to them did the only thing ould do. He furnished a basis of nego-en in his proposition, and now it's up

Harry B. French, president of the lamber of Commerce, was asked what he cept of the Mayor's plan, but would only at he had no comment to make at this

Edward B. Gleason, present of Cor a Council, said that while he had been the president's chair yesterday, he had rrupted too much to pay strict milen to the message, and had not had no to read it since then. Until he reads it won't express an opinion, he said.

DELAY IN CONSIDERATION manic bodies will not take up th sisten of Mayor Smith's plan for leas-city-built transit lines to the Philadel-Bapid Transit Company before the sof the present month. The delay was ded upon today at a conference between rman Joseph P. Gaffney, of Councils' thee Committee, and Director Twining, the Demarkment of Transit.

he Department of Transit. he plan now is to give the The plan now is to give the widest pos-tile plain to be scheme, and, with this and in view, the lengthy ordinance contain-te provisions of the proposed lease will to the officers of the various busi-civic associations in the city. These will be asked to call their organiogether to go over the plans, so as epared to express their views on a when the final public hearings in City Hall in November.

in City Hall in November. Smith is in entire accord with the fetty financiers to give wide pubthe lease provisions and time for study of the whole situation. Seger, chairman of the committee trailways, is also in accord with n, and he and Chairman Gaffney, for within the next few days on a within the next few days on a iding the first public meeting of inclimanic committees entrusted

GAFFNEY'S STATEMENT

with the ordinance previous to its being offered in Councils for adoption or rejec-

GAFFNEY'S STATEMENT
In speaking of the plans of Councils, Chairman Gaffney today said:
"Every one will agree that the matter of the lease is too big a proposition to be handled hastily. We mean to make all progress possible without interfering with a full study of the provisions in the ordinance. I want to make a study of it and I believe that most Philadelphians feel the same way about it. I have suggested the printing of 500 copies, and these will be sent to those most interested in the transit situation. Several weeks will necessarily elapse while this general study is undertaken and in the meantime I think it would not be wise for the councilmanic comnot be wise for the councilma mittees to take up the ordinance.

The ordinance provides that the city shall build and the Philadelphia Hapid Transit Company shall equip and operate all or any of the following lines.

Broad street subway with branches. Frankford elevated. Thirty-fifth Ward surface line. Darby elevated. Parkway-Northeast subway-elevated.

Delivery loop. Chestnut street subway. The complete abolition of the eight-cent exchange tickets and the establishment of universal five-cent fares is provided for within a period of years not yet determined

same as that given in the 1914 tentative agreement, with a sinking fund for the amortization of the cost of equipment to the company, and a reserve fund, which is to be under the direction of a salaried board consisting of three members.

SAFETY FIRST Particular emphasis is laid upon the de-tails of equipment. The operating com-pany is required, under the terms of the ordinance, to install the most modern safety devices, the most comfortable rolling stock and the most modern methods of ven-tilation. Overcrowding of cars is directly prohibited.

The 1907 agreement between the city and the transit company is to be amended to permit the city to relieve the company of permit the city to relieve the company of part of its obligations in return for the abolition of the exchange tickets. The financial arrangements are made so as to repay the operator for his investment in equipment, to arrange for a rental to enable to retire the bonds issued to build the system and to divide profits on the basis of the ratio of investments by the city and the company.

of the ratio of investments by the city and the company.

There is no provision for the construction of a Camden tube.

Transit Director William S. Twining said today that the lease embodied in the ordinance, with the exception of the new lines authorized by Councils and the dates left blank, is in all its conditions identically the same as the 1914 tentative agreement. same as the 1914 tentative agreement.

The communication, which the Mayor

rdinance follows in part:

With the people I shall stand. What they want in rapid transit. is what I want. Among the mass of maps, plans, specifications, programs, dats, statements and reports submitted to me was a draft of an agreement prepared some time in 1914 by the then Director of Transit, the parties to which were the city, the Philadelphia Rapid Transit Company, the Union Traction Company and the Market Street Elevated Passenger Railway Company, the subject matter of which was the operation by these companies, upon the conditions therein specified, of the following lines: Prankford Line, Darby Line, Broad Street Line and Delivery Loop, and a reference to the Camden tube. This agreement was never executed.

TRANSIT OFFICIALS' LETTER Discussions ensued in the public press as to whether it had ever been submitted to or accepted, in whole or in part, by the proposed operating companies. In the public press recently appeared the following letter, purporting to have been communicated by the signers thereof to the directors of the Philadelphia Rapid Transit Company, on May 28, 1914:

"On behalf of E. T. Stotesbury and ourselves we present herewith the outline of a plan of rapid transit development by the city and the company which has been formulated after extended conferences with the representatives of the city administration and City Councils.

"In the opinion of all of us it will give the citizens the fullest opportunity of enjoying the very large investment to be made by the city and the company in

be made by the City and the company the new development, and at the same time offer a just and fair solution of the problems which the changed condi-tions of travel will present. "As the Union Traction Company is interested in the matter, and as its co-operation is essential, we recommend

that a committee be appointed to take up the questions with a like committee of the Union Traction Company. "HORATIO G. LLOYD.
"THOMAS E. MITTEN."

The genuineness and authenticity of that letter remain unchallenged, and, that being the case, I resolved that if the 1914 draft had in that year been formulated as a basis of negotiation for the equipment and operation of the city-built lines by the Philadelphia Rapid Transit Company, there was no apparent reason why it should not act in a similar capacity in 1916.

I therefore instructed my Director of Transit to bring the 1914 draft down to date so as to include therein the new lines authorized by the 1916 ordinance, the Camden tube, the construction of which has not been authorized, but the operation of which, if you deem material, may be provided for by amend-

ment. This the Director has done, and the revised draft is incorporated in the proposed ordinance hereto attached.

I would respectfully urge upon you that public opportunity be given for a full and free discussion of all the terms and provisions of the proposed ordinance and agreement, so that the greatest problem facing the citizens and officials of the city may be honestly, fairly and equitably solved.

Since this is a financial on well as a

Since this is a financial as well as a transit problem, I would respectfully suggest to your honorable bodies that the ordinance he referred to the Finance and Street Railways Committees jointly

To the general public the most interesting section of the ordinance is the one on the abolition of exchange tickets wherein Mayor Smith follows the recommendations of ex-Director Taylor. The wording of the two articles, with blanks to be filled in hereafter, is as follows:

PROGRAM OF ABOLITION

The leasee agrees to abolish from the leasee's system on all of the present three-cent exchange tickets, except in the delivery district, which is defined as bounded by Arch and Walnut streets inclusive and the Delaware and Schuylkill rivers, where the said exchange tickets may be sold and used as at present until and in-cluding , when such remaining exchange tickets shall be abol-

passenger paying a five-cent (5c.) fare and using exclusively the lease's system in a forward direction at any point where lines of the lessee's system intersect outside of the delivery district

On and after transfer shall be allowed each passen-ger paying a five-cent (5c) fare and using exclusively the lessee's system in a forward direction at any point in Philadelphia where lines of the les-see's system intersect.

The city is authorized to enforce equipment and in case of default on the part of the lessee is authorized to declare the provisions of the contract void and to pay the lessee the cost of equipment furnished, upon agreed terms, or may proceed upon any securities or bring suit for specific performances.

performances or for injunction.

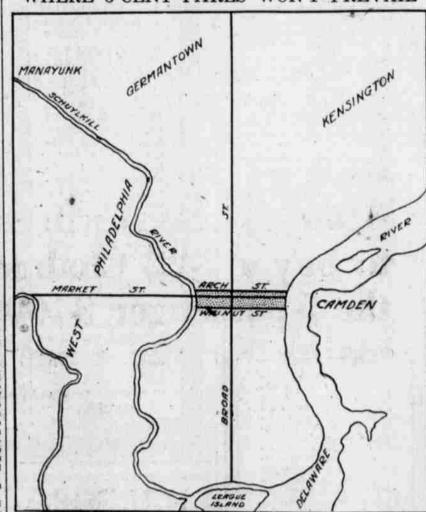
The lessee is to make payments to the city out of its revenues for the advantages and privileges accorded. The gross revenues of the city's system shall consist of revenues from transportation and revenue from operation other than transportation, together with all gross receipts or gross earnings or other income or profit from all sources derived from the operation and use of the city's system.

From these gross returns are to be deperformances or for injunction.

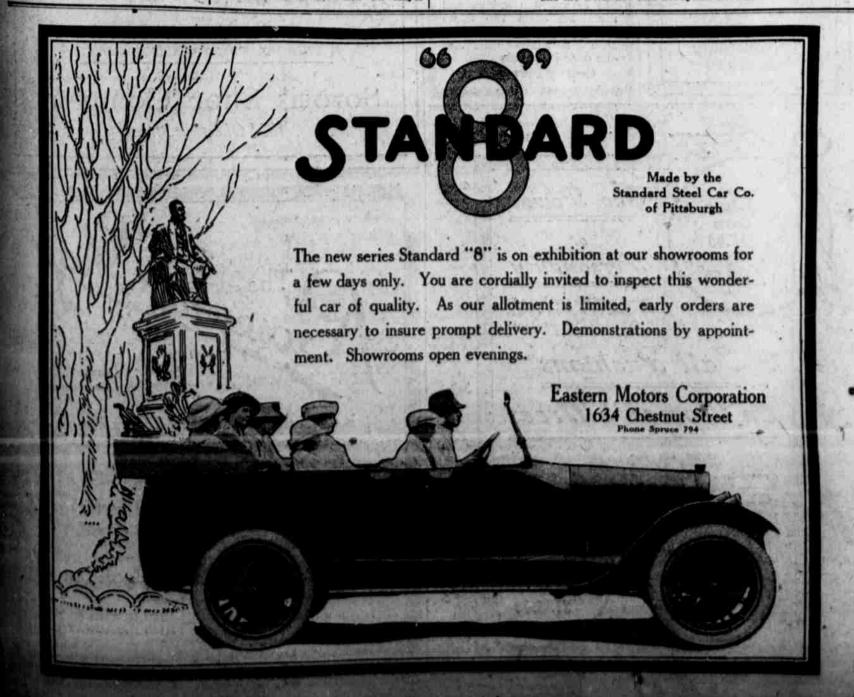
use of the city's system.

From these gross returns are to be deducted expenses exclusive of maintenance and damages necessarily incurred by the lessee in operating the city's system; taxes.

WHERE 5-CENT FARES WON'T PREVAIL



According to the proposed transit ordinance, the lessee (the P. R. T.) will agree to abolish all present three-cent exchange tickets except in the delivery district (shaded), bounded by Arch and Walnut streets and the Delaware and Schuylkill Rivers.



Features of Proposed Lease of Transit Lines

LEASE, as incorporated in ordi-nance, is based directly upon 1914 tentative agreement with changes only in dates and the inclu-sion of new lines.

Before it is submitted to Phila-delphia Rapid Transit Company or passed by Councils public hearings will be held before councilmanic committee.

Ordinance provides for abolition of eight-cent exchange tickets and the substitution of universal free transfers in all sections of the city, except the central business district, and in the business district after an undetermined number of years.

As compensation for abolition of exchange tickets the city will permit postponement of future payments in sinking fund for a number of years not yet determined, the surrender of sinking funds accumulated under 1907 contract, and for a number of years not yet specified the P. R. T. will be relieved from present taxes on dividends in excess of six per

Public Service Commission will be required to approve contract before it can be executed.

Termination of 1907 contract to be placed further in future. Num-ber of years of extention not yet

Disputes between company and city to be settled by arbitration.

Surplus earnings to be divided between city and company in pro-portion to their respective invest-ments.

Salaried reserve fund board of three members, one appointed by city, one by company and one by Public Service Commission, to be established with power to control re-serve fund, which is required to be

Lessee is to assume responsibility for any accidents and damage suits as the result of operation of lines.

if any, upon property used by the leases in operation of the city's system, to gether with all taxes and governmental charges of every description which may be assessed against the lessee, or against the city incident to the maintenance of the city's system. Also a maintenance reserve, a depreciation reserve, a damage reserve, a contingency reserve.

From the net income, which is the amount remaining after these deductions are made, the lessee is also authorized in are made, the lessee is also authorized in each fiscal year to deduct interest on lessee's investment; equipment amortization fund; Market street line rental; net preferential payment to lessee—an amount which may be paid to the lessee during the early operation of the city's system for protecting the lessee against loss by decrease of business due to diversion of traffic from the lines now existing; interest and sinking fund charges on the city's investment.

KNIGHTS OF COLUMBUS TO CONFER DEGREES ON MANY MEMBERS TODAY

Fourth Award, Highest in Order, Will Be Conferred With Elaborate Ceremonies at Hotel

STATES REPRESENTED

The fourth degree, the highest in the order, will be exemplified by the Knights of Columbus of District No. 1, Eastern Penn-sylvania and Delaware, today at the Belle-

columbus of District No. 1. Eastern Pannayivania and Delaware, today at the Bellevue-Stratford. More than 350 members, the largest number ever participating in this State, will have part in the imposing exercises.

The candidates in the mutatory class represent Porto Rico, Illinois, New York, New Jersey and Pennayivania, and include monsignoria, priests and laymen of prominence in their respective sections. The degree exemplification is under the direction of John V. Loughney, master for the district, with the following staff officers assisting: Samuel Brown, James P. Fogarty, Michael J. McEnery, Hugh B. Duniap, Francis A. McCarron, John F. Myers, Edward McGrath, the Rev. James A. Dalton and Joseph C. McMenamin.

This is the first time the degree has been exemplified in a hotel and the decorations are on an elaborate scale for the occasion. A reception, dance and dinner will be held in the ballroom and Clover Room of the hotel in the evening. These functions will be attended by the members of the Fourth Degree and their ladies, the newly initiated candidates and prominent persons from the ladies of the part of the polling place, having been valued by the members of the Fourth Degree and their ladies, the newly initiated candidates and prominent persons from the ladies and other places who have

A reception, dance and dinner will be held in the ballroom and Clover Room of the hotel in the evening. These functions will be attended by the members of the Fourth Degree and their ladies, the newly initiated candidates and prominent persons from Philadelphia and other places who have been invited to attend. Included among the presents are Mayor Smith Governor Brumguests are Mayor Smith, Governor Brum-baugh, Judges Head and Williams, of the Superior Court, and the Congressmen repre-senting Philadelphia districts.

The committee in charge of the reception consists of William A. Hayes, chairman consists of William A. Hayes, chairman; Thomas J. Cleary, secretary; Daniel Wade, treasurer; Robert Hepburn, Thomas Mc-Kahney John J. Keohane, Charles W. Pfaff, E. R. Clinton, Joseph J. O'Loughlin, James J. Baney, Edward F. Judge, John F. Myers, John A. Quinn, P. J. O'Brien, William J. Grier, F. A. Scott, F. A. McCarron, George P. Phillips, John H. Walsh, James F. Cox and Albert J. Crawford.

The master's committee consists of Philip

and Albert J. Crawford.

The master's committee consists of Philip S. McDevitt. Christopher J. Kelly. William H. Feeney, James W. Wafer, Frank X. Gaffney and Joseph C. McMenamin, secretary.

"DID I SAY SNIVEL SERVICE?" National Civil Reform League Asks Ex-

planation of Vice President Marshall

NEW YORK, Oct. 11.—The National Civil Service Reform League made public today a copy of a letter sent on October 5 to Vice President Marshall by Richard Henry Dana and George T. Keyes, resident and secretary of the league, respectively. The league asked a reply so as to be in a position to deny a newspaper report that the Vice President had declared:

"Did I say 'civil service' or 'snivel serv-ice'? They both mean the same. We found the offices guarded by snivel service. and our only regret was that we couldn't pry more of the appointees loose and fill their places with Democrats." To the league it seemed "inconceivable that the Vice President would publicly advocate the use of the public service to reward partisan services."

REGISTRARS ACCUSED BY "SEVENTY" SLEUTH

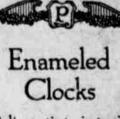
Two Officials and Two Other Men Held for Alleged

A cieverly executed trap to obtain legal evidence of an alleged plot to manufacture Republican votes by means of false registrations in the Thirteenth Ward resulted last night in the arrest of two members of the Registration Board of the eighteenth division and two other men accused of conspiring to register "John Barr," Inmate for three days of a Tenderioin lodging house, who was in reality Joseph Benjamin, investigator for the Committee of Seventy.

Hotel Man Sent to Jail

Hotel Man Sent to Jail

MAUCH CHUNK, Pa., Oct. 11.—Judge
Barber has sentenced Harvey A. Roth, a
Little Gap hotel man, to pay a fine of \$200
and costs and to serve fifty days in the county jail for selling liquor on Sundays and in
wholesale quantities with his retail license.
Last week the Court revoked the license,
the fifth action of the kind since Judge



Delicate tints, in traveling cases, for the bureau. Minute repeaters and plain time.

Z. J. Péquignot

1331 Walnut Street

THE MOST WONDERFUL OVERCOATS IN ANY PHILADELPHIA STORE—

"MOHAIR NUBS" \$15



Unless you look at the price ticket you will say they are \$25 overcoats.

As a matter of fact they are. We are always leading, and as soon as we found the "Mohair Nub" fabric was to be the popular cloth this Fall we set about to have a wonderful coat to sell for \$15.

So here are the coats and the specifications: Box coats with patch pockets, self or velvet collars. Sleeves and shoulders silk lined. Sleeves with turned-up detachable cuffs.

Cloth rainproofed. The only mystery about the coats is the price—

William H. Wanamaker 1217-1219 Chestnut Street