

LEADING FEATURES OF PROPOSED LEASE AND THE 1914 AGREEMENT

FREE TRANSFERS.

PROPOSED LEASE
 "Free transfers shall be given wherever the surface lines of the city intersect the high-speed lines of the city's system or the Market street line at station points, enabling a passenger to transfer in a forward direction, but free transfers shall not be provided in the delivery district between Arch and Walnut streets, inclusive, and the Delaware and Schuylkill rivers, until—"

1914 AGREEMENT.
 "Free transfers to be given wherever surface lines intersect high-speed lines (City's and Company's) at station points, 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."

COMPENSATORY PAYMENTS
 "In consideration of the abolition of such exchange tickets, and the extended issuance of free transfers, the city will surrender and pay over to the lessee the accruing fund of this contract in the sinking fund contract, and will permit the lessee to postpone future payments to said sinking fund for— years from—, or until—"

FOR EXCHANGE TICKETS.
 "In consideration of the elimination of exchange tickets for the company and the substitution of free transfers, the city will 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 accruing fund in the sinking fund contract, and will permit the lessee to postpone future payments into the sinking fund for ten years from July 1, 1914, the sinking fund payments so surrendered and postponed to be made up of such larger annual payments by the company, after the aforesaid ten years as the accruing fund to produce the same amount in the sinking fund at the expiration of the 1907 contract extended for seven years, as would, with interest 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

Continued from Page One
 The parties to the tentative agreement made by former Director Taylor.

A VOLUMINOUS DOCUMENT
 The great length of the ordinance—it runs ninety-three typewritten pages—makes a detailed examination impossible in several days, but in main essentials it agrees entirely with the 1914 agreement, according to transit experts. The statement of Mayor Smith that the lease is signed in good faith by the people today, the public, however, is looking for the Mayor, who stands out as the dominant figure in the entire transit situation, to give the views of the ordinance.

Colonel Sheldon Potter, discussing the ordinance today, said:
 "It was a wise thing to do, especially his provisions for making the public familiar with every detail before any action is taken. Only Councils can propose the method by which the Mayor in making suggestions to them did the only thing he could do. He furnished a basis of negotiation in his proposition, and now it's up to Councils."

Harry B. French, president of the Chamber of Commerce, was asked what he thought of the Mayor's plan, but would only say that he had no comment to make at this time.

DELAY IN CONSIDERATION
 Councilman bodies will not take up the ordinance of Mayor Smith's plan for leasing city-built transit lines to the Philadelphia Rapid Transit Company before the end of the present month. The delay was decided upon today at a conference between Chairman Joseph P. Gaffney, of Council's Finance Committee, and Director Twining, of the Department of Transit.

The plan now is to give the widest possible publicity to the scheme, and, with this end in view, the lengthy ordinance containing the provisions of the proposed lease will be printed and some five hundred copies will be sent to the officers of the various business and civic associations in the city. These officers will be asked to call their organizations together to go over the plans, so as to be prepared to express their views on the lease when the final public hearings are held in City Hall in November.

Mayor Smith is in entire accord with the plan of city financiers to give wide publicity to the lease provisions and time for careful study of the whole situation.

Charles Eger, chairman of the committee on street railways, is also in accord with this plan, and he and Chairman Gaffney will confer within the next few days on a date for holding the first public meeting of the two councilmanic committees entrusted

read to Councils before presenting the lease ordinance 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, data, 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: Frankford 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 consultation 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 the new development, and at the same time offer a just and fair solution of the problems which the changed conditions of transit will present."

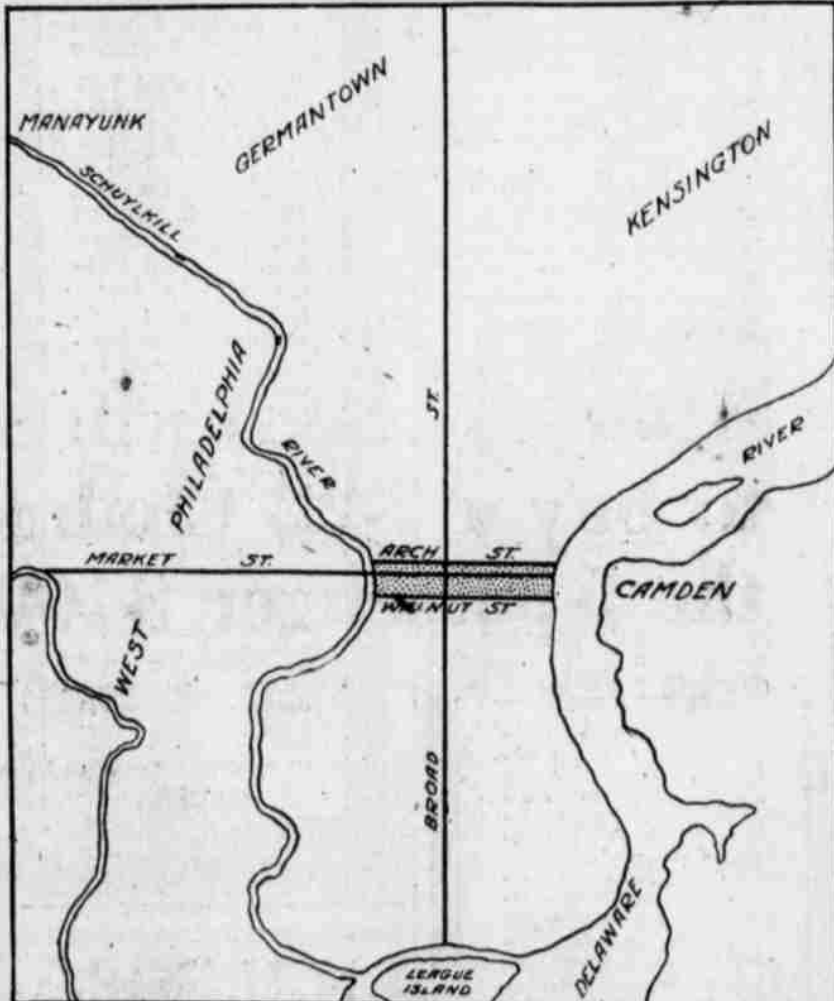
"As the Union Traction Company is interested in the matter, and as its cooperation is essential, we recommend that a committee be appointed to take up the questions with like committee of the Union Traction Company."

"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 set 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 amendment."

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 ordinance, is based directly upon 1914 tentative agreement with changes only in dates and the inclusion of new lines.

Before it is submitted to Philadelphia 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 cent.

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

Termination of 1907 contract to be placed further in future. Number of years of extension not yet determined.

Disputes between company and city to be settled by arbitration.

Surplus earnings to be divided between city and company in proportion to their respective investments.

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 reserve fund, which is required to be established.

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 lessee in the operation of the city's system, together 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 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 Pennsylvania 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 military class represent Porto Rico, Illinois, New York, New Jersey and Pennsylvania, and include monsignori, 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 H. Dunlap, 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 Philadelphia and other places who have been invited to attend.

The committee in charge of the reception consists of William A. Hayes, chairman; Thomas J. Cleary, secretary; Daniel Wade, treasurer; Robert Hopburn, Thomas McKelvey, 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, F. 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 committee consists of Philip S. McDevitt, Christopher J. Kelly, William H. Peeney, James W. Wafer, Frank X. Gaffney and Joseph C. McMenamin, secretary.

"DID I SAY SNIVEL SERVICE?"

National Civil Reform League Asks Explanation 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 3 to Vice President Marshall by Richard Henry Dana and George T. Keyes, president 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 'snivel service' or 'snivel service'?" 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 Fraud

A cleverly 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 Tenderloin lodging house, who was in reality Joseph Benjamin, investigator for the Committee of Seventy.

He was the leading witness against the prisoners at a hearing before Magistrate Imbes in Night Court, where all four were held in \$100 bail for a further hearing on Friday. By that time, it is expected that three other men, including a division leader and additional registration board members, will have been placed under arrest.

The arrested men are Lewis Folk, 435 North Ninth street, Republican registrar; Arno Leonhardt, 826 Callowhill street, Democratic registrar; John Conway, 308 North Ninth street, and George H. Slavin, clerk of the Acme Lodging House, 209 North Ninth street.

The testimony of Benjamin is to the effect that he took up his residence in the Acme Lodging House on October 4 and that when he mentioned to Slavin that he wished he could vote and "make a bit" Slavin introduced him to Conway, who in turn presented him to the division leader. The latter on Saturday, which was registration day, induced one of the registrars to procure a tax receipt in the name of "John Barr." After this had been done "John Barr" entered the polling place, having been vouched for as a resident of 209 North Ninth street for three months by the leader and registrar.

Hotel Man Sent to Jail

MAUCH CHUNG, Pa. Oct. 11.—Judge Barber has sentenced Harvey A. Roth, a Little Gap hotel man, to pay a fine of \$250 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

Enameled Clocks

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"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—

\$15

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