

**COMMUTERS' DISPUTE  
MAY BE ADJUSTED AT  
MEETING WEDNESDAY**

Contending Attorneys Will Hold Conference on Rejection or Acceptance of Proposals Made by Railroads

**FAMILY TICKET AN ISSUE**

An effort to adjust differences between the two factions of Philadelphia commuters who have been acting through the United Business Men's Association in behalf of reductions in railroad rates will be made Wednesday afternoon.

Edwin M. Abbott, chairman of the law committee, who has notified the Public Service Commission that the Reading and Pennsylvania propositions made to commuters lately would be accepted, with a modification of the Pennsylvania's program, and Edward B. Martin, of the transportation committee, has notified the commission that neither proposition would be accepted, will meet at 1615 Arch street with their committees and the officers of the United Business Men's Association.

The meeting will thresh out the propositions made by both railroads and decide finally, if possible, just where the commuters stand. The discussion of the merits of the railroads' concessions reached such an acute stage that Martin notified Abbott his services as counsel for the association were no longer desired. Abbott wrote Martin, also an attorney, the same thing.

Martin and his supporters are standing out for the family ticket which the railroads withdrew two years ago. They did not offer to return it in the new concessions. Abbott and his followers hold the family ticket for commuters can be overlooked in view of the other concessions the railroads granted.

The only change Abbott seeks is the elimination of the \$5 minimum rate for fifty-trip tickets for all stations of the Pennsylvania within seven miles of Broad Street Station. Abbott wants the Pennsylvania to figure these tickets on the cent and a half a mile basis, which the Reading has agreed to use.

With this exception, Abbott, on behalf of the association, accepted the railroads' propositions, and notified the State Public Service Commission that he had. Martin, at the same time, notified the Public Service Commission that the railroads' offers were unsatisfactory unless they included the family ticket.

The status of the commuters' demands and the attitude they will take toward the concessions will be discussed at the meeting on Wednesday.



WILLIAM C. KAMMERER  
Recorder of Progressive Assembly  
of the Artisans' Order Mutual  
Protection.

**TORRENS TITLE SYSTEM  
LIKELY TO BE FAVORED  
BY STATE COMMISSION**

Board Will Frame Measure After Meeting Wednesday on Scheme for Property Registry and Guarantee

**FEATURES OF THE PLAN**

Favorable consideration probably will be given Wednesday afternoon to the Torrens system of title registration at a meeting of the commission appointed by Governor Brumbaugh to investigate the question.

The first meeting of the commission held in several months will take place in the office of Senator Salus, in the Morris Building. Consideration of the subject was delayed by a vacancy in the commission caused by the death of Joseph K. Fletcher, counsel for the Recorder of Deeds.

His place was not filled until recently, when William P. Siegel, who succeeded him in the office of the Recorder of Deeds, was named also to the legislative commission. The other Philadelphia members are Sen-

ator Salus and Robert T. Carson, 4623 Frankford avenue, an attorney.

The commission is empowered to make a survey of all proposed schemes of modern title registration and to draft a new law on the subject, to be submitted to the Legislature for consideration. The Legislature already has submitted the Torrens plan to the people. It has been approved once by the popular vote. It will be submitted to the Legislature again at its 1917 session. If the Legislature then passes the act it will again be submitted for popular approval, and if this is obtained the Torrens system or one of its possible modifications will become a law. It is the duty of this commission to draft the act for the Legislature.

Although the Torrens plan, as such, has not been definitely voted upon by the commission, each of its members is said to be individually in favor of it. It is for that reason that approval of the idea will be granted next Wednesday.

The Torrens system is so called because it was authorized in South Australia in 1857 through the efforts of Sir Robert Torrens. The same idea has since been put into practical operation in other British colonies and in many States in this country. It has been enforced with special success in Massachusetts.

The chief feature of the system provides for a public rather than private inquiry into the ownership of property. The State is made the center of the system.

A title finally granted by consent of the State is a permanent and indestructible one. After the initial registration has been made the cost of transfer is nominal under this

system. Upon the certificate of title are indorsed memoranda of all the mortgages, liens and other charges, and as new encumbrances are created they must also be entered upon the certificate to be valid.

The chief argument offered by advocates of the Torrens plan is that it provides security to a title by attaching to it the authority of the State. It is argued also that the system is simpler than that which is now in operation in this State and that it would effect a saving of time.

This report probably will be used by the Legislative Commission in its deliberations. Meetings will be held at frequent intervals after Wednesday.

**DOG TRAPPED BY RABBIT**

Held Prisoner Eight Hours After Chasing Bunny Into Pipe

SHOEMAKERSVILLE, Pa., Nov. 12.—A young hound belonging to Joseph Lewis, of this place, chased a rabbit into a six-inch pipe at the brick works here. The dog caught the rabbit at a bend in the pipe, several hundred feet from the opening, but could not get out.

Lewis and brick works employees opened the pipe nearly a square from the end and released the dog after eight hours' imprisonment. He had eaten half the rabbit.

**Mrs. Bolsevain Improved**

LOS ANGELES, Cal., Nov. 12.—Mrs. Inez Mihaloni Bolsevain, of New York, who is critically ill at a hospital here, was somewhat improved today, according to

her physicians. Her chances for recovery were favorable, they said. Mrs. Bolsevain collapsed while on a tour delivering suffrage addresses. Her physicians say she was suffering from extreme anemia, complicated by throat trouble.

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**KILLED WHEN TRAIN HITS AUTO**

Driver of Car Dead and Companion Dying After Accident

WOODBURY, N. J., Nov. 12.—Edward Smith is dead and James Cheeseman is dying in Cooper Hospital as a result of a collision with a freight train at the Salem avenue railroad crossing shortly after midnight.

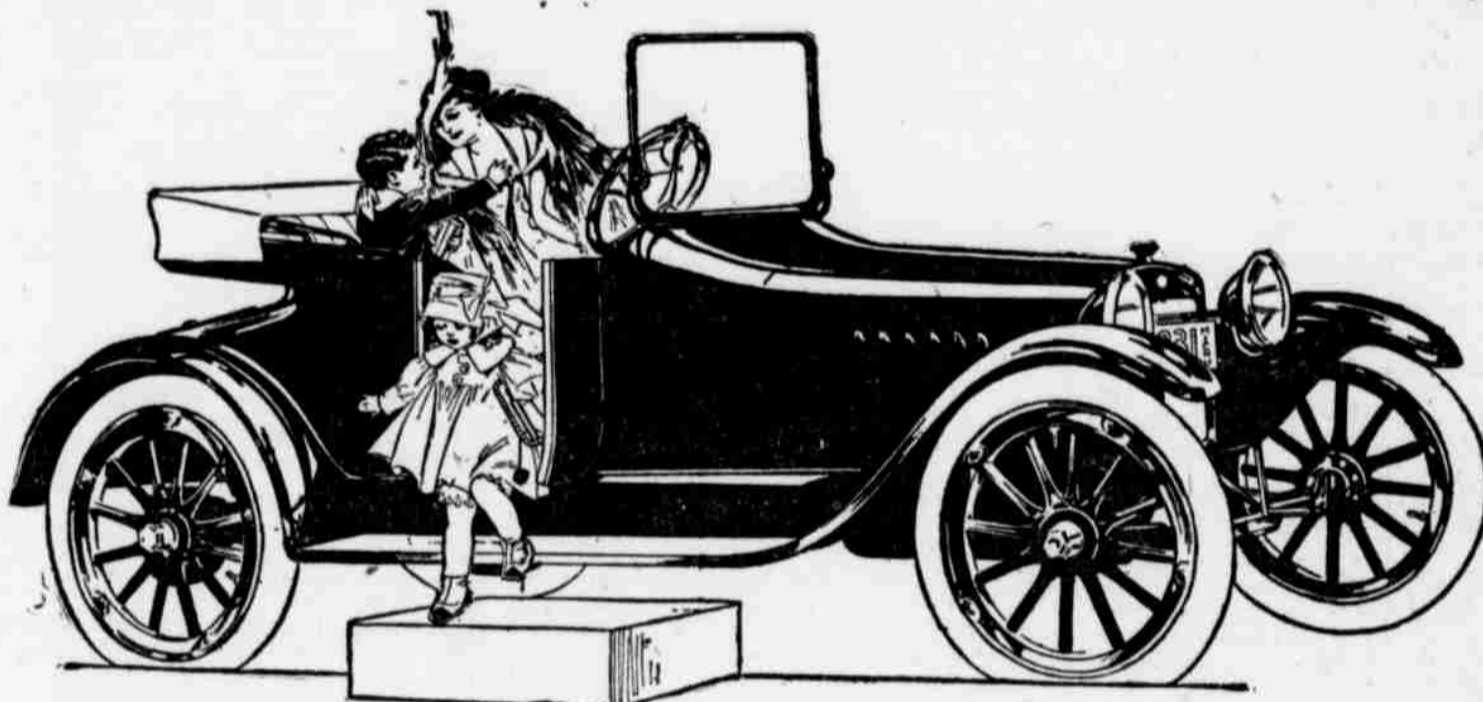
The men were in an automobile and were on their way to Pennsgrove, where they are employed at the Carneys Point powder works.

**Park Chrysanthemum Show**

The largest collection of chrysanthemums ever grown by gardeners in Fairmount Park is on exhibition at the twenty-third annual chrysanthemum show in Horticultural Hall. More than 25,000 blooms of ninety varieties are included in the exhibit. The show will remain open for two weeks. Admission is free.

**SAXON ROADSTER**

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It's here, on our showroom floor, spic and span, with shining, lustrous finish of ever-new freshness. By all means see this new series Saxon Roadster. You'll find it no ordinary car. We think it will win you on first sight—on its looks, on its costly car attractions, on the way it acts. There's plenty of "pepper" to its performance, plenty of speed, plenty of power, and plenty of snap to its "pick-up." There's more room now than ever before, the seat is larger, the body is bigger, and there's more leg room.

**Note These Modern Features—No High-Priced Car Has Better**

**STARTING AND LIGHTING** system built by Wagner. Two-unit type. Most efficient made. In Saxon Roadster now you simply press a button conveniently placed for your heel and your motor is humming away.

**DEMOUNTABLE RIMS.** They make tire-change in event of emergency a quick, easy operation.

**30-INCH BY 3-INCH TIRES.** These larger tires make Saxon Roadster a higher-standing car, give more road clearance, greater riding comfort, and longer tire life. Tire trouble will practically never fall to the lot of Saxon Roadster owners, for the added size of the tires gives Saxon Roadster the greatest tire surface in proportion to car weight of any car in the world.

**HIGH SPEED SAXON MOTOR.** This is a 4-cylinder, L-head, high-speed Continental motor, built to Saxon specifications and design by the Continental Motor Company—the world's most famous makers of automobile motors. The 4 cylinders are cast en bloc; crank case integral;

2 3/4" bore x 4" stroke. It is possessed of unusual power, smoothness, quietness, flexibility, operative economy, and coolness under all conditions.

**REICHENBACH CARBURETOR.** This new carburetor is the greatest advance in gasoline carburetion yet recorded. It is of the atomizer type and has 5 distinct and definite advantages over any other carburetor built.

1. Because it breaks up the gasoline perfectly it adds a full 15% more mileage to each gallon.
2. Its super-efficiency permits the use of cheaper gasoline without impairing the performance of the motor in the slightest.
3. It develops 15% more power.
4. It makes starting in cold weather easy.
5. It makes for far smoother performance at low-speed and gives far faster "pick-up."

**THREE SPEED TRANSMISSION.** Among high-quality cars it is the only type of transmission used. Its ad-

vantages are three-fold. On hills it enables you to get far more speed on less power. It gives 25% swifter acceleration. And it protects the motor from over-heating and over-working because the proper speed can be maintained under all road conditions. A car which has not a three-speed transmission simply cannot compare with the Saxon Roadster in flexibility and efficiency.

**TIMKEN AXLES.** Timken axles are conceded to be the finest axles manufactured. Throughout the chassis are the famous HYATT QUIET bearings—another costly car attraction.

**STREAMLINE BODY.** Its streamlike design is another piece of evidence which establishes the superiority of Saxon Roadster in the low-priced field.

**HONEYCOMB RADIATOR.** The honeycomb radiator assures you that your Saxon will always keep cool. You can pull for mile after mile through heavy sand, on low, without the water in your radiator coming to a boil.

**ATWATER - KENT IGNITION SYSTEM.** This ignition system is regarded as one of the best and most efficient systems on the market. The highest-priced cars can have no better.

**EASY RIDING.** Saxon Roadster is the easiest riding, most comfortable, low-priced roadster in the world. The long, resilient springs are made of the best quality vanadium steel. The spring suspension is of the cantilever design—the most approved type known. The seat is 40 inches wide, and there's plenty of leg room.

**NEW STYLE TOP** with Grecian rear bow enhances the attractiveness of this car's appearance.

**ELECTRIC HORN,** another fine car convenience; tire carrier at rear; speedometer; ventilating windshield; adjustable pedals; vanadium steel cantilever springs; and twenty more refinements.

Part for part—considering both the number and quality of Saxon Roadster features—we believe it is the biggest motor car value on the market. \$495 f. o. b. Detroit.

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