

DOES MODIFY CRITICISMS OF TRANSIT PACT

Potter Says Objections Number Only Five—May Mean Harmony

BUSINESS MEN DIFFER

Chestnut Association, Favors Taylor and Lease—United Starts Work for Twining

Colonel Sheldon Potter, one of the city representatives on the Transit Company's board of directors, gave out a signed statement today in which he said that discussion of the proposed transit lease has developed five main objections to the company's proposal.

Since Transit Director Twining in his analysis of the lease named twenty-two "major defects," the statement from Mr. Potter, who is close both to Mayor Smith and Director Twining, that there are now only five main objections indicates that harmony between the city and company may be near at hand.

LITTLE HARMONY

That there is little harmony among the city's business organizations over the merits of the lease, however, was made clear by the action late yesterday of the board of directors of the Chestnut Street Business Men's Association and the United Business Men's Association, composed of more than seventy different organizations.

The board of directors of the Chestnut Street Association gave their unqualified endorsement to the Philadelphia Rapid Transit Company's proposal in its present form, thereby backing up the position of A. Merritt Taylor, former Transit Director, who has urged the prompt ratification of the lease.

The United Business Men's Association in resolutions condemned the lease, denounced the 1907 contract and launched a movement to send two business men to Harrisburg May 8 to demand that the Legislature pass the pending transit bills, which Director Twining holds will place the city in a position to obtain a more liberal lease with the transit company.

While the business men were planning to demonstrate to the Legislature the demand of Philadelphia for the passage of the bills, the Philadelphia Rapid Transit Company was taking active steps to resist the passage of at least a part of the legislation. Every member of the Senate and House at Harrisburg received letters from the transit company intimating specific opposition to the Hecht " eminent domain" bill and to the Hecht constitutional amendment making financially possible the eminent domain measure.

The statement of Colonel Potter on the transit lease follows:

"I know of nothing which may be called new in the development of the rapid transit situation, I find, in coming in contact with the public and with the public officials, that discussion has developed five main objections to the agreement offered by the Rapid Transit Company.

"The first is that the company has so carefully protected itself from the making of extensions that it would seem impossible for the city ever to require it to build feeding lines for the development of the territory adjacent to the high-speed lines. The company has even protected itself against the operation of such lines if built by the city. As no extensions have been built during the life of the present contract, and as there has been a constant demand for city development by the building of extensions, a provision under which the present policy can be easily perpetuated and the usefulness of the high-speed lines thereby greatly curtailed does not seem to be popular. This is, perhaps, the most difficult objection to handle, for it ought to be obvious that in seeking an operator it cannot be expected that such operator will be willing to undertake that which might reasonably be expected to result in a loss, but to so bind the city that a reasonable chance of profit would not be sufficient upon which to compel extensions is to virtually declare that the company will make no extensions unless it is first demonstrated that those extensions will immediately pay a profit on the capital invested, and the success of the system would thus be jeopardized.

FINANCING OF EQUIPMENT

The second objection is to the financing of the equipment of the road. Under the proposed contract it can only be financed by the company which reserves the right to finance it upon loans bearing 6 per cent interest. The interest on the bond as the sinking fund charges of 1 per cent, are payable out of the net earnings. The city borrows money upon its credit at 4 per cent and would, therefore, be able to borrow and sink its loan at 5 per cent, against 7 per cent paid upon the company's financing. It is, therefore, thought that a right should be reserved by the city to do its own financing of the equipment of the road.

The third objection bears some relation to the second objection. If the company finances the equipment of the road and creates a sinking fund out of net earnings to pay for it, that equipment having been paid for out of the sinking fund, the

city should not again pay for it upon the expiration of the contract. It should, of course, pay for the difference between the sinking fund and the cost of the equipment, but the contract does not provide that the city should pay for such balances, or that it should take the sinking fund and pay for the equipment, but it provides that it should pay the company for the equipment, even though the loans for equipment have been amortized out of the net earnings.

EXCHANGE TICKET PROBLEM

"The fourth objection is to the provision which enables the company, after it has acquired a release from the payment of \$31,000,000 to the city under the terms of the contract of 1907, which release is expressed to be the consideration for the abolition of an exchange fare, to reserve the right to retain certain exchanges, while it agrees to abolish the other exchanges it reserves the right to re-establish them not to the extent of eight cents only for an exchange ticket, but to any amount which the company may find necessary to make its 5 per cent upon its capital stock. The people have for years, with respect to the building of the high speed lines, sought a flat five-cent fare with transfers on all surface lines. The recent reports of the company have shown such rapid increase in earnings as to assure an income of from \$2,500,000 to \$3,000,000 in the current year.

"It takes but \$1,500,000 to pay the interest upon the capital stock of the company. The exchange tickets produce about \$500,000 to the company. The company in seeking this contract lays great stress upon the fact that it is at present earning more than 3 per cent and that it will in the future, as should be reasonably expected, earn more. There would therefore seem to be no reason for reserving a right to charge any exchange rate or to restore the exchange rate having once been abolished, and there certainly should be no right to impose an exchange rate in excess of any exchange rate now in existence.

TAXATION AND FARE RATES

"The fifth and most important objection is the question of taxation. The city might be perfectly willing to engage an operator of its high-speed lines upon such terms as would yield it no profit, but would enable it to pay its fixed charges for the construction of its lines. But, if it has been estimated by skilled and competent authorities, there will be an annual deficit of perhaps \$5,000,000 during a period of years of the operation of the roads. The city cannot enter into a contract regardless of how it is going to raise whatever deficit there is, if there should be a deficit. The real question is not what the deficit amounts to, but whether the city has reserved a means of covering the deficit. Of course it has the means of paying it by taxation of real estate, which, should the deficit be \$5,000,000, would mean an additional thirty cents upon the tax rate.

"We are approaching a time when we must expect to be heavily taxed by the national Government. We are a manufacturing city among other things because we have low taxation. To increase our taxation of real estate by more than one-fourth of the present taxation would mean a blow to our prestige as a manufacturing city and could cause just criticism on the part of the owner of real estate, who, regardless of the use of the high-speed lines to him, would be paying for the fare of the rider. No provision is made in the contract whereby the city can raise its deficit in any other way than by taxation of real estate. I find that the thought is very current that the man who rides should pay the cost of his ride, and that there should be no provision in the contract whereby the city, without paying to the company as profits any part of the sum raised in the endeavor to meet the deficit, should be able to charge such a tax on the rider for the use of the high-speed lines as will meet this deficit and will bring its liquidation upon the property holder.

"Thus, while there is no new, the very wisdom which appeared in the public press some time ago that the matter should be thoroughly discussed has brought out the above principal objections to the proposed contract."

TAYLOR VIEW APPROVED

The resolution adopted by the Chestnut Street Business Men's Association indorsing the position of former Director Taylor on the lease follows:

"Be it resolved, That the board of directors of the Chestnut Street Business Men's Association does hereby report to its membership, and to the public, that the terms and provisions of the proposal tendered by the Philadelphia Rapid Transit Company for the equipment and operation of the city's high-speed system appear amply to provide for the protection of the public interests, and assure to the city the establishment of a unified transportation system properly designed and arranged to serve the public adequately, efficiently and economically, upon a free transfer basis throughout the city in a forward direction, with the eight-cent exchange tickets eliminated. That the terms of the proposed proposal appear to secure to the city adequate and adequate concessions which have been obtained from the Philadelphia Rapid Transit Company, which will result in the establishment and operation of the city's high-speed system on a basis which, in a broad sense, will be self-sustaining.

Browning, King & Company

\$15 Suits

- \$15 Oxford
- \$15 Blue Flannel
- \$15 Cambridge Gray
- \$15 Fancy Mixtures

Browning-King Suits.

The fabrics tested and tried for color and service. The garments cut, made and trimmed in our own shops under our personal supervision.

We can add nothing to that except to say "Money Back" to back them.

1624-1526

U-BOAT MENACE ALARMS BRITAIN

Actual Result of German Submarine War, When Disclosed, Arouses Public DANGER AHEAD SEEN

"May Be Enormously Important Factor," Says Head of Trade Board

LONDON, April 27.—Great efforts are being made by the patriotic British press to awaken the public to some perception of the meaning of the submarine war, but it is feared that unless the Admiralty can discover some method of announcing losses which will convey the gravity of this constant reduction of shipping, without giving information to the enemy, the tendency will be to make optimistic comparisons between the number of vessels sunk and the number of vessels entering and leaving British ports each week.

Information to the public generally from even this morning's starting record are erroneous.

Although in shipping circles and among the better informed the reduction of tonnage available for the special purpose of conveying food supplies is well known, the mass of people, as one easily learns from promiscuous conversation, still refuses to believe that the loss of 242 ships since February 17 is really a serious menace, considering that Britain's shipping at the outset of the war exceeded 11,000 vessels. There is also a disposition to believe that the output of new tonnage must be nearly equal to the losses from mine and submarine. Figures recently published of shipbuilding

and ultimately most profitable to the city and its citizens.

"Be it further resolved, That the municipal and State authorities be and are hereby urged to take prompt action in effecting a settlement of the agreement entered into by the city and citizens may secure without unnecessary delay the vast benefits which will accrue to them thereunder.

"Be it further resolved, That all business, labor, civic and other associations in Philadelphia be and are hereby urged to take such prompt affirmative public action which now appears to be necessary to secure final and favorable action upon this important business transaction.

"Be it further resolved, That the secretary of this association be and is hereby directed to give full publicity to this action, which is the result of painstaking and patient research and consideration."

HECHT BILLS ASSAILED

The statement on the pending transit legislation which was sent to members of the House and Senate at Harrisburg last night by Transit Company interests accuses the two Hecht measures as "the most dangerous legislation ever proposed at Harrisburg." The Hecht resolution proposing an amendment to the Constitution increasing the city's borrowing capacity so that the present transit franchise could be taken over under the right of eminent domain is denounced as a provision which might bankrupt the city.

The resolution, while permitting a straight 10 per cent debt limit, says that in calculating such limit there shall not be included any bonds issued or about to be issued for money expended or about to be expended on any public improvement or on the purchase, construction or condemnation of any public utility, nor may reasonably be expected to yield revenue in excess of operating expenses sufficient to pay the interest and sinking fund charges thereon.

The Hecht eminent domain bill gives the city the right to condemn any part or all of the transit system and any other public utility. This bill the company declares is a bluff.

Mrs. A. W. Goodrich Heads 40,000 Nurses

Continued from Page One

three years, Miss Ella Phillips Crandall, New York; Miss Mathilda Gruger, Menomonee, Wis.; Miss Mary Roberts, Cincinnati; and Miss Mary C. Wheeler, Chicago.

The Australian ballot is used in the election. The polls will remain open today and Monday between 12 and 2:30 o'clock.

Tonight there will be a big public meeting of the three organizations at the Academy of Music, where, during the past year and a half, health insurance will be the topic of the evening.

The nurses at the conventions are in favor of a health insurance because, they say, it is the one way to help all. It was pointed out at the meeting today that thirty States had bills for some sort of health insurance presented to their legislatures during the last year and that they had been defeated in every State.

Miss Sara E. Parsons, president of the National League of Nursing Education, made a plea to her co-workers for concerted action to obtain a Federal examination and registration of nurses instead of the State, saying that it was a difficult thing and unfair to the nurses and the public alike to have different standards in different States.

Alleged Murderer Escapes

TRENTON, N. J., April 27.—Richard von Krohn, accused murderer of New Brunswick, escaped from the State Hospital for the Insane last night and is still at large. The authorities have not determined how he got away.

U-BOAT MENACE ALARMS BRITAIN

Actual Result of German Submarine War, When Disclosed, Arouses Public DANGER AHEAD SEEN

"May Be Enormously Important Factor," Says Head of Trade Board

LONDON, April 27.—Great efforts are being made by the patriotic British press to awaken the public to some perception of the meaning of the submarine war, but it is feared that unless the Admiralty can discover some method of announcing losses which will convey the gravity of this constant reduction of shipping, without giving information to the enemy, the tendency will be to make optimistic comparisons between the number of vessels sunk and the number of vessels entering and leaving British ports each week.

Information to the public generally from even this morning's starting record are erroneous.

Although in shipping circles and among the better informed the reduction of tonnage available for the special purpose of conveying food supplies is well known, the mass of people, as one easily learns from promiscuous conversation, still refuses to believe that the loss of 242 ships since February 17 is really a serious menace, considering that Britain's shipping at the outset of the war exceeded 11,000 vessels. There is also a disposition to believe that the output of new tonnage must be nearly equal to the losses from mine and submarine. Figures recently published of shipbuilding

and ultimately most profitable to the city and its citizens.

"Be it further resolved, That the municipal and State authorities be and are hereby urged to take prompt action in effecting a settlement of the agreement entered into by the city and citizens may secure without unnecessary delay the vast benefits which will accrue to them thereunder.

"Be it further resolved, That all business, labor, civic and other associations in Philadelphia be and are hereby urged to take such prompt affirmative public action which now appears to be necessary to secure final and favorable action upon this important business transaction.

"Be it further resolved, That the secretary of this association be and is hereby directed to give full publicity to this action, which is the result of painstaking and patient research and consideration."

HECHT BILLS ASSAILED

The statement on the pending transit legislation which was sent to members of the House and Senate at Harrisburg last night by Transit Company interests accuses the two Hecht measures as "the most dangerous legislation ever proposed at Harrisburg." The Hecht resolution proposing an amendment to the Constitution increasing the city's borrowing capacity so that the present transit franchise could be taken over under the right of eminent domain is denounced as a provision which might bankrupt the city.

The resolution, while permitting a straight 10 per cent debt limit, says that in calculating such limit there shall not be included any bonds issued or about to be issued for money expended or about to be expended on any public improvement or on the purchase, construction or condemnation of any public utility, nor may reasonably be expected to yield revenue in excess of operating expenses sufficient to pay the interest and sinking fund charges thereon.

The Hecht eminent domain bill gives the city the right to condemn any part or all of the transit system and any other public utility. This bill the company declares is a bluff.

Mrs. A. W. Goodrich Heads 40,000 Nurses

Continued from Page One

three years, Miss Ella Phillips Crandall, New York; Miss Mathilda Gruger, Menomonee, Wis.; Miss Mary Roberts, Cincinnati; and Miss Mary C. Wheeler, Chicago.

The Australian ballot is used in the election. The polls will remain open today and Monday between 12 and 2:30 o'clock.

Tonight there will be a big public meeting of the three organizations at the Academy of Music, where, during the past year and a half, health insurance will be the topic of the evening.

The nurses at the conventions are in favor of a health insurance because, they say, it is the one way to help all. It was pointed out at the meeting today that thirty States had bills for some sort of health insurance presented to their legislatures during the last year and that they had been defeated in every State.

Miss Sara E. Parsons, president of the National League of Nursing Education, made a plea to her co-workers for concerted action to obtain a Federal examination and registration of nurses instead of the State, saying that it was a difficult thing and unfair to the nurses and the public alike to have different standards in different States.

Alleged Murderer Escapes

TRENTON, N. J., April 27.—Richard von Krohn, accused murderer of New Brunswick, escaped from the State Hospital for the Insane last night and is still at large. The authorities have not determined how he got away.

activity in Sir George Macleay's regime were prima facie encouraging, but compared with the losses quoted by Germany which, as Walter Runciman said in the House of Commons Tuesday, were not greatly exaggerated, the contrary is the case. The Admiralty's contention is that by issuing the figures of tonnage lost Germany would give the impression that the number of vessels sunk by mines, which she now has no means of getting. The reply made to this is that Runciman's statement is, if true, indication that Germany does obtain a certain amount of information of this character.

Apart from the reports of her submarine commanders, it is considered probable that Germany is not without means of obtaining information which virtually anybody who takes the trouble can get in London and the chief British ports. It is being urged that the easiest method of making the public realize the necessities of the situation, and thereby avoiding the compulsory rationing which threatens, is to give a clear idea of the extent to which the shipping available for all purposes has been diminished.

THE GERMAN CALCULATION

The German calculation upon bringing the war to an end by forcing Great Britain to her knees is better known in America than here, where Admiral von Chappelle's estimates received scant notice and the public at large has little or no idea of the seriousness of the outlook. The Westminster Gazette is charged with exaggerating the seriousness of the situation by even speaking of a possible victory of the submarine in the phrase, "if victory were to be won with the submarine there would henceforth be neither freedom of the seas nor even safety on the seas for anybody." The Westminster Gazette expresses confidence that the world, which has a supreme interest in outbuilding the destruction and concentrating all available tonnage on this struggle, will win against the submarine, but in the phrase, "but blind belief that somehow or other we shall escape the monstrous conclusion which threatens us is not going to carry us through."

Commander Carlsson Bellars, who represents a considerable body of naval opinion, has been severely criticizing the Admiralty

on the ground that it has failed to move with the times as the War Office has done, and in many quarters today the First Lord of the Admiralty is the object of unflattering attention.

EFFECT OF SUBMARINE WAR

A grave warning that the submarine menace may be an important factor in deciding the outcome of the war was sounded today by Sir Albert Stanley, president of the British Board of Trade. Addressing a luncheon of business men, Sir Albert said: "We have not yet found a way of dealing with the submarine as to remove the danger of their being an enormously important factor in determining the outcome of the war. The effect of the submarine war upon the existence of the British empire is simply this—that we cannot continue to bring into this country all the supplies and materials required for our existence, for the continuance of the war and for the actual needs of our industries."

In the House of Lords today Admiral Baron Berosford criticized the Admiralty's weekly returns of shipping losses as "seriously misleading, since they admit losses of neutrals through which this country is now really better off, while the totals of arrivals and sailings include both neutral and allied vessels."

The building of standardized merchant ships was one of the most important means of counteracting the submarine war, Admiral Berosford declared.

Replying to Admiral Berosford in behalf of the Government, Lord Lytton said that the construction of standardized motorships was proceeding as fast as the material available allowed, but that naturally arose in discharging freights when vessels

Admittedly, continued Lord Lytton, neutral ships could not always be induced to voyage as before the war, but an increase in freight rates and insurance facilities already had had its effect. More neutral ships were running than before February 1, he declared.

Admittedly, continued Lord Lytton, neutral ships could not always be induced to voyage as before the war, but an increase in freight rates and insurance facilities already had had its effect. More neutral ships were running than before February 1, he declared.

This is Clover Day
Strawbridge & Clothier

Victrolas
\$15 to \$400
Easiest Terms
All our Victrolas are equipped with the Tungsol Stylus. Plays 20 to 200 records in shortest change.

Many Excellent Records for May
Every one a gem—the selections this month are unusually tuneful and particularly worth-while adding to your collection.
Hear them tomorrow.
Talking Machine Co.
VICTOR DISTRIBUTORS
Broad Abv. Walnut
Branches Open Evenings
Broad and Columbia Ave.
52d & Chestnut Sts. 4124 Lancaster Ave.

WHITE MAGIC

Use S. S. White Tooth Paste for a week. Then smile into your mirror and learn what a really efficient dentifrice will do for your teeth.

S. S. White Magic is merely the magic of a thorough cleanser. It doesn't pretend to kill germs. Any dentist will tell you that there is no such magic as that.

While making no impossible "germicidal" claims, S. S. White Tooth Paste is mechanically aseptic and is as delightful to use as it is efficient. Made by the world's best known makers of dental equipment and supplies, according to a formula approved by the highest dental authorities in mouth hygiene.

Your druggist has it. Sign and mail the coupon below for a copy of our booklet "Good Teeth; How They Grow And How To Keep Them."

THE S.S. WHITE DENTAL MFG. CO.
MOUTH AND TOILET PREPARATIONS//
211 SOUTH TWELFTH STREET PHILADELPHIA.

COUPON

Name _____ Address _____

S.S. WHITE TOOTH PASTE

BONWIT TELLER & CO.

The Specialty Shop of Originations
CHESTNUT AT 13TH STREET

Special Offerings Saturday

Misses' & "Flapper" Apparel

(Reg. U. S. Pat. Off.)

At Greatly Reduced Prices
FOURTH FLOOR

Misses' "Tailleur" & Costume Suits

Including the season's handsomest models in Suits for the younger set—original style-conceptions exclusively Bonwit Teller & Co.

Misses' Suits Formerly up to 45.00 20.00 & 25.00
195 plain tailored, semi-tailored, braid bound and dressy models, in Poirer twill, serge, gabardine and tyrol wool. Sizes 14 to 18.

Misses' Suits Formerly up to 59.50 29.50 & 39.50
275 Suits in the season's latest models, developed in taffeta, Poirer twill, serge and gabardine. Sizes 14 to 18

Misses' Suits 45.00 & 75.00
125 very handsome suits, of charmeuse, gros de londre, Poirer twill, men's wear serge; included are some three-piece models of Poirer and charmeuse combinations.

Misses' Afternoon and Street Frocks

19.75 25.00 35.00
Of serge, jersey, gabardine, satin and taffeta. Trimmings of beads, silk embroidery and chain stitching.

Misses' Daytime Coats

20.00 25.00 29.50
Included are Burella, jersey, tweeds, Poirer twill and gabardine, full flare and belted models.

Misses' Capes: In the New Military Effects

22.50 29.50 35.00
Capes of the latest models, that are braid bound, velvet trimmed, and vested. They are made of velour, Burella cloth, Poirer twill and gabardine.

"Flapper" Dresses 5.95 up to 12.75
Wash frocks for the girl of 12 to 16, of linen, gingham, crepes and linene.

"Flapper" Afternoon & Party Frocks 12.75 up to 25.75
Suitable for the little Miss of 12 to 16, in chiffon, Georgette crepe, voiles and taffeta.

For Class Day and Graduation

Many pretty frocks, of Georgette crepe, charmeuse, taffeta, nets and voiles.

25.00 29.50 35.00

Shetland Wool Sweaters

For Saturday Only
3.95

One hundred and twenty-five Shetland wool sweaters in open, rose, corn, all white and various color combinations. Many were priced up to \$10.75.

HARDWOOD FLOORS

PINKERTON

A balmy spring evening, a fresh breeze drifting through the open windows, family and friends sitting around after dinner. Somebody starts the phonograph and the young folks start to dance—but for that you need Hardwood floors—the kind laid by

PINKERTON

3034 West York St. Philadelphia Both Phones

How long will your home be without a Victrola?

The influence of music is refining and educational; the enormous selection of records satisfies every taste.

SPECIAL OFFER
Victrola XI \$107.50
your choice of records at \$10.00 a dozen.

Bring your Victrola here. We give you \$15.00 on the spot.