

HEFFERNAN BILL
Declares Loan Diversion
Needed for Independent
Transit Operation

ATTACKED BY TAYLOR

Mayor Smith following a series of conferences with the transit advisers last night issued a statement late this afternoon declaring that the Heffernan constitutional amendment was needed to give the city additional borrowing capacity to equip the high-speed transit lines.

MAYOR'S STATEMENT

The statement from the Mayor follows in full: The Heffernan constitutional amendment will be submitted to the people for adoption or rejection next fall. The amendment was originated by the Legislature of 1915. I was not in office at that time and had nothing to do with its introduction and no knowledge of its existence until after I became Mayor.

MONEY FOR EQUIPMENT

By equipment is meant not only tracks and wires, but electric substations and cars. I was advised that while no existing constitutional provisions it might be possible for the city to use the extra 3 per cent borrowing capacity for the purchase of cars and the building of the electric substations the matter was subject to grave doubt.

STOLENBURY IN CONFERENCE

As the Mayor came out of his office to issue the statement, E. T. Stolembury, chairman of the board of directors of the Philadelphia Rapid Transit Company, was presumably for a transit conference with the Mayor.

The Mayor's first conference today was held at his home in Glenside with Director Twining. When the Mayor reached his office Senator Vane, Finance Committee Chairman Gaffney and William Draper Lewis, the administration's transit legal adviser, arrived successively and talked the situation over with the Mayor.

Following the Glenside conference it was announced that the Mayor had decided to proceed at once with the execution of the program announced by him yesterday. To that end Director Twining will appear before the Public Service Commission on Monday to request a certificate of public convenience for the Chestnut street subway.

When Mayor Smith arrived at his office this afternoon, following the conference with the Director, he was asked whether he would tell what had been discussed.

"Not yet. Just be patient," he replied. The Mayor then went into conference with Joseph P. Gaffney, chairman of Council's Finance Committee.

The rapid-fire developments today followed conference by Senator McNichol that a powerful transit lobby defeated the Salus transit bill, necessitating new plans by Mayor Smith for a settlement of the city's transportation problems.

Senator McNichol, whose followers from the rural districts in the House of Representatives are held responsible by the Smith administration for the defeat of the Salus bill, revealed what he said was a lobby in which State-wide transit interests, including the Philadelphia Rapid Transit Company, undermined the measure.

Denying vigorously that the country adherents of the Penrose-McNichol faction of the Republican organization organized to defeat the bill, he showed a copy of a statement sent to each member of the House by the Pennsylvania Street Railways Association, which urged the defeat of the bill. The men who voted against the bill, he said, had the effect of it in their home communities, he said.

With echoes of the bill's defeat still sounding, Mayor Smith is preparing a summary campaign for final settlement of the issues raised—whether or not the city will lease its lines or run them independently. He hopes, he said, for a solution of the problem when Council reconvenes in the fall.

During the July and August recess of Council Director Twining will employ competent legal and engineering aid in planning a new lease proposition to submit to the Rapid Transit Company. To the event of this being rejected efforts will be made to interest outside companies in the project of handling the high-speed transit lines.

To be in a position to submit a concrete plan to outside interests Director Twining Monday will present two petitions to the Public Service Commission.

WANTS CERTIFICATE

The first request will be for a certificate of convenience to allow the extension of the Frankford elevated structure from a point north of Callowhill street to Arch street as a portion of the proposed Chestnut street subway. The second will be a request for a certificate of approval to permit the Chestnut street subway to be built. This connecting link is known to be favored by several members of the State Board who have opposed the plan without this link.

The construction of the Frankford elevated with its thorough connection to the Darby elevated by the Chestnut street subway would give the city more than sixteen miles of lines. The Darby line is four and one-half miles in length; the Frankford, nine miles; and the subway under Chestnut street 2 1/2 miles. Of the proposed Frankford line only five miles are completed.

The Mayor and Director Twining have decided to advertise Monday for bids for the construction of concrete track for the Frankford elevated from North 22nd street to Indiana avenue and Indiana avenue to Erie street in Philadelphia. These bids will be opened July 1 and the work will be rushed as fast as possible. Under a bill passed yesterday by

CONSIDER ALL PROPOSALS MADE THE CITY MUST BE ACCEPTED OR REJECTED WITHIN SIXTY DAYS. THIS PROVISION IS EXPECTED TO HASTEN THE LETTING OF A NUMBER OF CONTRACTS THAT ARE NOW PENDING.

To hasten the operation of the Frankford elevated contracts for the construction of the stations will be made not later than July 10.

The latter, which Senator McNichol said he holds largely responsible for the defeat of the Salus bill, was in the hands of every member of the House when the vote was taken, he declared. The circular, issued by the Pennsylvania Street Railways Association, warned that the measure was designed as a "club over the local street railway company in Philadelphia," but that its effects would depreciate the securities of every street railway in the State and curtail their supply of new capital.

The statement warns that, while the measure applies only to Philadelphia, the standard bills, passed at this session of the Legislature, extend the power of building street railways to cities of the second class and that it would be but a step to extend it to all cities. The association points out the danger to street railway companies of the provisions of the bill that would require compulsory track connections through routes, joint fares and free transfers between a municipal line and an existing line.

The men who voted against the bill had this circular in their hands at the time, said the Senator. "I am very sorry that the bill was defeated."

Members of the House who voted the bill down also denied that they had been misled by any one. Representative Edgar Smith, who was a member of Max Aron's subcommittee and who aided Aron in his efforts to kill the measure before it was reported to the House, asserted today that he had been approached by no one in respect to the measure, but had merely followed his own convictions.

WOMAN AND BOY DIE FROM AUTO INJURIES

Eight Other Persons More or Less Seriously Hurt by Motor Vehicles

One woman and a boy were killed within the last twenty-four hours by automobiles and eight persons were injured either by automobiles or motorcycles.

While attempting to recover a stick from the street for the crying child of a neighbor, Mrs. R. J. Felte, forty-two years old, of 2923 North Broad street, was struck by an automobile which was driven by Edward Jones, of 3120 North Broad street. She was thrown several feet and was seen to be in a serious condition when picked up.

Jones took her into his machine and hurried her to the hospital. The accident happened last night. For a time it was thought the woman might recover, but later her case took a turn for the worse and she died early this morning. Jones, witness say, attempted to stop his car when he saw that she was going to get in front of him, but was unable to do so quickly enough.

William Wright, twenty-eight years old, of 730 North Twenty-second street, died in the Mary Green Home today as a result of being run down on Twenty-first street near Fairmount avenue by an automobile. Joseph Gratz, of Poplar street near Tenth, driver of the car, was arrested.

Frank Cantor, seven years old, of 1121 South street, was struck by an automobile driven by Frank Eisman, thirty years old, of 544 West avenue. He was taken to the Howard Hospital. It is thought he has a fractured skull. The boy ran into the street after a companion while playing tag. Eisman was arrested.

An automobile ran into an "L" pillar at Forty-fourth and Market streets and was demolished. Three men in a side-car motorcycle were scattered along North Broad street as the machine was sidwiped by an automobile, which sped away after the accident.

A broken steering knuckle, the police say, caused the accident on Market street. The car, apparently going fast, struck the heavy steel pillar on the north side of the street. There was only enough left of the car to put in a wagon. The car's occupants were taken to the Presbyterian Hospital. Those hurt were:

John Grootzinger, twenty-eight, 363 North Sixty street, driver; severe cuts and bruises.
William Crawford, twenty-two, 6150 Birchwood avenue; left eye cut and bruised.
Vera Ryan, seventeen, 4800 Market street; cut face and shock.
Katherine Montgomery, twenty-four, 4800 Market street, broken jaw.
Victims of the motorcycle accident were thrown to the road by an unidentified automobile which smashed into them from the side. It sped away before any one took the license number.

The injured men were taken in an automobile to St. Luke's Hospital. They are: Peter Mason, driver of the motorcycle, 2748 North Fifteenth street; face cut and body bruised.
Patrick House, 4207 North Nineteenth street; scalp cut and sprains.
Harry Myers, 2802 Bridge street; cuts and bruises.
Victims of both accidents escaped serious injury. All left the hospitals except Miss Montgomery.

AGED MAN KILLED BY TRAIN

Struck While Taking Home Flowers He Had Picked for His Family

ASHBURY PARK, June 29.—Clutching in his arms a big bundle of daisies he had picked for his family, Beverly W. Turner, seventy-nine, was struck by a train at the interlocking crossing this morning and instantly killed. He attempted to hurry across the track in front of the train and became panic-stricken when he saw the engine bearing down upon him.

Turner, who was preparing a sumptuous dinner for his wife, Alvin Turner, of Ocean Grove, survived Mr. Turner. He was formerly in the theatrical business, and had his home at Haddonfield, N. J., until he came to live here with his son a few months ago.

Dutch Accept German Ships

AMSTERDAM, June 29.—The Dutch joyfully received the news that the Germans have consented to give them German ships for the East Indian port in return for the seven Dutch ships that were torpedoed in February. They do not attribute this to generosity, but rather to Germany's realization of the fact that no German ships will be sent to Germany after the war, as the Entente will insist on reparation for ships destroyed in the illegal German submarine warfare, and it will be better to allow these ships to pass into neutral Dutch hands.

Gangrene Antitoxin Discovered

NEW YORK, June 29.—A gangrene gas infection antitoxin, which may save thousands of lives for the Allies at the front, has been discovered by Dr. Carroll G. Bull, of the Rockefeller Institute for Medical Research. It was announced today. A large percentage of leg and arm amputations among wounded fighting men is necessitated by gangrene infection. Doctor Bull's discovery will be sent to France to be tried out.

Red Cross Nurses Too Fat

WASHINGTON, June 29.—Most Red Cross nurses are too fat. Put them in training for two to six months before you send them to Germany after the war, as the Council of National Defense today. It is being given "serious consideration."

RECRUITING CAMPAIGN GROWS IN INTENSITY

Army Short of Men as Drive Nears End—Guard Wants 500

The regular army lacked 63,701 men today in the seven-day nationwide campaign for 70,000 recruits, according to a War Department announcement. Only 6299 men have been enlisted in five days. Yesterday 1313 enlisted, the leading States being New York, 268; Pennsylvania, 151, and Illinois, 87.

The tired but enthusiastic men in olive drab who are working to get more fighters for Uncle Sam redoubled their efforts today, with Regular Army Week and National Guard Week drawing to a close.

A scout twenty was today's harvest for the army, which needs six times that number a day. Nearly 100 young men heeded the call from the home regiments of the National Guard, giving hope of more than 500 new men for the city's regiments by the time the seven-day campaign ends tomorrow night.

Company B, First Pennsylvania Engineers, continued its double duty today—packing its equipment for departure at an unknown date for an unknown destination and drumming for recruits to fill out the half-a-hundred vacancies remaining.

Captain Richard H. Williams, U. S. A., in charge of enrolling for the second officers' training camp in the Colorado Hotel, has received 53 completed applications of men desiring to take the course. Yesterday 86 men applied for enrollment, which makes 1275 since the office has been opened.

In connection with this camp the War Department states: These training camps will afford those not in the military service or drafted in the future the last opportunity to become officers. Also, in connection with these camps, it is noted that mature and experienced men are needed to fill the higher grades—first lieutenant, captain, major and a few lieutenant colonels in the second 500,000.

Men enrolled in the Naval Coast Defense Reserve for instruction in radio work have been ordered to report to the Philadelphia School of Wireless in the Parkway Building, Broad and Cherry streets, Monday morning when classes will be opened. Lieutenant R. Y. Cadmus, N. C. D. R., will be in charge. This evening will take place from 7 to 9 p. m. This arrangement of classes will allow those employed to hold their positions and receive the course of instruction at the same time.

An urgent appeal for recruits for the Third Pennsylvania Infantry was made by recruiting officers during the concert by the regimental band in the band stand in the north plaza of City Hall today. A number of young men responded and were examined by the surgeon and sworn into service by Colonel Robert M. Brookfield.

The Third Pennsylvania Infantry will hold recruiting meetings at Thirty-third and York streets, and Broad and Columbia avenues tonight. Robert S. Bright will be the principal speaker. The meetings have been arranged by the Mayor's Home Defense Committee to enable the guard regiments to get their required number of men.

The signal corps, at 121 South Fifth street, needs thirty telephone men, linemen and electricians. With 150 men already enrolled, the recruiting squads are canvassing the railroads for the remainder of their requirements.

Yesterday's enlistments were: Army, 30; navy, 13; marine corps, 7. The following enlistments were announced today:

THIRD PENNSYLVANIA INFANTRY
Maurice L. Gurdoloff, 18, 724 Jackson st.
Richard Madotto, 28, 620 Kell st.
Frank L. Fannon, 28, 207 1/2 St. St.
James J. Gourduff, 21, 1400 Walnut st.
Walter J. Smith, 19, 213 Master st.
Frank Wolf, 20, 107 1/2 St. St.
Michael A. Muschette, 16, 2131 Gorden st.
Maurice E. Gurdoloff, 18, 724 Jackson st.
Thomas L. O'Neill, 27, 917 S. 50th st.

FIRST PENNSYLVANIA INFANTRY
Kazimirus Mahasus, 25, 1928 Carlton st.
George A. Powell, 25, 1123 Germantown ave.
Raphael M. Richards, 25, 154 S. 27th st.
Charles H. Hoeks, 18, 1249 S. Gessner st.
Joseph J. McAdams, 17, 14th and Market st.
Wayne H. Lewis, 21, 3481 N. 20th st.
Nicholas L. DeGard, 21, 14th and Market st.
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Harry D. DeLoach, 23, 725 Lincoln st.
George M. Burger, 20, 12th and 13th st.
Harry De Young, 22, 1123 Germantown ave.
Michael J. Gurdoloff, 18, 724 Jackson st.
Charles H. Hoeks, 18, 1249 S. Gessner st.
Joseph J. McAdams, 17, 14th and Market st.
Wayne H. Lewis, 21, 3481 N. 20th st.
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