PLANT STRIKE **SAID TO BE AVERTED**

ident Reported to Have ced Settlement - Union Leaders Allege Ignorance

NEW YORK, Aug. 18. d settlement of the strike of 10,000 workers in shipbuilding plants here. hentic source that at the direction of sident Wilson both employes and empers have signed an agreement and the kers will be ordered to return to work

the day. dera of the Boilermakers' and Ma-Leaders of the Bollermakers' and Ma-phinists' Unions claim no knowledge of the strike settlement, but persist in threats of a mation-wide strike unless their demands for higher wages are met. E. J. Deering, of the Machinists' Union, declared he was ready today to call out members of the union throughout the entire country. Bamuel Gompers, according to current reports, has played an important part in the reported settlement.

Business Men Score New Transit Lease

Costinued from Page One
does not believe various articles fair, let
that persons or persons write to me at the
Department of Transit and state their
question or questions in writing. I will be
flad to answer every one to the fullest extent of which I am capable."

Even "Dave" Lane, who is a large holder
their Transition Company stock con-

Traction Company stock, con-He was in Atlantic City today, and his attitude toward the proposed com-pact bordered on disgust. He advocated that the city operate the subways and ele-vated lines itself, and added that he would ot be at all averse to selling his Union

Traction holdings.

The Mayor declined to add to the formal statement he read in Councils yesterday.

He also spent the night at Atlantic City, and refused to be interviewed further on

In every section, prominent citizens voiced their disapproval of the terms of the pro-posed agreement. The provisions requir-ing an increase in the rate of fare, and the creation of the so-called "board of supervising engineers" to take over com-plete charge of all transit questions were strengually objected to by the heads of strenuously objected to by the heads of business organizations and others in all parts of Philadelphia.

The entire lease, and what it really means to the citizens of Philadelphia, is being reviewed in detail by ex-Director A. Mer-

former Director of City Transit, is a statement issued by him soon after the terms of the proposed agreement were made public, branded the lease as an agreement that would impose upon the tax-payers burdens that are "unnecessary, onerous and outrageous." He promised to give to the citizens a careful digest of new proposition, probably the first of

There is no sign of elation among the Organization week-enders at the shore over the proposed lease. Several Organi-sation leaders shrugged their shoulders in pair when asked their views on variouses of it. One admitted that an increase in fare may be necessary to operate the proposed high-speed system under the new lease. Another prominent Organization flatly declared that section D of the providing for the creation of a picked board of engineers to be hired and fired at the will of the Mayor was

man who expressed this opinion sked that his name be withheld at the present time. His views carry very considerable weight in Organization circles. A sample of the Organization sentiment here regarding the lease is shown by the remarks of "Dave" Lane, former chairman of the Republican city committee. It was ith much hesitancy that he entered into my discussion of it as he basked in the Atlantic breezes on the porch of the Hotel

The "sage of the organization" said he had not had sufficient opportunity to thoroughly digest the terms of the proposed lease and did not like to pass judgment on a whole fabric which should only be exam-ined piecemeal. Nevertheless he said: Transit Company should never have any-thing to do with the whole new proposition. Why not let the city run its own lines?

"On reviewing the project generally I be-lieve that when the city builds its roads and they become unified that an increase in fare

they become unified that an increase in fare may be necessary to operate their enormous system, but I do not think that an increase will be required at the outset of the proceedings.

"But there have been many things which have puzzled me in this matter. While the two contracting parties have had numerous conferences, the stockholders have never been invited to a single one. With his payment of \$50 a share and loss of fifteen years' interest, which would amount to \$75 a share. I think he is entitled to some little consideration."

It was suggested at this point that the lease was very favorable to the stockholders. Mr. Lane looked at the questioner

hopelessly.
"If the lease is regarded as being in the interest of the stockholders," he said, "I would be delighted to dispose of mine at \$50 a share, which would mean the loss of \$25

And the organization sage looked as

And the organization sage looked as though he meant it.

"Without these extensive subways and long elevated systems," he continued, "there have been just two dividends declared by the Rapid Transit Company in fifteen years. Let us have a look at actual facts in the present cost of transportation.

"The railroads are obliged to charge twenty-five cents to Chestnut Hill on a cost of \$100,000 per mile surface construction. Therefore, one cannot help wondering how a subway oosting \$2,000,000 per mile, and an overhead system costing \$600,000 per mile, can carry passengers the same distance for five cents."

Asked his views of that section of the

Asked his views of that section of the case which provides for the creation of a coard of engineers under domination of the Mayor at fancy salaries, Mr. Lane asked to be excused from making any comment on this.

Until I have read the proposition care-"Until I have read the proposition carefully and submitted it to those more familiar with conditions than I am, I will not express any opinion on that. I would rather base my opinion on figures than mere

MAYOR AND CONNELLY ARE SILENT As Mayor Smith admitted that the lease ras not perfect in detail, an effort was made

As Mayor Smith admitted that the lease was not perfect in detail, an effort was made to obtain the views of City Solicitor John P. Connelly to learn what the defects were. When seen at his home in Ventnor Mr. Connelly was asked if he had actually given an opinion on the lease before it was presented to Council, Mr. Connelly asked to be secured from discussing any phase of the lease at this time.

Believing that Mayor Smith himself might renture his views on the subject, a visit was nid to his palatial home on 13 Morris avesua. As usual No. 13 proved to be bad luck, nearo butler pressed a stubby nose gainst a well-barricaded screen door and asked the caller what he wanted. On learning that a chat with the Mayor was desired, the butler took a quick glance to see that the bott in the door was well fastened and arried the message. He returned in a few meants with the information that the layer was getting ready to go out.

"But the matter I wish to see the Mayor was it is very important," the caller as-

framing of the new transit lease have cer-tainly prepared a fine gold brick, but it is another question whether Philadelphians are going to swallow the gold brick which is embedded in the transit lease. If our old friends, Barnum and Bailey, could be resurrected and shown this lease—I mean the one that Mayor Smith had the audacity to present to Councils yesterday—I guest those two gentlemen would take off their hats to certain gentlemen.

hats to certain gentlemen.
"One of the chief characteristics of the population of this city is that they are unconcerned when important measures come up. I hope that that characteristic will not be in evidence now when this transit grab is being flourished in our faces. We have being noursned in our faces. We have had gas steals and many other steals, but it is an insult to human intelligence to have us be satisfied with a lease the kind that the Mayor proposes. I for one will never agree to be handed a gold brick. And there are others who feel that way. We have representatives in Councils who I trust will not forget their duty. Whether Philadel. not forget their duty. Whether Philadei-phia is to be satisfied with this transit gold brick will be decided by Councils and, believe me, the eyes of thousands of voters and others will be centered upon the gen-tlemen who occupy seats in the council-manic chamber. I will bring this matter

Samuel D. Worthington, president of the East Germantown Improvement Associa-

It and the people are not going to get a square deal. It's absurd to attempt to saddle a six or seven cent fare on us when it has been proved that the people of the city can ride for less than five cents with a handsome batance still on the side of the traction company's ledger. The peo-ple of Germantown have the most at stake and our association will take up the fight

John O. Sheatz, vice president of the verbrook Improvement Association:
"No lease should be allowed which would in any way increase carfare for the citizens of Philadelphia. We should not permit anybody to advance the fare. When the people of Philadelphia voted for the transit loan they did so with the distinct understanding that the carfare was not to be increased and that exchange tickets should be abol-ished. If the people of Philadelphia had not had that understanding they would not have voted for the loan."

Lewis Jones, Jr., second vice president "A six-cent fare certainly will not be olerated in Philadelphia. In this era of high prices we should be thinking of putting the fare down rather than raising it. A lease providing for a six-cent fare certainly will not be acceptable."

Mark Lipschuetz, secretary of the Cen ral North Philadelphia Busine

"I am not in favor of the transit lease as it stands. No business man would stand for anything like this after voting for a five-cent fare and a square deal. exactly what I expected and I am not a bit surprised.

"I can't understand how, with the poli-ticians supposed to be with us and the sentiment in favor of real transit, this thing can go through. It's up to the busi-ness men to get busy and say something."

Robert T. Carson, 5011 Penn street, director of the Business Men's and Taxpayers' Association of Frankford:
"I am extremely opposed to an increase of fare, as set forth in the transit lease introduced in Councils yesterday by Mayor Smith. I hope that the earnings from the Frankford elevated will be so Mayor Smith. I hope that the earnings from the Frankford elevated will be so large that an increase will not be necessary. And as for the proposition that P. R. T. stockholders should be guaranteed 4 per cent, and possibly 5 per cent, on their investment, it is extremely doubtful to me that the city should make any guarantee for a private corporation." for a private corporation."

Fred L. Lemont, a grain dealer at 4522 Lancaster avenue and former president of the Westminster Belmont Improvement As ociation

"There goes five-cent fares for Philadel-phia! There is no doubt about that. I can't say that I expected anything much different, however. I formed my opinions long ago. I knew the Philadelphia Rapid Transit Company was overloaded, burdened as it is with heavy fixed charges to its underlying companies.

underlying companies.. "The city gets off where it usually does. That is at the end of the plank. The Phila-delphia Rapid Transit Company is the only one getting anything out of such a lease as that. I have often wondered how they were going to get out of it. I might have known they'd get out all right, since they

have the politicians with them
"In my mind there's only one way to settle the whole business, and that is for the Rapid Transit Company to go into bankruptcy, have a fair valuation placed on the underlying companies, and then start business after the water is all squeezed out of the stock. That would be the more out of the stock. That would be the way to get a fair service for a fair price."

John A. Moore, a member of the transportation committee of the United Business Men's Association:

"I am not surprised at the jokers in the lease. I thought the Rapid Transit Com-pany could not pay its own way I have it on good authority that out of every fiveit on good authority that out of every fivecent fare collected three cents goes to pay
fixed charges to underlying companies and
the remaining two cents must take care
of operating expenses, deterioration and so
forth. The whole point of the joker is in
the clause where it reads that if it is
found that a deficit will exist the city
shall join with the Rapid Transit Company
in a petition to the Public Service Commission to raise the fares to such a figure as
will guarantee the removal of the deficit.
That's the point! There will be a deficit,
all right. There is no question but that
the lease is unfair to the city, I am in

the lease is unfair to the city. I am in

Emil Lute, 5917 Larchwood avenue, sec-retary of the Fifty-seventh Street Improve-ment Association:

"The guaranteeing P. R. T. stockholders 4 and possibly 6 per cent on their invest-ment is certainly not fair to the public of Philadelphia. I certainly am not in favor of the proposed increase of fare."

J. H. Shumaker, 4819 Frankford avenue, president of the Frankford Board of Trade:
"It is an injustice to the public to increase the fare as set forth in the transit lease. I am in favor of the original proposition of five-cent fares and universal free transfers. I certainly am bitterly opposed to increasing the fare to six and possibly sever

Frank I. Reissner, one of the leading merchants of the cits and former president of the Market Street Merchants' Associa-

tion, said:
"I am in favor of the Taylor plan and no other. As I read the new provisions as out-lined by the Mayor, I am more and more convinced that the old plan should be ad-hered to and that no changes should be.

Harry Schoenthal, recording secretary of the Kensington Board of Trade: 'The public will never stand for that lease which Mayor Smith submitted to Councils yesterday. If Councils will be permitted to ratify the lease as it stands Philadelphians who are interested in deems Philadelphians who are interested in decent and honest government may as well throw

up the sponge.
"This city should have a universal trans. fer system and a five-cent fare. We should have the same transfer system that pre-vails at the present time in New York. A lease of the kind that has been presented to Councils will never help to develop the city. It is laughable to read the different clauses. There is something in the wood-pile somewhere, and the quicker that some-

thing is exposed the better it will be for the entire municipality. . "The Metropolitan Street Railway Company in New York is giving transfers away on a five-cent fare. As a matter of fact, you can ride about Manhattan Island all day for a jitney, and the Metropolitan Street

Railway Company can pay its stockholders a dividend of about 10 per cent. "I am going to bring the present lease be-fore the attention of our organization when fore the attention of our organization when it meets next September. Should some of our wise gents who think they are our bosses try and put this grab over in quick fashion I think it is the duty of every civic organization to get busy and call massmeetings and make a protest.

"I sincerely hope that our member of Councils will use intelligent judgment when the leave comes up for a vote. We are

the lease comes up for a vote. We are represented in Common Councils by Com-mon Councilman John B. Reynolds, of the Nineteenth Ward, I shall discuss this matter with him, and if he wants to be loyal the thing for him to do is to vote against the lease as it stands now."

G. A. Davison, member of the Sanson Street Business Men's Association: "It is true that frequently when a person prepares to leave for a vacation he is tendered a little surprise of some sort. I was tendered one of those surprises on the eve of going away on my vacation when 1 read the headlines in the newspapers relating to the transit lease. I didn't finish read-ing the entire lease. It was needless to do so. It just made me sick and disgusted.

"We must have a well-regulated transfer system in this city. A well-regulated trans-fer system means further development to the city, but apparently there are some per-sons in this city who have their own opin-ions on this matter. The fullest publicity should be given to this issue, because only through publicity can the public be acquainted with the existing situation. I am not in favor of the lease as it is drawn

A. C. Keeley, of the Kensington Board of

"The lease is not clear in my mind. There is no doubt that it means an additional increase in fare. The people don't know where they are coming out on the proposition and the Transit Company seems to have them by the throat. This proposition is only adding more confusion and delay to rapid transit. If we are not careful we will get no real rapid transit for

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Notice to Taxpayers

AUGUST 31st is the last day to pay REAL ESTATE TAXES without penalty. For payments made in September one per cent. penalty will be added, in October two per cent., November three per cent. and in December four per cent.

PERSONAL PROPERTY TAXES now bear a penalty of five per cent.

WATER RENTS for 1917 now bear a penalty of five per cent., which will be increased to fifteen per cent. for payments made after August 31st.

Co-operate with this Department and procure bills at once and make payments as early as possible to avoid the annoyance and inconvenience of the rush during the last few days of the month.

W. FREELAND KENDRICK, Receiver of Taxes.

DOLLAR EXCURSIONS

EVERY DAY 7:00 A. M. from Chestnut or South Street Ferry TY SEA ISLE CITY STONE HARBOR ADDITIONAL TRAINS

the next five years. It is discouraging, to say the least, for those who have been fight-ing so long for the proper kind of transpor-tation facilities in Philadelphia."

Joseph W. Halberstadt, former secretary f the South Oak Lane Improvement Asso-iation before its affiliation with York Road

improvement Association: Improvement Association:
"It's a good thing the lease cannot be rushed through Councils before the business men's associations all over the city get a chance to get a word to their Councilmen about it if the rest of them feel the way I do. I certainly am going to make it my business to see that the York Road Improvement Association members thresh out the matter thoroughly. The lease doesn't look at all good to me."

W. H. Metcalf, president of the City to rapid transit, and it seems to me that some one should be able to draft a lease that would give us rapid transit on a fair basis. It does not seem to me, however, that the citizens of Philadelphia who are entitled to rapid transit want to sell their birthright for a mess of pottage, as we would do under this lease. "There are several points about the pro-

s Club: citizens of Philadelphia are entitled

posed lease, but every one of them is to the advantage of the traction company and not to the city."

Theodore Cook, secretary of the Passyunk Avenue Business Men's Association, and a member of the transportation committee of the United Business Men's Association:

"The lease will not do at all; my associa-tion is thoroughly opposed to any lease which arranges for a fare-increase gouge and for the maintenance of the grossly un fair exchange-ticket gouge. The transpor-tation committee of the United Business Men's Association will come together at a near date to probe into this latest farce. It would seem that certain city officials and the traction interests have the public by the threat. So long as outrageous interest is throat. So long as outrageous interest is being paid on watered stock the people of Philadelphia will not get a square deal from any standpoint."

McNICHOL THINKS LEASE "VERY FAIR"

By a Staff Correspondent

ATLANTIC CITY, Aug. 18. — "Modernized equipment requires modernized prices."

Senator McNichol made this reply afternoon when it was pointed out that the proposed transit lease would require an

increase in fare. "In these days," he added, "when pro-

gressive people want speed, convenience and general efficiency, it is hardly fair to and general efficiency, it is hardly fair to expect that the same can be obtained without increased expense. I do not mean that I look for an actual increase, but in view of general conditions it would not surprise me if it were necessary. I am not a transportation authority and it seems too big a problem to gauge the fare proposition just now. I think that on the whole the terms of the lease are very fair."

now. I think that on the whole the terms of the lease are very fair."

When asked his views regarding the plans to appoint a board of supervising engineers, the Senator said:

"You must remember the project is a very elaborate one. It would not be fair to expect the Department of City Transit to look after the vast number of details. Some one has to watch the equipment, operation and extension details and I think the contemplated board will have plenty to do."

The Senator did not seem to think the transit subject would have any bearing on the coming election.

20 KILLED WHEN BLASTS WRECK CANADIAN PLANT

Ammunition Factory and Surrounding Homes at Dragon Destroyed by Series of Explosions

MONTREAL, Aug. 18.—At least twenty persons were killed in a series of terrific explosions which destroyed the Curtis Harvey ammunition plant at Dragon, Quebec, today, according to latest estimates from the scene of the disaster.

Scores of employes of the plant are miss. ing, but the belief was expressed that many of them will be found to be safe, despite the fear that the known death toll may yet

be largely increased. The explosion wiped out forty homes of

workmen employed in the plant and shook the country for miles around. The monetary damage will run close to \$1,900,000. A passenger arriving in Montreal from the scene said the plant was completely wrecked. Telegraph and telephone com-munication with the town is cut off.





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