

**LEWIS MAKES REPLY  
TO TAYLOR CRITICISM**

**Mayor's Legal Advisor Offers  
Reasons for Acceptance of  
New Transit Lease**

**HOLDS DISPUTE TRIVIAL**

**Main Point at Issue is Time, Not  
Terms, of Operation,  
He Asserts**

Dr. William Draper Lewis, the Mayor's legal advisor in transit matters, has issued a statement answering the statement of A. Merritt Taylor, former Director of Transit, who urged that the city should not accept the Smith-Mitten lease, owing to the war, and at the same time suggested a temporary lease with the P. R. T. Company for the operation of the Frankford line.

"I have read Mr. Taylor's statement in this morning's papers. The fundamental differences between Mr. Taylor and the Administration relate not so much to the terms of the lease as to the time when it is to go into effect and the manner in which its provisions are to be administered. The points raised by Mr. Taylor have already been given careful consideration and the reasons which have prompted the offering of this lease at the present time, and in its present form, are as follows:

"First. The contract should be made at present. Mr. Taylor claims that this is a bad time to negotiate a lease, because the times are abnormal.

"There is not the slightest reason why the controversy should be dragged along. The real question is, 'Is the proposed contract a good contract for the people?'

"To be a good contract it must be a good contract in abnormal as well as a normal time. It is to last forty years.

**FOR IMMEDIATE ACTION**

"The very fact that the times are abnormal has enabled the Administration to present a lease on much better terms than those which has been proposed in the past.

"(a) Mr. Taylor proposed that exchange tickets should be abolished and that the company was to receive full compensation thereof out of the city treasury.

"We secure the abolition of exchange tickets without compensation.

"(b) Mr. Taylor offered the company an assured 5 per cent cumulative return before the city received anything, and in addition a 10 per cent interest in the surplus.

"We have been able to negotiate a contract on a flat 5 per cent return without any contingent interest in the profits, the city and the company's investment standing on the same plane.

"(c) Mr. Taylor proposed that the company might, in order to make its own return assured, raise fares at any time without consent either of the city Council or the Public Service Commission.

"While it is true that we have provided that the fare shall always be sufficient to meet the requirements of the contract, the fixing of these fares is left here it belongs to the Public Service Commission, and the city will share with the company equally the benefits to be derived from such increase.

"The fact that the scarcity of material and labor and prohibitive prices may seriously postpone the completion of the city's lines makes it all the more imperative that the company's system, on which the convenience of the traveling public entirely depends, should be extended and properly equipped to furnish the best possible service to the public.

"All of this calls for money. This money the company is unable to obtain as long as the relations between the company and the city are unsettled. The Administration therefore feels it is its paramount duty to settle the relations between the company and the city now, at the end of three and one-half years of constant discussion and litigation, if a fair contract can be obtained, in order that the company may be in a position at the earliest moment to take upon itself the burden of providing better service.

**COINCIDES WITH TAYLOR**

"Second. Mr. Taylor's proposition to make a separate lease of the Frankford line.

"Mr. Taylor now proposes that the city should make a temporary lease to the P. R. T. Company of the Frankford elevated line. When Director of Transit, he always strenuously opposed any separate lease or contract for the operation of this line.

"As the Frankford line is more likely to be profitable than any other line of the city's system, he then properly took the position that 'we must not give away the cream and keep on our hands the skim milk.'

"This was true when Mr. Taylor was Director of Transit, and it is true today.

"The Frankford line, with its possible competitive operation, is an important strategic advantage that the city has in any negotiations for the operation of its high-speed lines by the P. R. T. Company and should not be unilaterally surrendered to the P. R. T. Company separately, whether under a temporary lease or otherwise, the city's chances of obtaining a fair lease for the remainder of its system are virtually ruined.

"Third. The board.

"Mr. Taylor entirely misconceives the object and functions of the board. It is nothing more than co-operation between the parties to the contract. A representative of each will be in constant touch discussing matters for the betterment of the service and recommending them to Councils and to the company. The board cannot in any way control the power of Councils, and the public has all the rights which they had heretofore and may go directly to the commission or to Councils with their complaints if they prefer. The company, however, is to be unable to raise the necessary capital upon such terms as Councils may prescribe. These provisions which relate to extensions in the proposed contract are most important steps toward securing for the citizens such extensions and additional facilities as they may require.

"Fourth. Extensions in fare.

"Mr. Taylor warns the public to expect an increase in fare under this contract. That an increase in fare is probable is not denied. It is not correct, however, to say that such an increase will be due to the provisions of this contract except in so far as the contract takes away from the company at the outset about \$800,000 of revenue. I may say that the company urged that fares should be adjusted at the time the contract went into effect and exchange tickets were abolished. The administration declined, however, that there should be an increase in fare until actual conditions showed a decreased fare, and the in-

**A QUEER WAY TO TRY TO WIN IT**



**TODAY'S MARRIAGE LICENSES**

Charles S. Barash, 1223 N. Oregon st., and Rae Turner, 1223 N. Oregon st.; Joseph H. Steele, 2100 Eighth st., and Beatrice M. Schneider, 1223 N. 4th st.; Charles Selger, 2911 Locust st., and Mary Miller, 1447 N. Hollwood st.; William W. Russell, Locust Island, and Leola M. Gahagan, 2923 S. Canal st.; Benjamin G. Brown, 2940 Locust st., and Hattie Blagden, 2940 Locust st.; Arthur P. Brown, 1888 Page st., and Mildred Edwards, 2019 N. 23d st.; Thomas Gordon, Cottrell Ave. and 18th st., and Gertrude M. Taylor, 2028 S. 18th st.; Harry Snyder, 1530 Harrison st., and Leola Rotherer, 1928 N. Cottrell ave.; Edward K. Kuhn, 7th st. and Cottrell ave.; John H. Lynch, 2027 25th st., and Mary Hayes, 2027 N. 25th st.; William Cole, Wilmington, Del., and Lilla Warshawer, 2109 S. 9th st.; John Patton, Longmire Hotel, and Martha H. Omstead, North 21st St.; Harry Homburg, 1746 Federal st., and Inge Homburg, 2121 Wilder st.; Leo Bone, Roosevelt, 2206 McKean st., and Marion Stenell, 2400 Columbia ave.; Katherine Simeon, 304 W. Thompson; Joseph H. Moore, 1820 Susquehanna ave.; Edmund J. Leary, 2330 N. 2d st., and Myrtle Christine Ford, 1227 N. 2d st.; Sarah J. Moore, 2036 S. 12th st., and Francis J. Moore, 2036 S. 12th st.; James Greenleaf, 2245 White st., and William Waddy, 22 N. 2d st.; and Katie Deegan Wilson, 1733 Cottrell st., and Leo McNeil, 1927 S. Locust st.; John A. Hubbard, 21 E. Broadstreet st., and Harold Whitman, Clara Summit, Pa.; and Harold S. Todd, Tyson, Pa. and Vivian Crawford, 341 Locust st. and Goldie Sabar, 517 McMillan st.; Michael V. Young, 278 Somerset st., and Jane Wells, 248 E. Locust st.; George R. Young, 5108 Locust place, and Anna Anderson, 872 N. Ringgold st.; Theodore Harding, Perry, N. C., and Myrtle Butler, 1225 Wallace st., and Edna Jacobs, 718 S. 25th st.; Anthony J. Cannon, 625 N. 48th st., and Catherine Clark, 625 N. 48th st.; William Robinson, 579 Stone st., and Mary Gerwin, 4056 Oak st.; Abram H. Alexander, 2202 S. Lee st., and Vera Shumaker, 2202 S. Lee st.; Earl Mitchell, 1121 Locust st., and Gray Torrey, 1113 South st.; Sarah Babinoff, 1405 N. Cottrell, 520 Maston st.; William C. Mills, Selinsgrove, Md., and Marjorie K. Ayres, Berlin, Md.; George W. Walls, 2313 Jefferson st., and M. Wagoner, 217 Stewart st.; Benjamin F. Hill, 2517 Swopeky st., and Barbara Standley, 2114 Crook st.

1832 **BAILEY, BANKS & BIDDLE CO.** 1377  
Pearl Merchants

- Pearl Necklaces
- Pearl Finger Rings
- Pearl Scarf Pins
- Pearl Earrings
- Pearl Shirt Studs

**MAKE YOUR RESERVATIONS NOW  
12TH ANNIVERSARY GALA-NIGHT**

**Augler's RESTAURANT**

**WEDNESDAY EVENING DEC. 12, 1917  
DANCING ALL THE EVENING  
IN THE NEW GARDEN OF ROSES**

**The House That Heppe built**

FOUNDED IN 1861—ADOPTED ONE-PRICE SYSTEM IN 1881

C. J. Heppe & Son—1117-1119 Chestnut Street—6th and Thompson Streets

**50c weekly buys a Victrola**

You can secure a Victrola from Heppe's for as little as 50c per week. This will give you a genuine Victrola and \$4.50 worth of records of your own selection. We have similar outfits at most any price you want to pay. Our Record Department sends records, transportation free, to any point in the United States.

Call or write for catalogs.

**BOND RUSH MAKES  
U. S. PRESSES WHIR**

**Bureau of Engraving Nearly  
Abreast of Liberty Loan and  
Revenue Requirements**

WASHINGTON, Dec. 11.—The Bureau of Engraving and Printing has nearly caught up on its work of turning out the vast quantities of bonds and revenue stamps necessitated by the sale of the first and second Liberty Loans and by the passage of the war revenue law. All coupon bonds of the second Liberty Loan will be delivered before January 15 and the decks of the bureau will be virtually clear, according to an announcement by the Treasury Department today.

The bureau has been swamped with work since last June when the printing of the first war bonds began. The first Liberty Loan required in the neighborhood of \$800,000,000 of other pieces of engraved and printed work. This is a typical lot, work on which had to go forward simultaneously.

On December 8 shipments of bonds to the Federal Reserve banks for delivery to war loan subscribers had been as follows: 1,665,600 \$20 bonds, 1,178,000 \$100 bonds, 267,300 \$500 bonds and \$25,907 \$1000 bonds, all coupon, for a total of 3,947,807, having a total face value of \$1,170,878,900. There yet remains to be delivered on account of the first loan bonds of value aggregating \$28,020,100.

A sufficient stock of 2 1/2 per cent coupon bonds is now on hand to meet required deliveries except in bonds of the \$25 denomination.

Virtually all registered bonds have been delivered on the first Liberty Loan and this has involved opening separate accounts with 33,000 persons. Less than 10 per cent of the first loan was in registered form. Interest checks will be mailed December 15.

Of 4 per cent bonds into which 2 1/2 per cent of the first loan had been converted, 1,877,000 have been delivered and 1,877,000 are now being made at \$20.000 a day.

Of the 4 per cent bonds of the Liberty Loan, the bureau has on hand 6,470,000 of the \$20, \$100, \$500 and \$1000 denominations of a total value amounting to \$1,255,000,000.

**BIG U. S. SHIP PLANT  
BUILT IN 76 DAYS**

Keels of Three Vessels to Be Laid at Newark Bay by First of Year

WASHINGTON, Dec. 11.—One of the Government's three great fabricating steel merchant ship plants has been virtually completed within sixty-six days. The plant, erected at Newark Bay by the Submarine Boat Corporation, will lay the keels of three ships before the first of the year.

Government Harbor, of the Shipping Board, has accepted an invitation to drive the first rivet December 17 in the first ship laid down.

The rapidity of construction has astonished shipping board officials. The yard is 80 per cent completed, has put down five ways and is ready to lay five more. Ships are expected to come from the yard in June, and it is planned to complete more than fifty before the end of 1918. The concern has contracts for 150 ships of a total tonnage of 750,000.

The plant has 3000 men at work and expects to have five times that number on construction after the first of the year. Housing facilities already have been provided. The plant will draw steel from forty-nine fabricating concerns and look for deliveries as fast as material can be used.

The Shipping Board was notified yesterday that keels had been laid at Seattle for two ships for which contracts were let twelve days ago.

**SERVICE WREATHS**

Any Number of Stars  
25c, 50c and 75c ea.

**House Plants  
for Xmas**

Palms, Ferns, Rubber Plants, etc.  
Holly, Laurel, Mistletoe, Etc.  
of Dependable Quality.

Still Time to Plant Bulbs  
100 Tulips or 100 Narcissus or 50 Hyacinths Sent to You Postpaid for \$1.

**MICHELL'S SEED HOUSE**  
518 Market St.

**BONWIT TELLER & CO.**  
*The Specialty Shop of Originations*  
**CHESTNUT AT 13TH STREET**

**VERY SPECIAL FOR TOMORROW**

*An Exceptional Sale of  
One Hundred and Fifty*

**WOMEN'S DAYTIME COATS**

Formerly 45.00 to 65.00  
Reduced to  
**34.00**

This group has been assembled from the regular stock and emphasizes some of the season's most desirable modes. Developed in Pompon Cloth and Wool Velour, trimmed with Coney and Muskrat.

**Don't Cheat Your Boy  
on Christmas Morning**

I wonder if you fathers and mothers wouldn't be surprised if you knew what your boy really thinks when you give him toys that are make-shifts—that aren't genuine—that soon have to be cast aside?

I've never got over being a boy myself. I know the importance to a boy of having things genuine.

I know how disappointed he feels when he realizes that his toy isn't true; that the steel work in his toy skyscraper isn't like the real building he saw; that his toy motor won't work. He's hurt; he feels that he's been cheated!

There is nothing make-shift about Gilbert Toys.

**GILBERT  
ERECTOR**

"THE TOY LIKE STRUCTURAL STEEL"

I have studied and worked as hard to make Erector mechanically true as other men do to make a bridge strong or a building architecturally correct.

Your boy will build toy steel bridges, skyscrapers, battleships, machinery with Erector and never lose interest in them, because they're true! They're exactly like the real thing. Erector girders have lapped, interlocking edges (a patented, exclusive feature all my own) so your boy can build with square, four-sided columns—just like those in actual skyscrapers.

If you were to talk to your boy's playmates, you would find that most of them have Erector—and all of them know about it. They will tell you that Erector is the construction toy with every piece stamped accurately out of steel, scientifically made and correct in design and proportion; that it builds the most, biggest, and best models; that it has big reinforced steel wheels, grooved and hubbed for every engineer-

ing purpose; that most sets have the powerful Erector Electric Motor, which operates many of the models and will lift 100 pounds, when properly geared.

Is it fair to your boy to make him miss the fun that Erector has given so many thousands and thousands of boys? Remember, Erector isn't just a plaything for a day or a week. It will keep him happy, busy and contented for many months—because there's always something new to build with Erector—something to challenge his ingenuity and satisfy his desire for variety. And in addition to all the fun it provides, Erector also awakens and develops the constructive ability which makes successful men.

Every toy store—and every department or hardware store which handles toys—sells Erector. It's the best known American toy. Ask your dealer to show you the famous Set No. 4, the favorite of all the boys. It sells for \$5. Other Erector sets, \$1 to \$25.

*Alfred Gilbert, Jr.*  
**THE A. C. GILBERT COMPANY**  
New Haven, Conn.

**If your Boy already has a set of Erector, give him one of these other**

**GILBERT  
TOYS  
For Sale  
by all dealers**

- GILBERT Electrical Sets**  
The most fascinating playthings for teaching, demonstrating, testing and applying the secrets of electricity. Your boy learns and plays at the same time. He can make a motor that will lift his own weight. Wire in electric door bells. Operate toys and models with electricity—in short, do a hundred "stunts" that are being done by grown-up electrical engineers.
- GILBERT Mysto Magic**  
With one of these Mysto Magic Sets, any boy can do wonderful tricks, just like real magicians; give shows at parties; churches, halls, and make money. These Sets contain apparatus for some of the most famous tricks of great magicians. Any boy can do them with a little practice and the aid of our Manual of Magic Knowledge.
- GILBERT Brikkor**  
The toy for young architects. Enables your boy to make big Erector steel models more like the real thing, by building in the chimneys and foundations of the buildings—the top and bottom pieces of the roof.
- GILBERT Toy Motors**  
Boys can have lots of fun with Gilbert Toy Electric Motors. They will operate Erector models and can be used, in conjunction with the Reverse Base and Control Switch, for operating mechanical toys, fans, gear boxes and small model machines. Every motor is built up on the Gilbert standard of quality—carefully tested and guaranteed.
- GILBERT Chemistry Outfit**  
Contains laboratory equipment and everything necessary for making interesting chemical experiments—electroplating, tests for metals, making soap, ammonia, etc. With every outfit is a big illustrated manual which tells everything you need to know.
- GILBERT Machine Gun**  
Has all the features of the real machine gun—detachable magazine clip, four cartridges, air-cooled chamber, air-cooled automatic traverse elevation, elevating crank, full size sights, etc. Works fast as lightning—can shoot five rounds. Gun is mounted on heavy tripod. Manual, built with every Gun, comes with full instructions.