

MITTEN IS ACCUSED OF 'PASSING BUCK'

Persons Close to Director Twining Slur P. R. T. Head's Replies to Questions

FIGHT IN COUNCILS SEEN

"Mr. Mitten merely 'passed the buck' to the Public Service Commission." That was the expression made today in circles close to Director of City Transit Twining. The reference was to the replies made by Thomas E. Mitten, of the Rapid Transit Co., to the twenty-seven questions asked him last Friday by the director.

Look for Pitted Battle

The clash, in political circles here, was regarded as the forerunner of a pitched battle that will be fought out when the two councilmanic committees entrusted with the company's five proposed ordinances hold their second public meeting.

The "buck-passing" reference was aimed particularly at two points made in Mr. Mitten's replies. Director Twining wanted to know what assurance the city would have of a continued five-cent fare if the company were relieved of its obligations under the 1907 contract.

Mr. Mitten's reply was: "The company's proposal does not affect the basic five-cent fare. The Public Service Commission finally determines the rate of fare."

Again, when the director asked if the company could not arbitrarily increase its ten-cent fares by turning back through routes in the central area, Mr. Mitten replied rewording would be subject to investigation and approval by the Public Service Commission.

After answering in categorical form each one of the twenty-seven questions, Mr. Mitten closed the statement with the following supplement: "Those twenty-seven questions are lacking in constructive thought and seem designed to obstruct the early use of the Frankford 'L'. The Department of City Transit has, from its formation, demonstrated its desire to limit the effectiveness of the P. R. T. by destroying its credit and aiding and abetting its opposers. Despite all obstacles the P. R. T. has, with the co-operation of its employees, improved its service and continued the basic five-cent fare."

"Co-operation between city and company is now more than ever essential to secure the best possible use of existing facilities. This management now respectfully submits that its record of the last eight years justifies the confidence of the public.

"Constructive action should now displace carrying criticism. The street-car system should be developed to its greatest capacity, which is possible only of

accomplishment after eliminating the three-cent exchange.

"The need of the car rider for increased transit is urgent, and the way should forthwith be opened to early use of the Frankford 'L'."

Mr. Twining has not had a chance thoroughly to dissect and study each of the replies made by Mr. Mitten to the questions. He did, however, issue a statement answering the supplement by Mr. Mitten.

Twining's Answer

Mr. Twining said: "I have not seen his answers to my questions, and therefore am unable to discuss them. But I can reply to that supplement. In an early report I shall reply more in detail."

Mr. Mitten talks profusely about co-operation but he has consistently refused to co-operate. To him co-operation means the protection of his company and its dividends; to us it means the provision of better service to the public.

"There isn't a single constructive suggestion in anything that Mr. Mitten has put forward. All that he has proposed is of a temporary nature. In my forthcoming report I shall make some suggestions that I regard as really constructive. Mitten seems to think nobody has the right to question any proposal put forward by the P. R. T. These answers are published purely for their effect on the public. This is evidenced by his action in sending them to the newspapers before he sends them to me."

RATHER ELKINS BACK THAN \$50,000 LEGACY

Secretary Pays Tribute to Financier—Other Employees Remain With Family

"There isn't one of us who has been remembered so generously by Mr. Elkins who wouldn't rather have him back than the money," said William Maguire, secretary of the late G. W. Elkins, paid tribute to the man who bequeathed him \$50,000 in appreciation of his many years of service.

Mr. Elkins will, recently disclosed, left \$50,000 to his valet, Walter Caron, who served him for ten years, and \$20,000 to William Maguire, his chauffeur, in appreciation of ten years' service; \$25,000 to William Ritchie, his negotiator for thirty years; and \$20,000 to W. S. Sellers, who worked for Mr. Elkins for the last twenty years. "Whatever any will might give us," continued Mr. Alexander, "is small and insignificant in comparison with the friendship of Mr. Elkins. Those of us who have been associated with him so long grew to love him deeply. And now we suffer a great loss."

Walter Caron, the valet, will remain in the service of the family. Ritchie and Sellers also will remain with the family, Caron said. "And we want to stay. We want to do anything that will show our gratitude to Mr. Elkins, not for his having left us so much, but for his kindness to us while he lived. We'll never forget him."

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BOARD ASKS RIGHT TO ISSUE SUBPOENA

Civil Service Commission Appeals to Court for Interpretation of Law

OUTCOME EOF POLICE TRIAL

An effort to compel the attendance of witnesses before the trial board of the Civil Service Commission lies back of a petition filed today with the Court of Common Pleas No. 4.

The court is asked for an interpretation of the intent of the section of the new charter relating to the trial of police and firemen, and the scope of power vested in the trial board to compel the attendance of witnesses.

The issue was raised by the case of Robert C. Orndorff, an acting detective who was accused of accepting a bribe from Henry C. Spaeth. The purpose of the alleged bribe was to permit Spaeth to retain an automobile which, it was claimed, the detective knew had been stolen.

When Orndorff was called before the trial board, Spaeth, and another witness, who had been notified by mail to be present, did not appear. The petition filed on behalf of the Civil Service Commission asks either that the witnesses be subpoenaed by the court or that the court authorize the commission or its trial board to summon the witnesses.

The petition, in part, sets forth: "That for the orderly conduct of trials, investigations and hearings provided for by said act of June 29, the city charter, before the civil service commission, and the board of trial, constituted by it for the trial of charges against policemen and others, it is essential that the attendance of witnesses be compelled by due process of law, in order that the trials, investigations and hearings so provided for may be

duly held and may effectively proceed for the carrying out of the purposes of the said act of assembly.

"That the functions and duties devolved upon the civil service commission and the board of trial appointed by it, are of a judicial or quasi-judicial character, and that the compulsory attendance of witnesses is necessary to performance thereof."

CALLS FOR POLICEWOMEN

Mrs. Martha Falconer Says They Are Needed to Protect Girls

Policewomen in all cities, to watch over young girls and women under temptation, were urged in a farewell address by Mrs. Martha Falconer, superintendent of the girls' department of the Glen Mills Schools, who leaves tomorrow to take the position of superintendent of the department for delinquent girls and women in the American Social Hygiene Association, connected with the Rockefeller Foundation.

In her new position Mrs. Falconer will devote considerable attention to the establishing of bureaus of women police in American cities.

WANT BRIDGE MADE SAFE

Call Meeting at Fort Washington to Demand Action on Structure

A movement is under way in Fort Washington today to make safe a bridge over the Philadelphia and Reading Railroad tracks where there have been several serious accidents. A mass-meeting is to be held Tuesday night to consider the question.

Charles Oranges, 915 Walnut street, whose home is in Fort Washington, says that as the bridge is used by trolley cars most of the space is used for tracks. A steep hill and a sharp turn at the bridge add to the danger.

It is proposed to condemn property at the bridge approaches to make changes necessary for safety.

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(2) Taupa Marmot	125.00	89.50	(3) Trimmed Australian Seal	195.00	155.00
(3) Australian Seal	145.00	98.50	(3) Hudson Seal	225.00	179.50
(1) Trimmed Marmot	135.00	98.50	(1) Scotch Moleskin Cape	295.00	250.00
(3) Australian Nutria	155.00	125.00	(2) Trimmed Hudson Seal	325.00	275.00
(2) Natural Muskrat	165.00	130.00	(1) Trimmed Hudson Seal	350.00	295.00
(1) Leopard Cat	210.00	150.00	(1) Natural Squirrel	395.00	325.00

Scarfs

	Regularly	Sale
(6) Wolf (all colors)	24.50	16.50
(2) Taupa Nutria	29.50	22.50
(8) Brown Fox	32.50	24.50
(3) Taupa Fox	32.50	24.50
(2) Beaver	32.50	24.50
(2) Moleskin	49.50	35.00

Choker Scarfs

	Regularly	Sale
(2) Squirrel	19.50	12.50
(2) Mink	29.50	19.50
(2) Mink	39.50	29.50
(2) Fitch	46.00	32.50
(2) Stone Marten	55.00	37.50
(1) Dyed Sable	65.00	45.00

Muffs

	Regularly	Sale
(2) Nutria	19.50	6.50
(3) Hudson Seal	22.50	14.50
(2) Beaver	35.00	24.50
(1) Skunk	39.50	29.50
(1) Moleskin	52.50	35.00
(2) Squirrel	57.50	39.50

Sets

	Regularly	Sale
(2) Natural Raccoon	67.50	39.50
(2) Brown Wolf	75.00	59.50
(2) Taupa Wolf	75.00	59.50
(3) Taupa Fox	85.00	69.50
(2) Jap Cross Fox	110.00	75.00
(1) Mink	135.00	99.50

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(2) Trimmed Australian Seal	195.00	155.00

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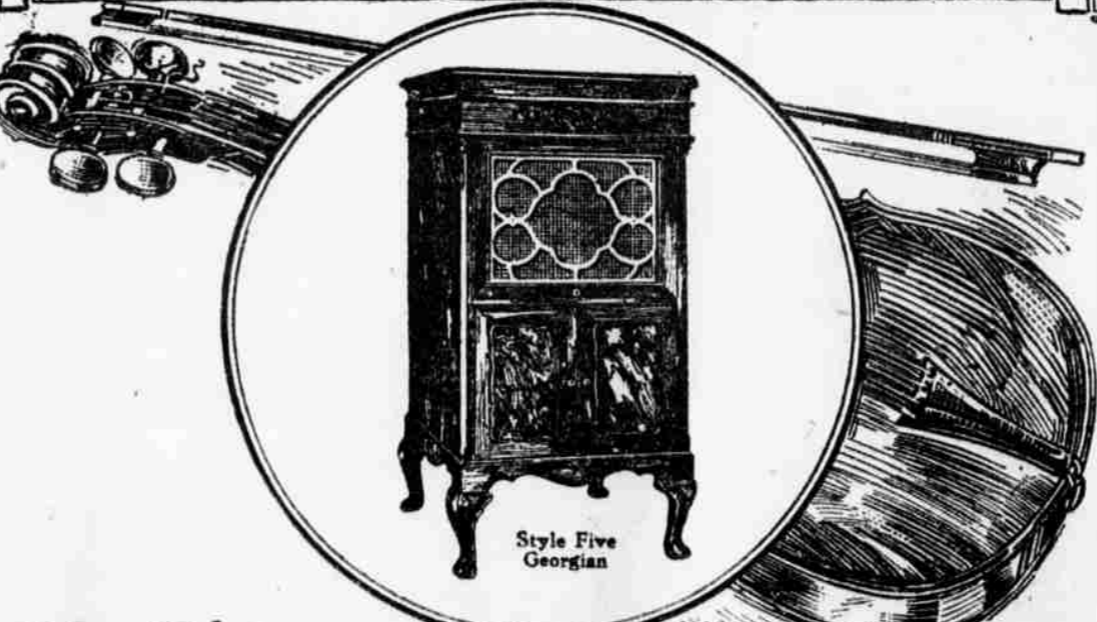
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