WAIST COATS

GOLF JACKETS

POLO COATS

SWEATERS



Continued From Fage One teen days of the establishment of peace. Must Reduce Army Within three mouths the German army must be reduced to 200,000 effec-tives, all manuflorized munition plants mover all her utilitary and naval aero-nants of her broad Acparent heloding the rem-mants of her broad Acparent heloding the rem-mants of her broad Acparent heloding the rem-mants of her broad heloding the rem-mants of her broad heloding the rem-mants of her broad Acparent heloding the rem-mants of her broad her broad heloding the rem-mants of her broad heloding the rem-mants of her broad her broad her broad heloding the rem-mants of her broad her broad her broad her broad heloding the rem-mants of her broad her

various treat, provisions. The time limit to rediction of the German navy personnel to its prescribed strength is two months and by the same date the German warships named in the treaty must be delivered to the Allies.

Ane month is the limit for delivery of The last scrap of submarine equipment and the German forts which the treaty names must be disarmed within two reonths and dismontled within six.

ALLIES TO RATIFY

By the Associated Press

Paris, Nov. 21.—The Supreme Coun-today agreed upon December 1 as a date when the German peace treaty

will be formally ratified. Stephen Dichon, Frenci, foreign min-later, and Sir Eyre Crowe, assistant under secretary for foreign affairs of Great Britain, last night exchanged ratifications of the treaty guaranteeing British aid to France if without provo-cation she is attacked by Germany.

London, Nov. 21.—(By A. P.)— The "inability of United States repre-mentatives to deposit President Wilson's ratification of the German treaty at the same time those of other powers are filed, will not prevent the remaining alled and associated powers from pro-ceeding to carry the treaty into effect." maid Andrew Bonz Law, government leader in the House of Commons today, in answer to unmercus questions re-garding the status of the treaty as a re-sult of the American Senate's action. The answer to a question from Sir Donald MacLean, Mr. Bonar Law mid:

Without doubt there will be no alackening in the determination of Great Britain to do all in her power to take the lead in seeking that the lengue of nations becomes an effective instru-ment of human progress. I think it would be a mistake to assume that all possibility of help from the United States is cone."

possibility of help from the United States is gone." Asked whether the action of the United States would affect the Anglo-French-American treaty, he said: "Our undertaking in that treaty, which so far has been unratified by the United States, was contingent upon its also being carried by the United States, Another situation might create a new

Another situation might create a new condition of affairs.

Bryce in Critical Mood

Bryce in Critical Mood Viscount Bryce, spenking on "The League of Nations" at a dinner re-cently, asserted that after making all allowances for it he was bound to say he thought the Peace Conference had committed very grave errors and was in danger of committing some others. He said he was afraid there were only two countries—Great Britain and the United States—where the league-of-nations idea has caught hold of the best opinion, and even there it had not best opinion, and even there it had not got down to the minds of the bulk of the people. The renson, he said, was that they were so much occupied with their own affairs that they took little interest in foreign affairs and it was essential that the importance of this question should be brought home to every voler.

Lewis Against City's **Operation** of "L"

Continued From Page One

to eliminate exchange tickets in return for financial concessions made by the

eity. Doctor Lewis traced what he believed would be the effect of the plan on both the company's and the eity's revenues.

Company Would Gain \$251,666

of three-cent exchange tickets and operation of Frankford "L" were urged as a practical solution of the transit problem and to help meet the city's carrying charges on the idle Frankford "L." "Nothing in this direction now being possible of accommission now being

possible of accomplianment in the remaining life of the present city ad-ministration, we hereby respectfully beg leave to withdraw these proposals from further consideration. "These are pressing questions and a proper settlement must be reached. We shall be glad to renew negotiations with the incoming administra-tion in such manner as the new

"Require the company, at the city's "request, at any time after the Frank-ford line is in operation, to arbitrate rates of fare to be charged riders ez-changing cars in the delivery district. "Provide expressly for free tranfers as at present from the Market street subway-electated to the subway-surface cars at the Thitteenth arreet subway

tation

Mayor may suggest.

uld not be got.







Basing his estimate on figures pre-pared by Director Twining, Doctor Lewis calculated the company would have a total annual not gain of \$251,000 through relief from payments to the city and through extra fares collected in the delivere district.

and through extra fares collected in the delivery district. As to the effect on the city's revenues, Doctor Lewis said the city would lose \$605,000 annually in direct payments, whereas, while gaining \$1,000,000 from the sinking fund, such gain would be for the lipst year only and would be ob-tained by using funds accumulated for the city's benefit since 1912. Discussing savings to the car riders if exchange tickets were eliminated. Doctor Lewis believed the riders' gain would not equal the amount saved by the company through the cancellation of the required annual payment to the city.

required annual payment to the city.

Eschange Abolition Desirable

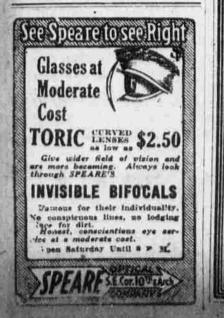
Doctor Lewis agreed that the abol-tion of exchange tickets is desirable. He further stated that traffic conditions in the central district made it undesir-able to issue free transfers in that

able to issue free transfers in that area. Discussing the relation of exchange and transfer tickets to the basic five-cent fare and the company's dividends. Dector Lewis stated: "On a five-cent fare the company cannot abolish the present exchange tickets and substitute free transfers outside of the delivery district and pay \$7\$5,000 annually to the city and the fund commission without seriously feopardizing its ability to continue to pay a 5 per cent dividend to its stock-holders. "It is not desirable from the stand-point of the interests of the car rider to deprive the company of its ability to pay its present dividend ; and it is not



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