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League Island Authorities to Take Demand for Better Service to State Board

APPEAL TO MOORE, TOO

Details of the controversy between the Philadelphia navy yard officials and the Rapid Transit Company are revealed for the first time in letters on

Government Tried in Vain

The correspondence between Captain Kaiser and President Mitten shows that the government has been trying in wain for a long time to induce the P. R. T. to run its cars over the loop which the government built in wartime. Cap-tain Kaiser wrote:

"It would increase the activities in-"It would increase the activities inside the yard in the national defense in time of peace as well as in war. It would be of advantage to the P. R. T., its passengers and the government.

"Winter is upon us. The trolley line is laid from the yard to the P. R.

"Whose The shalter research books." T. lines. The shelter, passenger booths and rooms for P. R. T. personnel inside the yard are ready for use."

The P. R. T. built a \$12,000 cerminal under compulsion of the govern-

ment during the war, but since peace came, the power to commandeer the P. R. T. has been withdrawn. The P. R. T. claimed that running over the loop would be "furnishing private facilities" which League Island navy yard should pay for like any private manufacturer.

Terminal Great Service Captain Kaiser's reply on that score

wan as follows: "The private terminal within the "The private terminal within the may yard may be considered as a commercial venture in one sense, as stated by President Mitten. However, it has a greater service as a public utility, in that, under present conditions, if all persons entering the yard mused the trolley, it would serve to save aome 16,000 people a third to half a mile of walking each morning and eventue."

"Assuming 125 trip made, this would amout per trip or two passes and its operation in this sense, it ning, and its operation in this sense, it is believed, should be required by the Public Service Commission."

Public Service Commission."

The government asked the co-operation of Director Twining, of the Department of City Transit, and Director Twining's comments on the Kaiser-Mitten correspondence are as follows:

"The P. R. T. Co. is trying to drive a harder bargain with the government in the matter of the League Island extension loop than with the city in the matter of the Frankford elevated railroad. In the case of the Frankford L, the P. R. T. offers to pay \$1 for rent off entire structure and equipment; in the case of the government navy yard. the case of the government navy yard loop, it is not only unwilling to pay rental for the property, but demands that the company be paid the cost of operating the extension

Duty to Furnish Service Duty to Furnish Service
"Upon what theory does it make
these demands? Its duty is to furnish
service to meet public requirements.
When the company extended its line
from Porter street to League Island
some years ago, there is not the slightest doubt that the tracks would have
been extended to the center of the yard
had the government heen willing to
grant the permission. The tracks were
laid as far as the navy yard gates, undoubtedly on the theory that it was the
company's duty to carry the passengers
as near their destination as conditions
permitted.

was some years ago. It is the obliga-tion of the company continuously to extend its lines as needed to reach cen-ters of population or delivery districts. "The navy yard routes via Twelfth and Thirteenth streets have recently been shortened at the northern end; operate only to Cumberland street and Somerset street in the place of Erie avenue, a mile or more further north. Pussengers desiring to go north of Cum-Passengers desiring to go north of Cum-berland and Somerset streets are obliged to change into already overcrowded cars over Wayne avenue.

Open Cars Menace Health "Open and nonheated trailer cars at this time of year impose severe hardships upon navy yard patrons. Many navy yard workers are unable to travel to and from their homes for a flat five-cent fare and this extra three cents should not be ignored by the company as an element of extra compensation.

is an element of extra compensation.

'The \$42,000 rental paid the government for money advanced for equipment is evidently regarded by the company

wealed for the first time in letters on the subject made public today by Captain A. L. Kaiser.

The navy yard authorities are making ready to go before the Public Service Commission on behalf of the 16,000 workers and patrons of the yard and demand more adequate service.

The government authorities asked the co-operation and support of Director Twining, of the city transit department, in the attempt to get better service and will make the same request to Mayor-elect Moore and the incoming director. Director Twining has a complete record of the situation ready for their examination.

Government Triad in Vain

"In the case of the navy yard exten-ion, the government is supplying traffic ust as much as at Hog Island, and besides is not asking the company to pay for the additional track facilities. "I would advise that the navy yard-employes submit a demand for reasonable service to the Public Service Com-

taxes and interest charges, was last vear about twenty-two cents per mile, but inasmuch as the government owns the navy yard line, the company's addi-tional charge would be confined chiefly to platform expense, power, main-tenance of rolling stock, or about fif-teen and one-half cents per car mile.

'It will thus be seen that three addi-tional passengers per trip would pay the maximum additional expense which ould be claimed for operating that additional mile over the loop within the navy yard. The company would probably claim that increasing the length of the route by 6 per cent would add cars to each route. If it took two additional cars to each route and the government furnished four cars, they would represent \$40,000 for the cars, they represent \$40,000 for the cars them-selves. P. R. T. might insist on as much more for power and appurte-nances. Assuming an investment of \$75,000 in rolling stock, power and appurtenances, the interest charges

"Assuming 125 trips per day are made, this would amount to ten cents per trip or two passengers per car."

### FALLS BENEATH EXPRESS

Man on Christmas Journey Killed When Stricken With Vertigo

New York, Dec. 26.—Aubrey D. Vib-bert, an insurance broker of 80 Maiden lane, was killed instantly when he was seized with an attack of vertigo on the platform of the Mott Haven station of the Harlem division of the New York Central and fell under the wheels of the White Plains express.

The body was identified by several Christmas cards and some gifts in the pockets of the overcoat, and the police said Mr. Vibbert apparently was on his way to some Westchester town to visit

Aubrey D. Vibbert was the son of the late Rev. Dr. William H. Vibbert, who died in August, 1918, after more than fifty years' service as rector of Trinity Chapel.

Fire Spoils Breakfast and Room Fire scorched Nickolas Schutt's breakfast this morning and damaged the dining-room of his home, 1601 North Second street, to the amount of \$200. Schutt was eating his breakfast shortly before 7 o'clock when he smelled something heavier. as near their destination as conditions permitted.

"There is no more reason why the navy yard gate should be the 'final terminus' any more than Porter street and the room considerably damaged. thing burning and discovered that the

Chronic Poisoning Possible as Result of Defective Heating

GIVES VENTILATION ADVICE

Beware of coal gas, defective heating and lighting pipes and fixtures. This warning is given by Director Krusen, of the Department of Health and Char-

fronted with the danger of vitlating the atmosphere with unconsumed or incompletely burned gases which may escape from defective heating systems.

"Coal gas is the poison which we must guard against and which may ultimately result in serious illness if constantly inhaled. Fatalities are occasionally recorded from poisoning by this gas, either accidentally from coal ranges, from leaky gas pipes or by premeditated design. Cases are on record in which tramps were known to have been killed by gas from large furnaces of lime kilns to which they had been attracted by their warmth, and where they had fallen asleep.

Coal Gas Poisonous

"When a mere trace of coal gas is present in the air we breathe, the poisonous effects upon the body are, of course, correspondingly mild, the de-gree of severity depending upon the degree of contamination of the air and

even delirum may be the first prom-inent symptoms of poisoning. The usual symptoms, however, of chronic ing from coal gas are headache, , sick stomach and even vomiting throbbing of the temples, ringing in the ears, general lassitude and muscular weakness. Neuralgic symptoms are often manifest, while anemia or impoverishment of the blood is usually a resulting condition.

occur in poorly ventilated living rooms, offices or workshops where coal or gas post as fuel for heating purposes. It is generally some defect in the heating system which permits the escape of the poisonous gas. Where coal stores

ranges or furnaces are used, it is usually a defective flue or poor draft or improperly regulated damper which are the sources of origin of the escape of gas into the room. It is therefore advisable that householders have defects

General Electric Workers Quit Uphold Rate Principle

Uphold Rate Principle
Schenectady, Dec. 26.—The entire force of plumbers and steamfitters of the General Electric Co. here went on a strike after an agreement with company officials over the rate of pay for work outside the plant. A worker employed at the shop scale of seventy-five cents an hour refused to do a job in the residence of one of the works' executives for less than ninety cents, the city rate. Suspension of the man was followed by a walkout. was followed by a walkout.

Important manufacturing may be de-layed if other shop hands refuse to touch work that belongs to these men.

Bomb Outrage In Canary Islands Paris, Dec. 26.—The residence of the chief of the Conservative party at La Palmas, Canary Islands, was damaged

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This flour is made of soft red winter wheat. It is favored by good cooks everywhere.

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sells to the public around 75 cents for 12 pound packages and \$1.50 for 241/2-pound packages.

Retailers may buy this flour in paper sacks in

car lots at \$10.43 per barrel, or in cotton sacks at \$10.80 per barrel. (In less than car lots, paper \$11.15, cotton \$11.55). Make the most of this opportunity. If you are paying more for flour, here's your chance to

strike a real blow at rising living costs. United States Grain Corporation Standard Pure Wheat Flour is on sale to-day at local

GREAT ATLANTIC and PACIFIC TEA STORES

The Government is selling this flour only where there are no similar flours selling at similar low prices.

For further information write

**United States Grain Corporation** Philadelphia, Pa.

and Lighting

ities, who issued a statment pointing out the dangers of these things.

"At this time of the year, when stoves, furnaces and other heating devices are taxed to the limit in order to keep out the unwelcome chill and cold from the home, office and workshop," says Director Krusen, "we are confronted with the danger of vitlating the

Coal Gas Poisonous

the length of time that gas poisoned air is inhaled. "Obscure mental disturbances and

Gives Advice on Ventilation

of the heating apparatus adjusted at ince, in order to insure safety to the occupants of the home."

PLUMBERS QUIT WORK

by the explosion of a bomb yesterday according to a Madrid dispatch. It is stated that a state of siege will be de-clared soon in the province of Catalonia

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