

POTTER SEES FARE RISE IN "L" LEASE

Scores "Six Months" Clause and Says Agreement Shows Undue Haste

FILES LENGTHY STATEMENT

A clause in the proposed operating agreement for the Frankford elevated was criticized severely today by Colonel Rhodes Potter, a city representative on the P. R. T. directors, who said it would have the effect of raising trolley fares here.

"Class A of Paragraph 5," Colonel Potter said, "contains a provision which should not be considered and unabsolutely terminate the lease six months after the date of the final adjustment of the value of the properties operated by the company, including the lines hereunder now pending before the Public Service Commission."

"There is no proceeding to value the lines 'leased hereunder' now pending before the Public Service Commission. What is the purpose of including the value of the city of Philadelphia in the appraisal valuation of the property of the P. R. T. Co. now being made to assess the reasonable rate of fare? If certain of the city's lines is to be added to the physical value of the lines of the P. R. T., then the P. R. T. will be using the public property of the city to its own credit and also to increase the fare to be founded upon such valuation. In a sense, it will be using the city's credit."

"To use the valuation of the city's property to bolster the rate of fare against its own citizens is a provision that would not and should not meet with public approbation. It seems reasonable that municipal officials should consent to the incorporation of such a provision in the lease of city property."

In an eleven-page statement, Mr. Potter presented his views to Council's Committee on Transportation and Public Utilities which is considering the agreement. The statement was an extension of his remarks made before the committee on July 7.

The principal points made by Colonel Potter were that municipal operation of the Frankford "L" is to be avoided; that a reserve should be set up out of certain of the city's lines and that the operation of additions to the "L" and the surface line should be provided for.

Colonel Potter hit at the arbitration feature of the proposed lease, stating that it is an attempt to deprive the Public Service Commission's authority. Councilman Weglein, in a statement yesterday, attacked the clause which would provide the arbitration feature.

Mr. Potter's opinion, which differs from that of Weglein, is that the agreement is to be made on the physical valuation of the property of the Transit Company, for upon that the abilities of the Transit Company to operate the city's lines as well as their own upon the fare allowed must be based. It may be that the city will be found not to receive enough under the proposed lease, considering the income which the new fare may give to the Rapid Transit Co. and it may be that the Rapid Transit Co. would be unable to operate the city's lines upon the new fare fixed by the commission. It is, therefore, both to the advantage of the city and of the Transit Company that the way should be clear for a new lease based upon the advantages or disadvantages occurring by reason of the valuation.

There is nothing in the agreement, Mr. Potter said, which would compel the company to carry passengers from the northern end of the Frankford "L" to the southern end of the Market street subway-elevated, with free transfers. Thomas E. Mitten, president of the company, in a letter to Mayor Moore, March 24, said the agreement would provide a single fare.

"The agreement," Mr. Potter continued, "provides that the company shall and will at all times carrying the passengers of the city, operate the railway and other property hereby deemed, so that in connection with its own system of railways it will furnish safe and reasonable adequate accommodations to the public."

"What the public demands," said Mr. Potter, "is the right to use the lines of railway and other property deemed with the projected additions thereto when and as constructed in connection with and including the P. R. T. system, in such manner and to the full extent that the public may now use, and be carried upon, the elevated railway of the P. R. T., and with the same right of transfer therefrom and thereto."

Such was the intent of the agreement, according to the expression of the president of the company, and such should be the clear and unmistakable intent and meaning of the contract. It would be imitating the uncertainties and borrowing the difficulties of the contract with respect to fare were the uncertainty of this lease, operate the railway and other property hereby deemed and accepted by the company."

Mr. Potter pointed out the absence in the agreement of any provision for a maintenance reserve. "The proper

At New Post



REAR ADMIRAL JOHN A. HOOQEWERF

Who for some time has been on duty in Washington, is now at Bremerton, Wash., as commandant of the Thirteenth Naval District

method of insuring maintenance, he said, is to set up a reserve for that purpose, with the reserve payable to the city upon the termination of the contract.

The statement continued: "By the tenth paragraph of the proposed agreement the Frankford 'L' must be disconnected from the Market street 'L,' which must be restored to its condition prior to the making of the lease, upon the termination thereof. This would not only prevent the running of the Frankford 'L' trains over the Market street line (which, of course, is reasonable), but it would also prevent facility of transfer from one road to another, even at a full additional fare, and this notwithstanding the fact that the P. R. T. would suffer no inconvenience from continued connection of the lines, but on the other hand would reap the benefit of the Frankford 'L' as a feeder to the company's own lines."

It is true that Article 2, Section 1, Paragraph (s) of the Public Service Commission Act of 1915 only provided for the construction and maintenance, if required by the commission, of switches or other connections with or between the lines of other companies of the same character, where the same is reasonably practical and can readily be connected to form a continuous line of transportation and to cause the conveyance of persons and property without unreasonable interruption or delay; but it would seem to be a wiser disregard of the public convenience to complete the destruction of that which affords a convenient method of transfer of the public from one line to another without unreasonable interruption or delay, simply because the law had not foreseen the municipal ownership of railway lines.

"I shall only refer to one other subject as showing undue haste and immature consideration given so important a subject as that submitted to you. In the Eleventh Article it is provided that the general assembly shall not authorize any city to operate any railway or other property hereby deemed or to loan its credit to any corporation." Why incorporate a provision which, without the Constitution of Pennsylvania, can have no operation, and might only lead to attempted infringement of constitutional mandate?

OPEN PLAYGROUND TONIGHT
Whittier School Recreation Center
First of Kind in City
A summer playground for fathers will be opened tonight at the Whittier School, Twenty-sixth and Clearfield streets. This is the only one of its kind in the city, and marks the first time a playground for seniors has been attempted. If the venture is successful, other playgrounds for fathers will be opened.

The opening will be marked with band music, dancing, community singing and games by members of the Fathers' Association of the Whittier School and guests. After the opening night the fathers will have the privilege of bringing their children with them.

BAND CONCERT TONIGHT
The Municipal Band will play tonight at Front and Lury streets.

THE expectation of immediate results has killed many an advertising campaign

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Separate Shirts \$3 and \$3.50
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RUM RUNNERS, NOT PIRATES, ON MYSTERY SHIP, IS BELIEF

Maritime Men Pooh-Pooh Suggestion That Buccaneers Are Responsible for Lost Vessels on High Seas

Sea captains, sailors and men in ship-ping circles scoff at the idea of a "mystery ship" sighted off the New Jersey coast and said to be the vessel responsible for the disappearance of a number of ships from the high seas during the last few months.

They say there is nothing mysterious about the ship. Every one interested in maritime work knows the vessels sighted running without lights are more than likely some of the fleet of whisky smugglers operating between the Bahama Islands and the coast.

Revenue officials give credence to this theory and say that, while they have no evidence which would warrant bringing any one into court, they are morally certain the ships sighted are only part of an organized fleet of liquor smugglers.

No one is able to explain the mysterious disappearance of vessels which have cleared ports and never been heard of afterward. Now has one advanced a theory as to the fate of the crew of the Carol A. Doering, which came ashore off the Virginia capes with full sails set and no person aboard.

Vessels Have Vanished
A number of vessels have vanished after leaving port during the last few months, leaving absolutely no trace. Although virtually every ship on the seas these days carries a wireless set, those which have disappeared did not. Persons who have been the deciding one of the fate. No large boats have been numbered among those lost. Most have been freighters, sailing vessels or ships only carrying a few passengers.

While the searchlight of publicity has been turned on captains of vessels who have reported sighting "a vessel running without lights which circled my ship several times and then fled," following the disappearance of the vessel, "The very proof that no such vessel exists is that the government has taken no action in a search for it," said Commander Robert Kessler, in charge of the United States Hydrographic Section in this city. That portion of Federal service has to do with dangerous points on the coast, icebergs, reefs and such.

"No government ship has been sent to look for the 'mystery ship,'" he said, "and surely if any pirate were suspected of operating in these waters, destroyers would be sent out to search."

Always Just Off Coast
"Just take a look at this map and you'll see that almost every time this mysterious ship has been reported by some vigilant captain, it's happened within a few miles of the coast. Now draw your own conclusion."

"Men who have a little salt in them don't believe all this hocus-pecus about a mysterious vessel," said James Kernan, secretary of the Maritime Exchange.

"While it's perfectly true that a number of vessels have disappeared peculiarly, they are only those unfortunate happenings which occur ever so often and cannot be forestalled. It just happens several have vanished at a time when a mysterious boat has been seen off the Jersey coast. Personally I suspect this boat was carrying something to the third of people at their resorts."

"This mystery" vessel is probably only one of a number of vessels running liquor between the Bahama Islands, the West Indies and the various shore resorts along the New Jersey coast.

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MAYOR DUBS HALL 'GABBY-JACK' CRITIC

'War of Names' Revived by Moore's Insistence on Choosing Playground Title

'BLATHER' RETORTS 'GABBY'

Mayor Moore declared today that the new playground at Tenth and Lombard streets would be called the Phillis Wheatley Recreation Center, despite objection of Councilman Hall, of the Seventh Ward.

The Mayor characterized Mr. Hall as a "blustering councilmanic gabby-jack" and a "bombastic representative."

Mayor Moore's statement was in reply to a criticism of Mr. Hall, who asserted at a meeting of Council's Public Welfare Committee yesterday that the Mayor had no right to choose a name for the ground, as an ordinance had been introduced in Council providing that the place be called in honor of the late Charles Seger, Councilman of the Seventh Ward.

Mayor Issues Statement
"The new playground at Tenth and Lombard streets has been named the Phillis Wheatley Recreation Center and by that name it will be called," he said.

"Some attention has been drawn to this recreation center because of the utterances of the blustering councilmanic gabby-jack who gets so much space in the newspapers attacking the chief executive, but long before this bill to name the center after his political sponsor the colored people of the vicinity and the Mayor had agreed to call the recreation center after the sweet poetess, whose character and literary work were an honor to her race."

"More attention to the political career of the nervous person referred to may be drawn to the new recreation center if the Mayor is obliged to send to the Council his reason for selecting an appropriate name for the site, one which would be complimentary to the colored race and not calculated to perpetuate the vicious and corrupt conditions that prevail under the leadership of the old regime, when the properties torn down were used for vicious and corrupt purposes."

"Going to stick," says Mayor Moore. "The Mayor was within his right in giving the center a decent name. The people assembled there Tuesday night voted unanimously to continue that name. Evidently they know more what they want than does their bombastic representative in Council. Phillis Wheatley Recreation Center is the name of the new recreation ground, and that name is going to stick."

Councilman Hall, after reading the "gabby-jack" statement said: "I am too busy settling public affairs to pay any attention to that fellow's blather."

While Council may decide what ground may be taken for recreation centers, it is not within its province to decide the name of the place, according to several City Hall officials.

Selection of a name can be made by the Department of Public Welfare or Bureau of City Property, they asserted.

CHORAL SOCIETY SINGS TODAY
The Choral Society of Philadelphia will appear at Willow Grove this afternoon and evening in its annual performance of Handel's "Messiah."

The concert will be at 4:30 and 9:30 o'clock. The Victor Herbert Orchestra will play and Henry Gordon Thumler will conduct. The soloists will be: Elizabeth P. Earle, soprano; Edna C. Smith, alto; Herbert Clement, tenor; George C. Detweiler, bass.

Public sentiment in Germantown is opposed to a division of the Twenty-second Ward into two wards, Councilman Roper today told members of a special commission named by the courts to report on the project.

When the proposition first was advanced Mr. Roper favored it. In his communication today he urged a negative report and predicted that if the commission approved the split, the independents would defeat the plan at the polls.

Mr. Roper and other independents will organize the Independent Republican Association of the Twenty-second Ward next Thursday at a meeting at 22 West Cheltenham avenue. One of their plans is to support one or two women for Magistrate.

The association is expected to endorse Thomas Kachurn White as a candidate for delegate to the Constitutional Revision Convention next January.

22D WARD CHANGE OPPOSED BY ROPER

Independents Will Defeat Plan at Polls, Court Commission Is Told

WANT WOMAN MAGISTRATE

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Ticket good in coaches, also superior or sleeping cars upon payment of extra fullman fare and association special train fare Reading Terminal 8:30 A. M. (Weekend Time) 9:30 A. M. (Daylight Time)

Philadelphia & Reading Railway
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HOLD BABY SHOW
West Philadelphia Hospital for Women Sponsors Exhibition
Courage and discretion as well as diplomacy were prerequisites of the judges at a picnic for mothers and babies given at Belmont Mansion this afternoon by the West Philadelphia Hospital for Women, 4035 Parrish street. In addition, a little inside and expert knowledge was required, since one of the contests included the most perfect baby.
In addition to the most perfect child, the fattest and the cutest were determined, while a "Tom Thumb" prize was offered for the smallest child.

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