

Rapped by City Rapped in Council

Called from Page One Council at Front and Market streets building power plants or giving credit service on a single orphan line.

"One or two per cent return," said Mr. Roper, "is so infinitesimal a count compared with service that it is ridiculous to discuss."

"Ninety-five per cent of the people would like to see the city operated by the P. R. T. We have got to stop daily-shilling about municipal operations; that is out of the question, is ridiculous, and any one who makes the suggestion knows that it is ridiculous."

"The Mayor's proposal was referred to Council's committee of the whole. Prior to the reading of the Mayor's message Councilman Montgomery inquired a bill providing for an appropriation of \$50,000 to Department of City Transit for service of engineers engaged on valuation proceedings."

"The Mayor's message on the Frankford 'L' follows: 'Failure to reach a satisfactory agreement with the Philadelphia Rapid Transit Company to operate the Frankford elevated railway as a track of the unified transit system and recent events tending to confuse the Rapid Transit situation generally do not address your honorable body in support of my earlier proposals provided for the municipal operation of the city-owned road.'

"I heretofore pointed out, it would be better for the greater service of the people to have an arrangement with the Philadelphia Rapid Transit Company. But the financing methods are being put upon the Frankford L. railway. Twenty-two of the new cars have been delivered and are now under repair at the Bridge street terminus, and delay in negotiations with the Philadelphia Rapid Transit Company is only adding to the uncertainty of operations and to the cost of maintenance and of waste due to deterioration."

"What remains to enable the Department of City Transit to operate the road and to establish a competitive service, even though it is limited, is the requested authority for an operating bureau for the southern terminal extension to the Bridge street terminus, and for authorization to enter into a contract with the Philadelphia Electric Company to furnish power for operation of cars, only for which have already been authorized."

"Speedy action is therefore urgently requested upon the operating bureau ordinance which was forwarded on October 15, and the Market street terminal extension ordinance introduced October 20."

"Negotiations with the Philadelphia Electric Company are being pushed as soon as they are completed another ordinance will be submitted asking for authority to enter into the necessary contract. This also should have early approval."

"Instructions have been given to the Director of City Transit to hasten all other construction features with the hope and expectation that if Council grants the authority, the cars which are now in the possession of the city and those which are to be delivered will be in operation before the legislative hindrances stand in the way."

"Being forced to operate in preparation for municipal operation, it is intended to get the best possible service for the people out of the road which they built for themselves, and to suffer temporarily, at least, such inconveniences as may result, until the rights of the citizens to a more extensive or unified service can be obtained."

"This limited service will extend from Bridge street, Frankford, to Front and Market streets, if the necessary permission for the Front and Market street extension is granted, or to such parts north of Front and Market streets as may be made available, subject to the sanction of the Public Service Commission."

"A passenger terminal at Bridge street is contemplated, should the Front and Market street terminal fail, although it is urged that the construction of the terminal extension to Market street would be serviceable in any event as a siding or turnout, if an agreement should be reached ultimately, with the P. R. T. Company. I am impelled, in view of the uncertainty which now prevails with respect to transit agreement, to suggest that it may be better for the people to have such legislation from Council now as will enable them not only to operate their own high-speed line to Frankford on their own account, but to erect a plant for the generation of power which will provide for the independent operation of the Frankford L. Railway, thus enabling the city to become a real competitor in the field which is now completely absorbed by the Philadelphia Rapid Transit Company."

"I am having inquiries made as to the cost of utility of a separate power plant and will later address Council on this subject."

"The municipal street-cleaning experiment has brought to the city an element of independence and competition not heretofore enjoyed by the municipality, and in view of the unprofitability of the existing street-car monopoly to increase its service and make extensions unless subsidized by the city, the municipal operation of the street-cleaning unit might likewise prove satisfactory in determining the rights of citizens to an adequate service at a reasonable rate of fare, which, from information given, induces me to believe should be less than the present rate of fare made by the P. R. T. Company."

Harding Urges Sales Tax or Bonus Delay Continued from Page One "Inasmuch as the Treasury is to be called upon to meet more than \$6,000,000 of maturing obligations in the sixteen months immediately before us, it is not possible to recommend the issue of several hundred millions of additional short-term notes. Further extension of borrowings would likely result in that has been accomplished in reducing interest rates and stabilizing the financial world, both vitally essential to the resumption of industrial and commercial activities."

"Granting that it is not fair to operate any proposed plan without offering the public a fair opportunity to be heard, let me repeat that I believe the public can accept the present situation as a fair one to meet the

Blamed for Wreck Admits Disregard of Train Orders



CHARLES EVANS P. and R. conductor on trial in connection with the wreck at Bryn Athyn which cost twenty-six lives. Evans is shown on his way to the courtroom at Norristown and is shielding his face from photographers and the wind.

Continued from Page One wooden coaches were ripped to shreds and burst into flames.

Reads Train Order The jurors are William Moore, Jr., clerk, Lower Merion; Lewis D. Spencer, contractor, Lower Merion; James M. Mosier, machinist, Conshohocken; Margaret Y. Custer, Potstown; Stella Bechtel, Potstown; William B. Schuyler, architect, Norristown; John Meyer, Breard street, Norristown; Samuel H. Rhoomball, jeweler, Conshohocken; We'll in ton Godshall, carpenter, Towamencin; Marvin Springer, cutter, Towamencin; A. De Haas, machinist, Conshohocken.

District Attorney Renninger opened with an address outlining the Commonwealth's case against the conductor, explaining that eastbound trains run from Philadelphia to Newtown. Ordinarily, he said, eastbound trains had the right of way, but the general rule was modified by special conditions to which trains No. 151, No. 154 and No. 156 were subject.

He then read the order which had been issued on Feb. 15, at Bryn Athyn, where it was to remain until the westbound No. 156 passed with its load of commuters, most of them bound for Philadelphia.

"No. 151 will take No. 156 at Bryn Athyn. No. 151 takes siding," Mr. Renninger read. He said that the jury was to determine whether Evans and Yeckle were reasonably careful and whether they exercised the caution that ordinarily should be used.

The District Attorney then spoke of the gully where the wreck occurred, describing it as thirty feet deep and 200 feet long.

L. S. Hagerman, an undertaker of Newtown, the first witness called, described the bodies of three persons who had been killed in the wreck. This established the fatal consequences of the crash.

The division superintendent identified the railroad's book of rules and read numerous extracts into the record. "Train conductors," he said, are obliged personally to deliver copies of orders to their engineers, who must read the orders aloud in the presence of the conductor.

Mr. Eckert then described the signal system governing trains on the Newtown line. From Philadelphia to Bryn Athyn, he testified, an electrically operated block system is used, while from Bryn Athyn to Newtown there is a manually operated block system.

Mr. Eckert produced a timetable issued to employees. This showed that, according to schedule, train No. 151 was to pass No. 154 at Huntington Valley and No. 156 at Somerton. When train movements were late, the meeting places were controlled by telegraphic orders, he said.

After Mr. Eckert had identified a blueprint of the single track where the disaster occurred, Mr. Renninger asked if Yeckle had made any statement after the wreck. The witness said he had but that the engineers were in such an overwrought state in a hospital that he, Eckert, placed no credence in it.

The District Attorney then asked if Evans had made a statement. In answer, Mr. Eckert said Evans admitted he forgot train No. 156. Train No. 151 had been passed by No. 154 at Bryn Athyn and then pulled out on the single track and moved east toward Newtown, crashing into No. 156 about a mile beyond Bryn Athyn.

Mr. Bean, in cross-examining Mr. Eckert, forced the witness to admit that the records showing the time of the movements had been altered, a fact detected by examination under a microscope.

Mr. Eckert, who is superintendent of the New York division, explained that the alteration had been necessary because Agent Clayton, in the excitement of the moment, had put down the time wrong.

Mr. Bean's line of questioning was directed to show that the railroad's rules were violated frequently and with impunity. The witness admitted that under certain circumstances it might be necessary to violate rules, but affirmed that a train order was inviolable under all circumstances.

The judge, coming to the rescue of the witness, reminded Mr. Bean that the railroad was not on trial. Mr. Bean then asked the witness to state again in the presence of the jury that a train order was inviolable under all circumstances.

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POISON BOOZE KILLS FIVE

Five Ridgely Park Men Succumb in as Many Days (By A. P.)—Five residents of this town have died from drinking poisonous liquor obtained from the same source in the last five days.

Discovery of the source of the liquor was made today upon the death of Charles Kelly, railroad gate tender, when his daughter made affidavit that he had purchased the liquor from John Best. Before Best could be located he had succumbed to alcoholic poisoning.

Detectives next visited Best's home, where they found his son, Harry Best, forty-four, desperately ill. He was taken to a hospital, where he died within two days.

Investigations by the police revealed that two men, who died at a Hackensack hospital, supposedly of pneumonia, recently had purchased liquor from Best. Their names were not made public.

Later the names of the Hackensack hospital victims were given as Samuel Dunlap and Sebastian Geiger. Physicians said symptoms of alcoholic poisoning were present in both cases, but that pneumonia was the direct cause of their deaths.

P. R. TRAIN IS DERAILED

Traffic Delayed Several Hours—Four Injured at Odenton, Md. (By A. P.)—Traffic over the Pennsylvania Lines between here and Baltimore had been resumed early today after several hours' interruption caused by the derailment of an Odenton, Md., train on the Buffalo express due here at 8:55 o'clock last night.

Four persons were injured, two seriously, and several hundred yards of track was torn up in the derailment, necessitating the routing of the Pennsylvania trains over the Baltimore and Ohio tracks until the damage was repaired.

The condition of three Williamsport, Pa., men injured in the wreck, W. E. Springman and King E. Crooks, was reported today as not serious.

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Ship Subsidy Faces Hard Path

Continued from Page One advocating a soldiers' bonus and who are likely to be disappointed will quarrel with any suggestion that the Government make payments to shipping.

But the Administration has no choice but to bring in its plan for getting the merchant marine going at this time. The Republicans were bitterly critical of the Democratic operation of the Government ships. They also pledged themselves to get out of the shipping business as soon as possible.

Shipping has been one of many impossible situations which the Harding Administration has faced. If world conditions in that industry were bad after the war in the last two years of the Wilson Administration, they have grown much worse since. All nations have a large proportion of their ships lying idle. Prices of vessels are lower than in many years. There is no market for ships.

The United States Government could hardly give its vessels away if it would. Under these circumstances it has been impossible for Mr. Harding's Shipping Board to accomplish much toward getting the Government-built and owned ships into private hands or to cut down the losses on vessels in their charge, variously estimated up to \$1,000,000 a day.

Only by making the operation of American ships attractive to private capital can the Government be out of the shipping business. The subsidy plan is an attempt to induce private en-

terprise to interest itself in the merchant marine ships sold very cheaply by the Government and assured of business by exclusive mail contracts, by a share in the immigration traffic and through preferential rates on American railroads and receiving in addition a direct payment from the Government. Such a proposition may, it is believed, tempt American capital. Only in this way will the Government be able to get rid of its ships and end its losses upon them, unless it waits until a boom in world trade creates a new market for ships.

Others May Retaliate Some of the favors granted to American ships under this plan, if it goes through, will start discriminatory practices by other Governments whose nations own much shipping. An ocean rate war is one of the possibilities. But the subsidy plan does not invite as much ill feeling as did the Jones bill with the many discriminations in favor of American vessels which it provided for.

The bill when it is introduced will start a vast controversy. Everybody else who wants a subsidy, the farmers and soldiers for example, will fall foul of this proposed subsidy. Representatives in Congress of coast States which have shipping interests will favor the Harding plan. But the interior of the country has always been cold to the idea of subsidies for shipping.

It will be argued that the Government is proposing to sell its ships in the worst possible market and arranging a bonus on the basis of a depression in the shipping industry. Opponents of the bill will show enormous profits to shipping companies now and receiving this Government aid as soon as the lean years are passed. And the legislative jam makes any debatable proposal doubtful.

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NO SNOW ON THE BOARDWALK ATLANTIC CITY, N. J.

Atlantic City, N. J. The Boardwalk is absolutely dry, free from snow or slush, and is thronged with happy visitors enjoying the wonderful, bracing ozone and health-producing salt sea air.

THE TRAYMORE ATLANTIC CITY World's Greatest Hotel Success

HOTEL LA MARNE On the Boardwalk at Ocean Ave. Special Rates Over WASHINGTON'S THURSDAY EUROPEAN PLAN

LAUREL HOUSE A Hotel of Charm and Traditional Excellence For 43 Years

LAUREL IN-THE-PINES A Superior Hotel on Lake Carausin "Among the Pines"

THE QUI-SI-SANA GREEN COVE SPRINGS, FLA. Located thirty miles south of Jacksonville.

PORTO RICO ALL-EXPENSE CRUISE 16 DAYS—\$180 AND UP

West Indies Cruises A De Luxe Cruise of 25 Days Visiting St. Thomas, St. Croix, St. Kitts, Antigua, Dominica, Barbados and Trinidad.

NASSAU BAHAMAS Where "Every day is a Day in June"

BANKS BUSINESS COLLEGE Can You Hold Your Position? We will help you make your position more secure.

STRAYER'S THE Best Business School

GENUINE TYPEWRITTEN LETTERS IN QUANTITY Highest Class Merchandising Service

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A GRANT SPECIAL! Guaranteed First Quality CHAMOIS SKINS

W. T. Grant Co. 920 Market Street

for bruises Whether they come from bruises or overwork, sore muscles will quickly yield to the soothing effect of Absorbine, Jr.

FARM AND GARDEN SENT FREE MAULE'S SEEDS

BURPEE'S SEEDS The Best Seeds that Grow

SCRANTON GARAGE BURNS Flames Communicate to Business Houses and Tenements

What Doctors do for their own sore throats "I want to congratulate you, Doctor, on the great success I hear you are having with your throat cases."

Formamint GERM-FIGHTING THROAT TABLETS

Buehler Bros 931 Chestnut St. SPECIALS FOR THURSDAY, FRIDAY & SATURDAY

Boneless Bacon 15 1/2c Boneless Pot Roast or Chuck 9 1/2c

IMPROVED TRAIN SERVICE ATLANTIC CITY EFFECTIVE MONDAY, FEBRUARY 20, 1922

LEAVING PHILADELPHIA: New express train will leave Philadelphia at 8.00 A. M., arriving Atlantic City 9.20 A. M.

Table with 4 columns: Leave Philadelphia, Arrive Atlantic City, Leave Atlantic City, Arrive Philadelphia. Rows for Southbound and Northbound trains.

Philadelphia & Reading System Atlantic City Railroad