

FRANKFORD MASS-MEETING TONIGHT STARTS DETERMINED HIGH SPEED LINE FIGHT

FRANKFORD AREAS BARREN BECAUSE OF TRANSIT NEEDS

Vast Stretches of Swamps Cause Citizens to Band Together to Demand High-speed System.

It is generally admitted in Frankford that the chief cause of its undeveloped land is inadequate transportation facilities. A ride through this section will show the casual observer many bare spots, so to speak, and while the people there are progressive and desirous of better conditions, there are comparatively few houses going up. Builders naturally look at conditions from a business standpoint. They know that the car service does not meet the demands and also that the people are generally dissatisfied.

The accompanying illustration gives an idea of some of the waste land in the neighborhood of Frankford avenue and Wheatstear lane. This tract of dumps and miniature swamps is, in places, half a mile in length. It is only a sample of the chaotic conditions due to the lack of high speed lines.

Many prominent manufacturers and those who work in Frankford do not live there, and this in itself tells a long story. At various times during the last few years there has been spasmodic attempts to obtain better transit conditions. But these uprisings have been quelled by glib-tongued politicians, who, on account of their influence, overawed the people and ended their demonstrations by promises which were quickly forgotten.

OPEN CAMPAIGN IN FRANKFORD. But the situation now is decidedly different. The cause of the people is being espoused by Director Taylor, of the Department of City Transit. He has been urged to address business men's organizations in all parts of the city, and tonight at a mass-meeting in the Free Library of Frankford, he will tell the people of that section how the proposed rapid transit system will change conditions.

The assurance that they will have his support and the great results brought to West Philadelphia through the Market street "L" have aroused the people of the northeast. They realize the possibilities now within their grasp, and, if enthusiasm is any criterion, they are going to get them.

In the 45th, 53d, 55th and 61st Wards there was a population of 54,611 in 1910, and this has increased despite transportation obstacles since then.

The story of Frankford is the story of other outlying sections. The fact that the high-speed agitation has now reached very definite form is causing many in the suburbs to get the "back-to-Philadelphia" idea. And now they have the best of reasons in view of the proposed increase in railroad fares which goes into effect on December 1st.

RAILROADS HELP CAUSE. This subject is dealt with elsewhere in the EVENING LEDGER, but it is relevant here to say that in many of the suburbs a large percentage of the people have already declared they would make their homes in this city when assured the proposed high-speed lines are under way.

It was pointed out by many that the increase in fares would add a heavy burden to the family's weekly expenses. In several specific cases it is shown that the increase would be from \$2 to \$4 per month. Where there are three members of a family traveling to the city daily this means a serious financial burden.

As in all movements for the general betterment of communities there are a few here and there who endeavor to show that the proposed rapid transit lines would not improve their conditions. Luckily, however, these opponents of progress are decidedly in the minority, and, in some instances, it has been found there was a political tinge to their opposition.

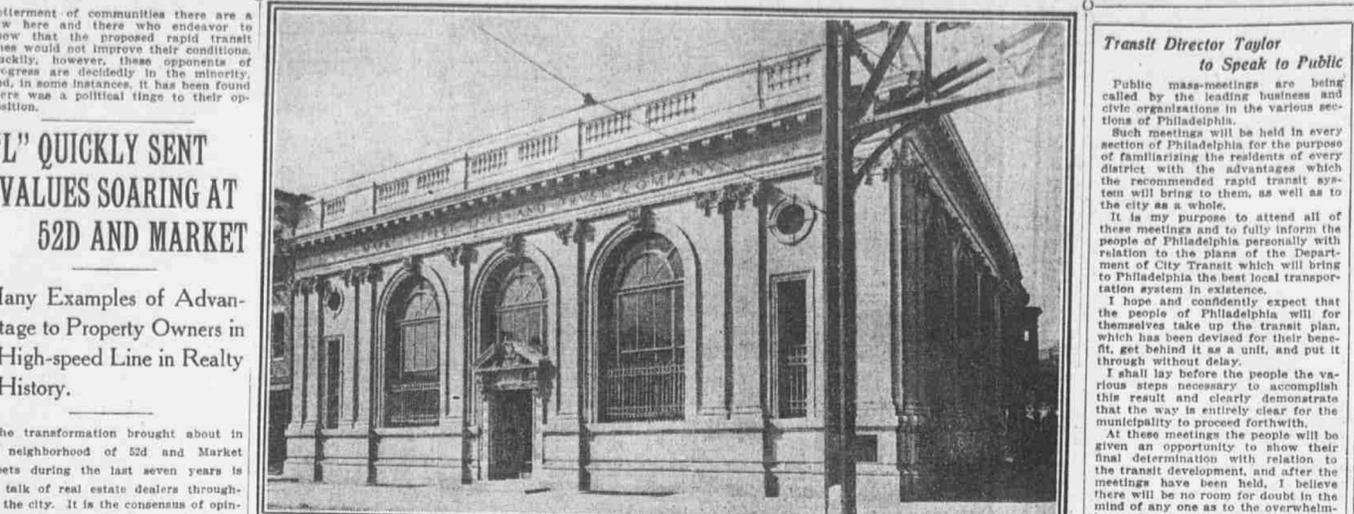
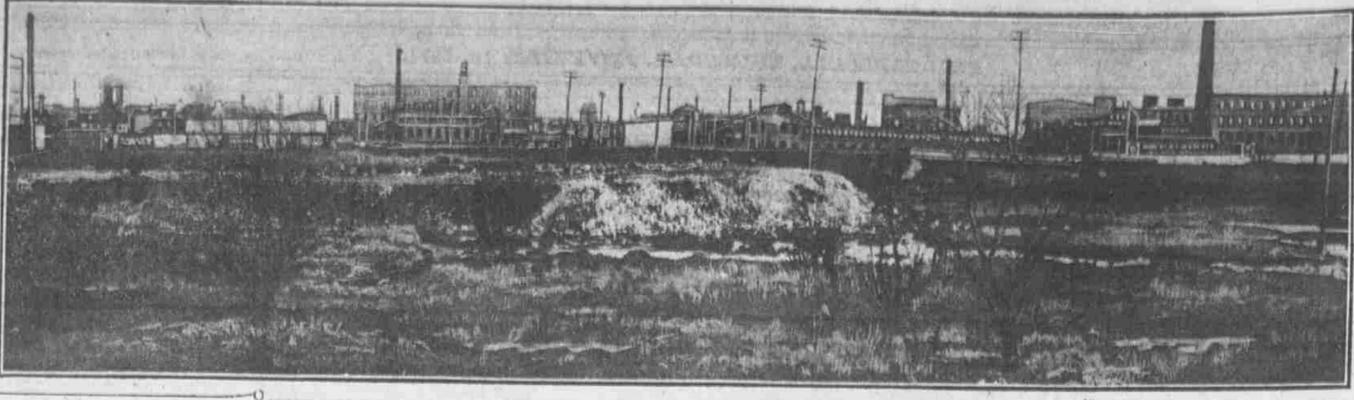
"L" QUICKLY SENT VALUES SOARING AT 52D AND MARKET

Many Examples of Advantage to Property Owners in High-speed Line in Realty History.

The transformation brought about in the neighborhood of 52d and Market streets during the last seven years is the talk of real estate dealers throughout the city. It is the consensus of opinion among them that the great change is due to one thing and one thing only—the subway-elevated line.

As in the case of 60th and Market streets, reality values climbed by thousands and tens of thousands until conditions have reached such a stage that a very large number of property owners will not sell under any consideration.

Transit Program in Brief. The transit program provides for the operation of all high-speed lines in conjunction with the surface system, which will serve as the agent for the gathering and distributing of passengers using the high-speed lines without extra charge.



The upper picture shows the ash piles and lots, at Frankford avenue and Wheatstear lane, which border the surface car lines to Frankford. There has been no development on account of the lack of high-speed lines. The lower picture shows the bank of the Market Street Title and Trust Company, at the southwest corner of 52nd and Market streets. Before the Market street elevated-subway line was built this site was a vacant lot. The contrast tells better than many words the value of real rapid transit in the growth and prosperity of a community.

One of the record-breaking leaps in value was made by a plot of ground at the southeast corner of 52d and Ludlow streets. This site, 1847 feet, forms a part of the lot on which the eight-story Park Office Building stands. The portion mentioned was bought before the "L" road was built for \$4500. Before the property boom got properly started it sold for \$5500. It is now valued at \$35,000.

An illustration of how property jumps in value almost overnight is shown in the case of Felt Brothers. Five years ago a lot at the northwest corner of 52d and Locust streets, with a frontage of 70 feet on Locust street and 90 feet on 52d street, sold for \$35,000. Last April the lot was bought by the firm mentioned for \$45,000, and less than a week after they were offered \$50,000.

On South 52d street places picked out at random show in every instance great increases in reality values as a result of the high-speed service. The Schubert Chocolate Company bought 45 South 52d street for \$4,500 a few years ago. The firm has since refused \$20,000 for the property. Only yesterday the northwest corner of 52d and Ludlow streets, a half block below Market, was sold for \$12,000. It was bought seven years ago for \$4000.

Properties have frequently doubled in value. H. P. Gallagher bought 12 and 14 South 52d street, before the boom started, for \$10,000 each. These places are now each worth double that figure. The adjoining buildings, 35 to 45 South 52d street, were bought for \$3000 each several years ago. Today two of these properties have been valued at \$35,000.

HIGH SPEED LINES WOULD INCREASE BUSINESS AT NIGHT

Modern Transit Facilities Will Eliminate Long Waits for Residents of Many Sections.

Business of the city at night is seriously affected by the lack of high-speed lines to outlying sections. Managers of the theatres declare many remain away from the best attractions because there is no certainty as to the time patrons will reach home after the performance.

Proprietors of restaurants and cafes also contend that improved transportation facilities would help their business. There is a general exodus from the central part of the city, they assert, before 11 o'clock. They claim that those who remain after this hour may be divided into three classes—those who have automobiles, those who live in the central part of the city and those who live in West Philadelphia.

Those living in the sections reached only by surface lines rush from the theatres to the street, and crowd on corners and finally into the cars, which seem to become scarce for some unknown reason, about 11 o'clock.

ESCAPE LONG WAITS. Few living in the surface car section care to take chances on getting home after a supper in the theatre district. They know it means very long waits on corners and a ride from the end of a strap perhaps when the car arrives.

While it is difficult to please nearly 2,000,000 people and all sections at one time, nevertheless the residents of the northeast, northwest and southern parts of the city feel they have been discriminated against. This is especially so in regard to Frankford and Kensington.

According to the present schedule, cars for Frankford should leave Third and Chestnut streets after midnight every 20 minutes, and Frankford cars on 15th street are scheduled to run on the same time. This running time is adhered to as nearly as can be expected. Very often, however, the cars are a half hour apart.

If the Union Traction-Councils-Philadelphical rail route could be unwound there would be an early start on the proposed high-speed lines to Kensington and Frankford. As this system would relieve the uncertainty about reaching home at definite time, more people would visit the central section of the city and enjoy themselves contentedly while they were here.

SUBWAY SERVICE GOOD. The West Philadelphia subway-elevated line runs every 15 minutes after midnight. While waiting for these cars the people are protected from wind and storm and are assured of a speedy trip home after they start.

The experience of other cities has shown that rapid transit has brought the people together, both in a business and social way. In this, the city of homes, there should be no exception. The tracks of the high-speed lines join the communities.

On Saturday the EVENING LEDGER will publish additional facts concerning real estate values in West Philadelphia and how they increased with the coming of real rapid transit.

KELLY POOL—DELAYING THE GAME



Pre-eminent Gladiator. New Yorker—I see that the Allies have nicknamed a type of German stege gun "Jack Johnson".



Not the Same Thing. "A great deal of what we call pleasure is largely imaginary," said the ready-made philosopher.

THE DIFFERENCE. Sophomore—There's a lot more in the papers about your college than there is about ours and yet we see the larger faculty.

Mr. Only Rival. "Do you think only of me?" murmured the bride. "Tell me that you think only of me."

A Co-ed's Idea. A city girl was taking a course in agricultural college. After a lecture on "How to Increase the Milk Flow," she ran for a question.

Currency in the Family. A young wife, being twopenny short in paying a bill, called down stairs to the cook.

When the Goat Spoke. "Why," asked the goat-looking woman, "do you constantly refer to yourself as the goat of this household?"

Up to Date. Sunday School Teacher—What did the angel of the Lord do when he passed over Egypt?

When to Be a Quitter. "The Lord hates a quitter," said the Lord when he passed over Egypt.