

TRANSIT START
EARLY IN 1915 IF
PUBLIC FIGHTS

Director Taylor Pledges
That Actual Construction
Will Begin Promptly, Pro-
vided Pressure Is Brought
on Councils.

"If pressure is brought to bear in sufficient force, I pledge you that the actual construction of the high-speed lines will be begun early in 1915."

This statement by Director Taylor met with the enthusiastic approval of an enthusiastic audience last night in America Hall, 33rd street and Sunnyside avenue, Falls of Schuylkill. The same spirit which prevailed at Frankford, Germantown and Woodland avenue meetings was in evidence and the people declared that they would "fight to the last ditch" with the man who is at the helm for high-speed lines.

A resolution calling upon Councils to take action and also for a big central meeting, at which a demonstration of public opinion could be given, was unanimously adopted.

The Director declared that all the projects needed was a united fight, and contended that the people could not fail if they stood together.

That the transit project is uppermost in the mind of the people of the northwestern section was shown by the presence of business men representing several organizations. They will spread the enthusiasm in their own neighborhoods and try to outdo the Falls of Schuylkill meeting by a still larger outpouring in their own sections.

SPEECH WARMLY APPLAUDED.
Mr. Taylor's forcefully expressed deductions from figures, facts and the results which the high-speed system brought from the closely interested audience. From the employer and employee side by side they applauded together whenever a point was advanced which convinced them that high-speed transit was the best for all concerned.

In the course of his address Mr. Taylor said in part:
"Philadelphia has been procrastinating for years with relation to establishing adequate rapid transit facilities for the people."

"It is time for us to quit talking and get down to constructive work."
"Philadelphia is suffering inconvenience and wasting their time in traveling long distances inconveniently and uncomfortably on over-crowded surface lines which are subject to delays caused by congestion of street traffic."

"Furthermore, surface cars cannot handle long distances with efficiency, economy and satisfaction to the public. Their proper function is to handle local traffic, and to act as gatherers and distributors of passengers using high-speed lines."

"They should perform similar service to that which is performed by accommodation trains on the main and branch lines of the steam railroads, and the high-speed lines should perform similar service to that which is performed by express trains on the steam railroads."

"There is no reason whatever for further delay in this matter, for the city will continue to seek and welcome the operation of the existing system in equipping and operating the city-owned high-speed lines under the terms of the transit program, and will not permit the income of the existing companies that protection against loss which the program provides in consideration of cooperation."

"If the existing system fails to ratify that program which has been arranged between the Department of City Transit and the management of the Philadelphia Rapid Transit Company, and to welcome the program, the city will have to depend upon the independent operator to equip and operate the city-owned high-speed lines on a favorable basis in competition with the existing system."

NORTHWEST 'LIS' ADVANTAGES.
"The northwest elevated will reduce the present time required to travel from Falls of the Schuylkill to the City Hall from 25 minutes to 20 minutes—a saving of 5 minutes on the round trip."
"From Falls of the Schuylkill to 6th street and Woodland avenue from 35 minutes to 20 minutes—a saving of 15 minutes on the round trip."
"From Falls of the Schuylkill to 33d and Market streets from 45 minutes to 25 minutes—a saving of 20 minutes on the round trip."

The great majority of people in Philadelphia are entirely dependent upon the street cars for traveling about the city. You have been contributing through your taxes toward the great developments which have been made in South Philadelphia, the northern section and elsewhere. The time required to travel from your district to other sections of the city makes it practically impossible for you to reach the various places of employment and amusement which are available to the people nearer the city's center.

"You have riches which must not be allowed to go to waste. You have a city in your own back yard. I am trying to get it for you."
"I want to see every section of the city placed on an equal footing with every other section of the city, so that the people will be able to share fully in the great advantages which modern rapid transit system will bring every section. The present discrimination against districts which are not served by the new system will be broken down by the same advantages as are enjoyed by your fellow citizens in West Philadelphia."

APPEALS FOR SUPPORT.
"Will you stand by me in this effort? Am making in your behalf? If you will, the power of the public cannot be broken down. The high-speed system will be established forthwith. All the understanding needs now is united public opinion."

ADDITIONAL RELIEF FUNDS
Many Contributions Received by
Emergency Aid Committee.

Contributions of money, garments and supplies continue to pour into the Emergency Aid Committee, 428 Walnut street. The supply rooms are flooded with donations to be sent abroad. 429 garments, sewn by the Main Line sewing branch, were given today.

These will be forwarded to Europe for the American Ambulance Hospital in Paris, the Belgians and the Red Cross. The Singer Sewing Machine Company has contributed six machines to the branch.

The recent contributions of money were:
Sole of Buttons 15.00
Philadelphia Choral Society 25.00
Mrs. McNeill 25.00
J. Bedford 5.00
Mrs. John Strubbe 10.00
Miss Margaret Bayless 1.00
A Friend 5.00
Anna Molloy 1.00
Postman 1.00
Society of Ethical Culture 131.96
A Young Boy 100.00
Mrs. John Shover and friends 4.00
Mrs. E. Hooper and friends 25.00
Local Pennsylvania 50.00
William J. Flischer 1.00
William J. Flischer 1.00
William J. Flischer 1.00
Mrs. L. Kimball 5.00
Mrs. M. C. Ewing 10.00
Miss Linda H. Panoset 50.00
Mrs. H. M. Johnson 5.00

NEW TYPE ZEPPELINS
DEADLY AS SIEGE GUNS

Germany Has 40 Equipped With Special Magazine Car.

LONDON, Nov. 25.—The Standard's Amsterdam correspondent says that fresh stories are in circulation about the feverish haste with which the Germans are turning out Zeppelins. It is said that the Germans now have available 40 new-type Zeppelins. The Zeppelins are being built at a rate which no longer are discharged from the navy's service, but are fired from a special car, suspended 500 yards below the ship.

Only one man occupies this magazine car, so that, if anything goes wrong, the loss of life is insignificant, and, on the other hand, the Zeppelin is a mobile airship by a premature explosion or other mishap are reduced.

It is stated that the new Zeppelins are fitted with kind of torpedo, 30 to 40 of which are carried by each ship, whose explosive power is equivalent to a shell of the famous 8-centimeter gun.

For defense purposes a number of quick-firers are carried fore and aft, as well as on a special gun platform on the roof of the airship, and a new lookout also is fitted on top of the envelope, with a telephone to the commander.

MOSLEM TRIBES OF ALBANIA
RAISE STANDARD OF REVOLT

Threatened Expulsion of Essad Pasha and Annexation to Turkey.

ROME, Nov. 25.—The situation in Albania, which was recently reported as having improved owing to the reconciliation of Essad Pasha and Bil Doda, head of the Catholic tribes, has again become alarming. The cruiser Piedmont has been sent to Durazzo, where the Italian warships are due. The Moslem inhabitants of Tirana and other inland tribes, which have hitherto been faithful to Essad Pasha, now threaten to attack the Italian warships and to expel Essad Pasha and proclaim the annexation of Albania to Turkey. Evidently the Austrians have succeeded in convincing the tribes of Turkey of the advantage of their cause, and have convinced the Albanians, who revolted and expelled Prince William of Wied, now demand his return and protection.

RESERVE BOARD
ELECTS L. L. RUE TO
FEDERAL COUNCIL

President of the Philadelphia National Bank to Represent This Region in Advisory Body.

Levi L. Rue, president of the Philadelphia National Bank and chairman of the Clearing House Committee, was today elected to the board of directors of the Federal Reserve Bank of Philadelphia to become a member of the Federal Advisory Council to represent the region of the city.

The election of Mr. Rue to the Federal Advisory Council met with general favor among bankers. It was felt that he was the logical man for the place, inasmuch as he was in the fore of the fight which the bankers in this city maintained to secure a Federal Reserve Bank for Philadelphia. Mr. Rue is otherwise prominent in financial circles, being chairman of the Clearing House Committee, which is the Executive Committee of the Philadelphia Clearing House Association. He is the president of the National Currency Association of the banks in Philadelphia, organized under the Aldrich-Vreeland bill, and which has been most active since the outbreak of the European war in the maintenance of currency stability.

He has been further honored and his ability as a financier recognized by his still more recent designation—approved by the Federal Reserve Board—as a member of the Cotton Loans Committee, appointed to administer, in conjunction with the Federal Reserve Board, the \$100,000,000 cotton loan which has been established to relieve the situation in the South.

SILLIMAN GOING TO ORIZABA

State Department Orders Consul to Join Carranza.

WASHINGTON, Nov. 25.—Consul Silliman was ordered this afternoon by the State Department to leave Mexico City and to attend himself to Carranza's headquarters at Orizaba. Secretary of State Bryan said the American interest still remain in the hands of the Brazilian minister and that no representative of the State Department would remain in the capital.

KARLSRUHE STEAMING NORTH
TO ATTACK LUSITANIA?

German Raider Reported Planning Trap for Liner.

NEW YORK, Nov. 25.—Important information was received in this city today from a confidential source to the effect that the famous German cruiser Karlsruhe, which has been creating terror among French and British merchant ships in the South Atlantic, is on the way north, accompanied by the German merchant steamship Crefeld, for the purpose of intercepting the Cunard liner Lusitania, taking off her passengers and then sinking the big ship.

The report, which comes to New York, states that a trap is to be laid for the Lusitania through the aid of the merchant ship Crefeld. It is said that the British Government has been apprised of the Karlsruhe's plans and that steps have been taken to block them. The Lusitania sailed from Southampton last Saturday and is due in New York on Friday.



Captain Webb is here pictured in a field goal attempt. Captain Webb was one of the heroes of the day.

PEARY NOT SECOND DR. COOK,
SAVANTS HERE DECLARE

Dr. Lingelbach and Professor Bryant Explain Delusion of Cloud.

While Rear Admiral Peary may have been mistaken about the existence of a vast unexplored continent in north polar regions, as is indicated in the report of the Crockerland expedition which failed to find the land where Peary said he sighted it eight years ago, there is no doubt of his having reached the North Pole, according to Dr. William E. Lingelbach, president of the Geographical Society, and Prof. H. G. Bryant, who preceded him as head of the society.

After its trip of 1200 miles from Etah to the point where Peary claimed the land beyond the expedition found nothing but a waste of shifting ice, according to its report to the American Museum of Natural History, New York.

"There is no danger of Peary becoming a second Dr. Cook," said Dr. Lingelbach. "Any explorer, depending upon his eye, as Peary did in the Crockerland, is liable to be mistaken. From a distance clouds in polar regions are likely to be taken for snow-capped peaks. Scientific observation determined the location of the pole once and for all."

PHONE GIRL HEARS,
ON WIRE, CRIES OF
HER FAMILY IN FIRE

Receives Message at Exchange Board and Sends in Alarm That Saves Mother and Sisters.

A telephone girl, at the Locust exchange of the Bell Telephone Company, handled an alarm of fire sent in from her home early this morning and then stuck to her post and heard over the wire the shrieks of her mother and sister, as her home burned, the receiver not having been hung up.

The girl is Miss Bertha Gilvear, of 118 Van Pelt street. Five persons, her mother, three sisters and 15-month-old brother were rescued from the dwelling. The fire was discovered by Michael Greeley, of 218 Sanson street. Greeley smashed the lock of the front door and running to the second floor, found eight-year-old Reginald Gilvear stumbling about a smoke-filled room.

Shouting to arouse the other occupants of the house, Greeley carried the boy to the street. His calls woke 14-year-old Victoria Gilvear, who carried her infant brother to safety, staggering down a stairway filled with smoke to get to the front door.

By that time the house was so thick with smoke that Mrs. Victoria Gilvear and her other grown daughters, Gladys and Winifred, found it impossible to get out. They ran to a front window and were carried down a ladder by firemen. None was injured.

After carrying out the boy, Greeley got to a telephone on the first floor of the burning house and in spite of the smoke telephoned an alarm. Miss Bertha Gilvear was at work in the Locust exchange. It happened that she handled the call.

Greeley forgot to hang up the receiver when he had turned in the alarm and the girl was able to hear the calls of her mother and sisters. She stuck to her post until a relief could be obtained and then hurried home.

Firemen by quick work prevented the flames from spreading beyond the second floor.

UTILITY BOARD ORDERS
CROSTOWN LINE RESTORED

Finding in Camden's Trolley Dispute Regarded as Victory for People.

The Public Service Commission of New Jersey at a final hearing, today recommended to the Public Service Corporation that the trolley lines in the city of Camden and vicinity, which were closed by the trolley company, be restored to the old crostown lines. Attorney Gilmore replied that the company would be an answer to the commission's recommendation by next Tuesday.

The commission also recommended that the question of abolishing the 2d and 4th street lines in the city of Camden be made a special investigation. The commission ordered both the defendant and the complainant to present briefs on the latter two questions by December 25. The recommendation of the commission is regarded as a victory for the people of Camden. Although the commission may be to reject the finding, the company is in position to accept it if it sees fit.

TURKEYS IN PRISON CELL

Police Unable to Identify Fat Gobblers in Their Custody.

Nearly all fat turkeys look alike. This similarity is causing the police of the 2d and 4th street station some confusion. Two such fowl are cowering in a cell there, and directly opposite them in another cell are Joseph Putnick and George Vireck. The men and the turkeys were found together at 2d and 4th streets by Police Officer Shields.

He said the gobblers answered the description of the turkeys missing from the coop of Cohen & Straub, 2d and 4th street. As neither Putnick nor Vireck could remember where they bought the fowl they were arrested. But as members of the poultry firm could not positively identify the turkeys held under suspicion, the prisoners were held for a further hearing tomorrow.

Ready to Assist W. and L.
SOUTH BETHLEHEM, Pa., Nov. 25.—Thomas J. Kelly, a local contractor, has offered to assist the War Relocation Authority in the construction of a new building at Washington and Lee University, at this town. Kelly is a member of the American Legion and has been active in the work of the War Relocation Authority. He has been in the service of the War Relocation Authority since the beginning of the war.

NORtheast WINS
BY SCORING SAFETY

Continued from Page One
ing room around the field was taken. There were more than 10,000 people in the stands.

Captain Webb was presented with a bunch of roses before the game started. It was discovered between the halves that Harry S. Voss, the Central High right halfback who had been injured in the first period, was suffering from the shattering blow in his hip. He was treated by Doctor O'Brien and sent to the hospital.

It required fully 15 minutes to clear the field of the rosters before the game could be started in the second half.

FIRST PERIOD.
The Northeast team appeared on the field at 2:25. Central High followed about five minutes later. Captain Webb won the toss and decided to defend the west goal. Webb kicked off for Northeast and the ball fell into the hands of Romig on Central's 40-yard line. Butler slashed through Thomas for 8 yards. Stephens made a first down. On the next play Central was penalized 15 yards for holding. Voss punted out of bounds in the middle. After losing 5 yards for offside and the Northeast's backs failing to gain, Webb punted to Stephens, who returned it 10 yards to his own 35-yard line. Voss punted sailed over the goal line for a touchdown. Northeast got a 15-yard penalty.

Delong batted the ball out of Webb's hands as he was about to make a pass, and Voss recovered for Central High at Central's 40-yard line. Stephens shot off right tackle for 12 yards. Voss and Stephens made 7 yards between them, and Stephens, standing on the 35-yard line, attempted a run from which he was smothered tackle and squirmed through for 11 yards. He added 9 more through center.

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Lamb placed the ball on the 7-yard line, but Germentown was penalized 10 yards for holding. Holmes carried the ball across field to Episcopalian's 22-yard line. On a forward pass, Ramsdell to Holmes, the latter caught the ball behind the goal-line and scored a touchdown. Holmes kicked the goal. Score—Germentown 8; Episcopalian 7.

Ramsdell kicked off to Karp on Episcopalian's 22-yard line. Dickson netted 8 yards around right end. On a triple pass, Stewart to Appligate to Biddle, the latter made 6 yards.

Episcopalian then held for downs and Germentown got the ball. Holmes smashed tackle for 6 yards. Germentown was penalized 15 yards for holding. Ramsdell punted to Episcopalian's 40-yard line. Appligate ran across field for 6 yards' gain. Ramsdell intercepted a forward pass by Appligate and zigzagged down the field for 15 yards. He smothered tackle and squirmed through for 11 yards. He added 9 more through center.

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MOTORCYCLE RACES
AT BELMONT TRACK
FEATURE TOMORROW

Five Events on Schedule at Narberth—Amateurs in Twenty-five Mile Contest. Side Car Competition.

Motorcycle fans will be entertained royally tomorrow at the Belmont race track, near Narberth, Pa., when a splendid card of outdoor motorcycle racing will be held. The racing starts at 10 a.m. Charles Merkle, lessee of the track, has put the course in first class shape, and, aided by cold weather during the past week which has made the ground hard and solid, riders will be afforded a chance of making exceptionally fast time.

Wideopen interest is being manifested over this meeting and the number of out of town entries is large.

Five races will be the program, of which four are open to amateurs. Only one professional race will be staged and that is a 15-mile contest, which will be awarded to the rider who makes the best time in each race. What gives promise of being the stellar event of the day's sport, excluding the professional contest, is the match race for single cylinder machines. Many local boys will compete, and, as it is the first time that such an event has been added to the racing program, quite a little interest is being created over the outcome.

Novel, yet appropriate, is the contest for side-car machines, in which eight enthusiasts will start. Amateur performers, some of whom it is said will make their debut in this game, will attract attention in the 25-mile stock race. Ten riders await the gun. The competition in this number will test the local boys' supremacy, for out-of-town riders like Charles Merkle, George F. Copeland, F. Copeland, and Charles Klebes, of Wilmington, Del.; H. Rhodes, of Reading, Pa.; J. Jochum, Jenkintown, and F. Miller, of Pottsville, Pa., seek the laurels.

The entries follow:
Twenty-five-mile race, amateur, prizes, first, \$20; second, \$10; third, \$5; fourth, \$2.50; fifth, \$1.50. Riders: Charles Merkle, G. F. Copeland, Charles Klebes, Harry Rhodes, J. Jochum, and F. Miller.

Match race, amateur, prizes, first, \$10; second, \$5; third, \$2.50; fourth, \$1.50. Riders: Charles Merkle, G. F. Copeland, Charles Klebes, Harry Rhodes, J. Jochum, and F. Miller.

Side-car race, amateur, prizes, first, \$10; second, \$5; third, \$2.50; fourth, \$1.50. Riders: Charles Merkle, G. F. Copeland, Charles Klebes, Harry Rhodes, J. Jochum, and F. Miller.

Stock race, amateur, prizes, first, \$10; second, \$5; third, \$2.50; fourth, \$1.50. Riders: Charles Merkle, G. F. Copeland, Charles Klebes, Harry Rhodes, J. Jochum, and F. Miller.

Professional race, prizes, first, \$10; second, \$5; third, \$2.50; fourth, \$1.50. Riders: Charles Merkle, G. F. Copeland, Charles Klebes, Harry Rhodes, J. Jochum, and F. Miller.

Side-car race, amateur, prizes, first, \$10; second, \$5; third, \$2.50; fourth, \$1.50. Riders: Charles Merkle, G. F. Copeland, Charles Klebes, Harry Rhodes, J. Jochum, and F. Miller.

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BROOMFIELD WINS
STAKE RACE AT
HAVRE DE GRACE

Long Shots Get First and Second Money in Opening Event—U See It Lands Second Race.

HAVRE DE GRACE, Nov. 25.—Broomfield, with Dryer as won the Trenton selling race here today. Helena got second money and Sells came in for show.

Beverly James, at 8 to 1; Half Rock, at 20 to 1; Duke of Dunbar, at 15 to 1; I went, three others in the race, opening event and finished as named. Half Rock paid 15 to 1 for place, while 5 to 5 was shown on the Duke of Dunbar.

The favorite, U See It, walked away with the second race.

First race, for maiden 2-year-olds, selling, purse \$100. Riders: Beverly James, 100; Sells, 100; Duke of Dunbar, 100; I went, 100; Half Rock, 100; U See It, 100; Helena, 100; Sells, 100; Duke of Dunbar, 100; I went, 100; Half Rock, 100; U See It, 100; Helena, 100.

Second race, 3-year-olds and up, selling, purse \$100. Riders: Beverly James, 100; Sells, 100; Duke of Dunbar, 100; I went, 100; Half Rock, 100; U See It, 100; Helena, 100.

Third race, 4-year-olds and up, selling, purse \$100. Riders: Beverly James, 100; Sells, 100; Duke of Dunbar, 100; I went, 100; Half Rock, 100; U See It, 100; Helena, 100.

Fourth race, 5-year-olds and up, selling, purse \$100. Riders: Beverly James, 100; Sells, 100; Duke of Dunbar, 100; I went, 100; Half Rock, 100; U See It, 100; Helena, 100.

Fifth race, 6-year-olds and up, selling, purse \$100. Riders: Beverly James, 100; Sells, 100; Duke of Dunbar, 100; I went, 100; Half Rock, 100; U See It, 100; Helena, 100.

Sixth race, 7-year-olds and up, selling,