

COSTELLO'S PLAN TO HOLD UP HIGH-SPEED TRANSIT AROUSES MILITANT PROTEST

"STRICKSTER," CITY CRIES OF COSTELLO

Continued from Page One... "I declare the Costello plan a hold-up and ask why he waited until Director Taylor started the movement before coming in at the last minute with his 'one-legged' railway."

They assert the Costello plan, which would connect only Frankford and Front and Market streets, would prevent further development for years, while the Taylor plan, which connects every outlying section of the city with the business district and binds Philadelphia together, would bring comfort, convenience and profit to the people of every locality.

It is very evident from the attitude of the citizens of Frankford that they will not be misled by the hackneyed political subterfuge of Costello that he introduced the bill "for the benefit of the good people of Frankford."

It was pointed out by several residents of Frankford that should the Costello plan go through, the people of the North and Market streets only by the elevated, then pay an extra fare to Broad street, and, if they worked at the League Island Navy Yard, buy an exchange to reach there. In other words, pay 25 cents fare for the round trip.

Nothing indicates the wave of indignation against the Costello bill more than the following letter from the United Business Men's Association to the organization in the North:

"The United Business Men's Association has placed itself on record in favor of Director Taylor's plan for rapid transit development in the city of Philadelphia, and will oppose the passage of the ordinance recently introduced in Council by Mr. Costello which seems to provide for the erection of a single elevated line in your district, without regard or provision for free transfers or for any other essential of a comprehensive betterment of transit facilities in the city."

"You are requested, therefore, to place your association also on record against the ordinance in question, and to cooperate in the public meetings that are to be held shortly in Frankford and Kensington to protest against the passage of the ordinance. The United Business Men's Association will endorse your position in this matter to the uttermost."

In addition to the protest meetings scheduled for tonight, Director Taylor will address a transit meeting of the 14th Ward Civic Association at the Central North Broad Street Presbyterian Church, Broad and Green streets.

**BUSINESS MEN'S VIEWS.**  
Following are the views of some of the city's business organizations on the Costello and Taylor plans.

**NORTH FRANKFORD AVENUE BUSINESS MEN'S ASSOCIATION,** representing a membership of 20 business men of Representative-elect Costello's district, Samuel T. Woods, president:  
I strongly protest against Costello's ordinance. I do not favor his holding any one section of Philadelphia, and neglecting the other sections. I am very strongly in favor of Director Taylor's plan, because it is comprehensive and would benefit the entire city, while Costello's ordinance would block rapid transit for Philadelphia, except in Kensington and Frankford.

**WALNUT STREET BUSINESS ASSOCIATION,** representing a membership of 115, E. J. Herlet, president:  
I am in complete and entire harmony with the plans of Director Taylor. I have been over the plans and believe they are thoroughly practicable. I believe there should be a union effort for the best results.

**CHESTNUT STREET BUSINESS MEN'S ASSOCIATION,** representing a membership of 80, Erskine Dains, president:  
As president of the Chestnut Street business men's organization I have already endorsed Director Taylor's plan. The association took the matter up at a meeting some time ago and wrote to Director Taylor, endorsing his plan. I heartily favor Director Taylor's plan and think that it is the right one.

**MARKET STREET BUSINESS MEN'S ASSOCIATION,** Frank I. Reissner, president:  
We are all against anything that ties up Director Taylor's comprehensive plans for rapid transit and benefits only one section of the city. I heartily approve of the Taylor plan and can see nothing against it, while the ordinance introduced by Councilman Costello apparently is a drawback to the whole transit development.

**THE UNITED BUSINESS MEN'S ASSOCIATION,** composed of 12 associations in every section of the city and representing a membership of 45,000 business men, William Hancock, president:  
If the Costello plan is accepted it will mean the undoing of Director Taylor's plan and the bringing to a standstill of the good work that is being accomplished. The United Business Men's Association has endorsed the Taylor plan and therefore will protest emphatically against any further attempt to substitute such as this Costello ordinance provides.

**EDWARD B. MARTIN,** chairman of Frankford Transit Committee:  
The United Business Men's Association endorsed Director Taylor's plan last month. We oppose the Costello ordinance because it is piecemeal. It cannot benefit Frankford or any other part of the city, for no transfer can be made. It is a complete failure. The Taylor plan does not do a comprehensive, covers the entire city and meets all local needs.

**EDWARD B. MARTIN,** chairman of Frankford Transit Committee:  
Director Taylor's plan is the outcome of the labor line, intelligence and the experience of an expert, aided and supervised by special appropriations to the city. The Department of the Transit was created expressly for the purpose of providing transit facilities for the people of Philadelphia.

not the result of any special preparation of expert work, but it comes suddenly and so unexplained that its appearance must be regarded as sinister. I am not speaking selfishly for myself, but voice the sentiments of people in every corner of the city.

**THE NORTH PHILADELPHIA BUSINESS MEN'S ASSOCIATION,** representing a membership of 80, E. J. Reissner, president:  
The Costello plan is clearly a subterfuge thrown out by the politicians to hoodwink the citizens of Philadelphia. I am absolutely opposed to it, and our organization is on record as against any halfhearted measure or any changes in Director Taylor's plan. To find just where Philadelphia stands in regard to rapid transit, I would suggest that every business organization in the city call meetings, invite the Councilmen of the ward in which the organization is located, and find out how each and every one of them stands on the plan of Director Taylor. It is absolutely essential that we get our Councilmen on record, but this question. Our organization will hold a meeting tonight and I shall suggest that we take these steps.

**NORTHWEST BUSINESS MEN'S ASSOCIATION,** representing a membership of 30, Walter A. Bertel, president:  
We will not stand for any scheme other than the Taylor plan. We are for it from start to finish. In conjunction with the United Business Men's Association we will hold protest meetings if the plan is not promptly carried through. We have not yet asked our Councilmen what stand they are taking on the proposed plan, but we are planning to have them commit themselves on the matter. They are for the Taylor idea, I am assured.

**EDWARD B. MARTIN,** recording secretary:  
No Frankford scheme for us. The Taylor plan is regarded by our organization as the best that could be evolved, and we are prepared to continue the support we are giving it to the end.

**WOODLAND AVENUE BUSINESS MEN'S ASSOCIATION,** representing a membership of 150, John J. Pedlow, president:  
Director Taylor addressed members of our association only a short time ago. He outlined the proposed plan, and I assure you he was given a rousing reception. I think our members will back him to the hilt. You can say for me we will not accept any substitute for Director Taylor's plan, that is, if there is any way we can prevent the substitution.

**MR. COSTELLO'S PLAN;** I think it is very partial. We have not held mass meetings as yet, but you can rest assured we shall. The proposed plan, if carried out, will be a great thing. As for the Councilmen in this section asserting themselves in regard to Director Taylor's plan, they have already gone on record as supporting it.

**SOUTHWESTERN BUSINESS MEN'S IMPROVEMENT ASSOCIATION,** representing a membership of 100, John A. Moore, secretary:  
If you ask me candidly, I think we are getting a lot of "hot air" in regard to proposed rapid transit service. The members of our association are naturally interested, but I think after the ordinance is passed, we should again, in speaking of Councilmen, how many Councilmen own themselves?

**IT IS TRUE,** in Philadelphia we are not getting the kind of transit service. I was talking with a man from St. Louis the other day, and he said this was the poorest laid out large city he had ever seen in. Costello was referring to the transit system. He said he was surprised at the poor service, the endless strap hanging, and for it all, he had to pay 25 cents. He also said there was surely enough travel in a city like this to do away with the 8-cent fare. There is no doubt of it, we are not getting the service.

**TIoga BUSINESS MEN'S ASSOCIATION,** representing a membership of 30, Wilbur H. Zimmerman, president:  
Our organization is in favor of the comprehensive plans of Director Taylor with the single exception that we believe the Broad street subway should be extended to Olney avenue rather than to Pike street. At a meeting on Thursday night we placed ourselves on record to that effect.

**WE CANNOT APPROVE** the ordinance introduced in Council by Mr. Costello providing for the construction of the Frankford elevated line before other sections of the city are cared for. Until adequate transit facilities have been provided to all of Philadelphia it is not fair that any particular locality should be favored. It only seems logical that the expenditure of such large sums of money should be for the benefit of the entire municipality.

**FRANKFORD BUSINESS MEN'S ASSOCIATION,** representing a membership of 400, Oliver Stout:  
I strongly favor Director Taylor's plan. It is the only plan which should be considered. I think, however, that Director Taylor should extend the Frankford elevated in his plans to 13th and street. The Costello ordinance was introduced to throw down Director Taylor's plan, and for that reason will not have the support of the Frankford business men.

**CHARLES H. BUTTEN:**  
I have no faith in Costello and would not favor anything he introduced in Council. Director Taylor's plan as it stands now is the right plan. **BUSINESS MEN'S AND TAXPAYERS' ASSOCIATION,** of Frankford, William H. Horn, president:  
I am in favor of the Taylor plan. Speaking for the association of which I am president, I can safely say the members are strongly in favor of the Taylor program for, although there has been no meeting called since Mr. Costello proposed the Frankford elevated, our association had previously expressed itself so forcibly in favor of the Taylor program that I am sure there is not the slightest question as to whom they will back.

**THE FOX CHASE IMPROVEMENT ASSOCIATION,** representing a membership of 100, Fred H. Krantz, president:  
I can see nothing in this Costello plan except a disrupting. If it is successful, the plan as outlined by Director Taylor is a selfish scheme. We have adopted resolutions endorsing the Taylor plan, and as our two Councilmen were present and joined in the resolution it is to be presumed they will oppose the Costello measure.

**THE FOX CHASE IMPROVEMENT ASSOCIATION,** representing a membership of 100, Oliver Stout, Jr., treasurer:  
Director Taylor's proposal has always looked good to me. As for the plan of Mr. Costello, I know but little of what it embodies. While I am only speaking for myself, I feel we should adhere to something we know is good rather than jump about everywhere. Unless we fight hard for one thing it may be that we will get nothing.

**CENTRAL GERMANTOWN AVENUE BUSINESS MEN'S ASSOCIATION,** Louis J. Sues, president:  
With the Hunting Park Avenue Association and the Logan Association, our organization has been militant for the Taylor plan of transit for several months. We have endorsed the idea and our Councilmen have also declared themselves for it. We are working hard for its adoption.

**BANSON STREET BUSINESS MEN'S ASSOCIATION,** representing a membership of 30, D. V. Brown, president:  
The transit plan proposed by Councilman Costello looks to me like a political trick to confuse and delay the transit plans already before the people. I would like to see rapid transit here and want to see it during the present generation. For that reason I am in favor of plans that purpose to give us the high-speed system as soon as possible.

**THERE ARE MANY FEATURES** of the Taylor plan that I consider good, but if a responsible private corporation were to guarantee a high-speed transit sooner than the Taylor plan, with the same advantages, I should probably favor the private corporation. We need high-speed transit, and the Banson Street Business Men's Association will do all in its power to get it.

**IT IS EVIDENT** to the members of the Sansom Street Business Men's Association that we are in need of some method to get people to and from the center of the city quickly. Since the Taylor plan purposes to get the high-speed service and to improve transit conditions generally sooner than any other plan and to do this under conditions that are apparently advantageous

represented at the meeting, and it was unanimously decided to demonstrate, if necessary, that the people of the northwest wanted the high-speed system as outlined by Mr. Taylor. From the sentiment of the people in this community I am sure they will not stand for any transit ordinance designed to delay matters, and it is the general opinion here that the Taylor plan should go through just as it is without any change.

**EAST GERMANTOWN IMPROVEMENT ASSOCIATION,** representing a membership of 100, Thomas G. Parra, ex-president:  
When Philadelphia gets rapid transit the whole program should be put through at one time, as provided by Director Taylor's plan. We should not endeavor to serve one particular section and neglect the rest of the city. I am heartily in favor of Director Taylor's plan.

**THE COHOCKRINK BUSINESS MEN'S AND TAXPAYERS' ASSOCIATION,** representing a membership of 250, William Hancock, president:  
The Cohockrink Association realizes the importance of success to Director Taylor's plan for rapid transit, and therefore to help the other sections of the city we shall hold a meeting tomorrow night to protest against the Costello ordinance.

**GROCERS' BUILDING AND LOAN ASSOCIATION, OF FRANKFORD,** representing a membership of 100, Oliver Stout, Jr., treasurer:  
Director Taylor's proposal has always looked good to me. As for the plan of Mr. Costello, I know but little of what it embodies. While I am only speaking for myself, I feel we should adhere to something we know is good rather than jump about everywhere. Unless we fight hard for one thing it may be that we will get nothing.

**CENTRAL GERMANTOWN AVENUE BUSINESS MEN'S ASSOCIATION,** Louis J. Sues, president:  
With the Hunting Park Avenue Association and the Logan Association, our organization has been militant for the Taylor plan of transit for several months. We have endorsed the idea and our Councilmen have also declared themselves for it. We are working hard for its adoption.

**BANSON STREET BUSINESS MEN'S ASSOCIATION,** representing a membership of 30, D. V. Brown, president:  
The transit plan proposed by Councilman Costello looks to me like a political trick to confuse and delay the transit plans already before the people. I would like to see rapid transit here and want to see it during the present generation. For that reason I am in favor of plans that purpose to give us the high-speed system as soon as possible.

**THERE ARE MANY FEATURES** of the Taylor plan that I consider good, but if a responsible private corporation were to guarantee a high-speed transit sooner than the Taylor plan, with the same advantages, I should probably favor the private corporation. We need high-speed transit, and the Banson Street Business Men's Association will do all in its power to get it.

**IT IS EVIDENT** to the members of the Sansom Street Business Men's Association that we are in need of some method to get people to and from the center of the city quickly. Since the Taylor plan purposes to get the high-speed service and to improve transit conditions generally sooner than any other plan and to do this under conditions that are apparently advantageous

**THE LOGAN IMPROVEMENT LEAGUE,** representing a membership of more than 500, Edwin J. Lafferty, president:  
I am opposed to any plan which interferes with the general transit development of the city as advocated by Director Taylor. The Logan Improvement League is not in favor of the Frankford elevated proposed by Mr. Costello. I have not had enough information on the subject to venture

**AN OPINION** as to the motives behind the ordinance. The next meeting of our organization will be held Thursday night, when the matter will be brought up for discussion.

**AT A MASS-MEETING** on December 7 the Costello ordinance will undoubtedly be acted upon by the League. I clearly see that Director Taylor's general plan for transit development is the most comprehensive we have.

**A. C. OELRIK,** secretary:  
The ordinance of Councilman Costello is a political movement actuated by a purely selfish motive. Either Mr. Costello is playing for the favor of the Frankford residents or the Philadelphia Rapid Transit Company is behind the ordinance, with profit in view. The transit company is not laboring to accommodate the public. The Frankford elevated line would prove very profitable in itself and at the same time obstruct the comprehensive plan of Director Taylor.

**I HAVE NOT THE AUTHORITY** to express these opinions as representing those of the Logan Improvement League, but I am sure that we are opposed to anything that interferes with Director Taylor's work as this Costello ordinance does.

**FALLS OF SCHUYLKILL BUSINESS MEN'S ASSOCIATION,** J. W. Flanagan, president:  
We are for Director Taylor's plan and have instructed our representatives in Councils to favor it. William J. Benham and John E. Smithies, Common Councilmen, and Albert M. De Frontalis, Select Councilman, have told me they favor Director Taylor's plan.

**WE ARE OPPOSED** to Mr. Costello's plan or any other that purposes to give one section of the city transit facilities and neglects the needs of the other sections. We believe that the plan proposed by Director Taylor to give the whole city high-speed transit are the best for all, and our desire is to go on record as endorsing them.

**DEMAND FREE TRANSFERS EAST FROM FORTIETH STREET**  
Business Men Prepare to Petition Public Service Commission for Order.  
The Public Service Commission will be appealed to by residents of West Philadelphia to order the Philadelphia Rapid Transit Company to give free transfers to eastbound passengers at 46th and Market streets, if the P. R. T. Company refuses to grant a demand made upon it.

**A PRESENT FREE TRANSFERS** are given at 46th and Market streets only to westbound passengers on the Market Street Elevated. The Belmont Improvement Association has made a formal demand upon the company to grant free transfers to eastbound passengers also, and preparing in conjunction with other West Philadelphia organizations, to petition the Public Service Commission unless the company grants the demand by January 1. Discrimination will be charged in the petition.

**A REQUEST FOR FREE TRANSFERS** in eastbound passengers at 46th and Market streets was first made upon the company a year and a half ago. At that time a committee representing the Belmont Improvement Association waited upon officials of the P. R. T. and presented a formal request for the abolition of exchange tickets at that transfer point.

**"MR. HAMILTON,** in the office of the P. R. T. met us," said T. H. McCaffrey, president of the Belmont Improvement Association, today. "We did not get in to see Mr. Mitten, so we presented our request to Mr. Hamilton. He could give us no sufficient reason why free transfers should not be granted. That was the only answer we got."

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**TO THE CITY,** I am in favor of the Taylor plan.

**WEST END BUSINESS MEN'S ASSOCIATION,** Philip Conway, president:  
You can say I am emphatically for the Taylor plan for high-speed transit and against Costello's scheme to disrupt the transit situation.

**OLNEY IMPROVEMENT ASSOCIATION,** J. Fred Burkart, president:  
Our association is, and always has been, for Director Taylor's plan for rapid transit, and I may safely say we are one and all against anything that benefits one section only and hinders the development of the transit to every section of the city, as the ordinance introduced by Councilman Costello certainly does.

**THE ONLY THING** that can and ought to be done is the construction of lines to all parts of the city practically simultaneously, as provided for in the plan of Director Taylor. Costello's plan would neglect our section, and I feel sure that Councilmen from this district will not support such a measure.

**CEDAR AVENUE IMPROVEMENT ASSOCIATION,** representing a membership of 250, Thomas M. Scott, secretary:  
Of course, we are all interested in any improvement of our city. I think also that no doubt many men feel that if a man of Director Taylor's caliber is back of a movement there must be something in it.

**BELMONT IMPROVEMENT ASSOCIATION,** representing a membership of 100, T. H. McCaffrey, president:  
A comprehensive plan that would provide rapid transit for the entire city, and not one section, should be carried out. The Belmont Improvement Association favors Director Taylor's plan, because it provides for free transfers.

**NORTH 7TH AND 8TH STREETS BUSINESS MEN'S ASSOCIATION,** representing a membership of 100, Morris Finer, president:  
I and the members of our association are in favor of Director Taylor's plan for high-speed transit, which will give us high-speed transit right away instead of the Costello plan purporting to give the service which we need so badly, but until the Rapid Transit Company gets ready. Everybody should favor the Taylor plan.

**OUR ORGANIZATION** will not stand for any substitute for this plan. We shall have a meeting next week for the purpose of having our Councilmen declare themselves for the Taylor plan.

**GEORGE'S HILL IMPROVEMENT ASSOCIATION,** representing a membership of 100, Charles V. Howe, president:  
I am in favor of the Taylor plan for high-speed transit because under this plan the city is to build the lines. It does not seem fair to me that the people in one section of the city should have the advantages of rapid transit while the other sections continue to bear the inadequacies of the present system. After comparing the Taylor plan with that offered by Mr. Costello I do not favor the Costello plan. We should certainly accept no plan that will not be as beneficial to the city as the plan that Mr. Taylor has proposed.

**THE LOGAN IMPROVEMENT LEAGUE,** representing a membership of more than 500, Edwin J. Lafferty, president:  
I am opposed to any plan which interferes with the general transit development of the city as advocated by Director Taylor. The Logan Improvement League is not in favor of the Frankford elevated proposed by Mr. Costello. I have not had enough information on the subject to venture

**AN OPINION** as to the motives behind the ordinance. The next meeting of our organization will be held Thursday night, when the matter will be brought up for discussion.

**AT A MASS-MEETING** on December 7 the Costello ordinance will undoubtedly be acted upon by the League. I clearly see that Director Taylor's general plan for transit development is the most comprehensive we have.

**A. C. OELRIK,** secretary:  
The ordinance of Councilman Costello is a political movement actuated by a purely selfish motive. Either Mr. Costello is playing for the favor of the Frankford residents or the Philadelphia Rapid Transit Company is behind the ordinance, with profit in view. The transit company is not laboring to accommodate the public. The Frankford elevated line would prove very profitable in itself and at the same time obstruct the comprehensive plan of Director Taylor.

**I HAVE NOT THE AUTHORITY** to express these opinions as representing those of the Logan Improvement League, but I am sure that we are opposed to anything that interferes with Director Taylor's work as this Costello ordinance does.

**FALLS OF SCHUYLKILL BUSINESS MEN'S ASSOCIATION,** J. W. Flanagan, president:  
We are for Director Taylor's plan and have instructed our representatives in Councils to favor it. William J. Benham and John E. Smithies, Common Councilmen, and Albert M. De Frontalis, Select Councilman, have told me they favor Director Taylor's plan.

**WE ARE OPPOSED** to Mr. Costello's plan or any other that purposes to give one section of the city transit facilities and neglects the needs of the other sections. We believe that the plan proposed by Director Taylor to give the whole city high-speed transit are the best for all, and our desire is to go on record as endorsing them.

**DEMAND FREE TRANSFERS EAST FROM FORTIETH STREET**  
Business Men Prepare to Petition Public Service Commission for Order.  
The Public Service Commission will be appealed to by residents of West Philadelphia to order the Philadelphia Rapid Transit Company to give free transfers to eastbound passengers at 46th and Market streets, if the P. R. T. Company refuses to grant a demand made upon it.

**A PRESENT FREE TRANSFERS** are given at 46th and Market streets only to westbound passengers on the Market Street Elevated. The Belmont Improvement Association has made a formal demand upon the company to grant free transfers to eastbound passengers also, and preparing in conjunction with other West Philadelphia organizations, to petition the Public Service Commission unless the company grants the demand by January 1. Discrimination will be charged in the petition.

**A REQUEST FOR FREE TRANSFERS** in eastbound passengers at 46th and Market streets was first made upon the company a year and a half ago. At that time a committee representing the Belmont Improvement Association waited upon officials of the P. R. T. and presented a formal request for the abolition of exchange tickets at that transfer point.

**"MR. HAMILTON,** in the office of the P. R. T. met us," said T. H. McCaffrey, president of the Belmont Improvement Association, today. "We did not get in to see Mr. Mitten, so we presented our request to Mr. Hamilton. He could give us no sufficient reason why free transfers should not be granted. That was the only answer we got."

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**THE COMPANY,** he said, contends that the 46th street line is not a cross-town line. The Lombard and South streets line runs on 46th street, and the company bases its claim, he said, on the fact that the line runs over east and west tracks for a greater distance than it runs on 6th street.

**THE BELMONT IMPROVEMENT ASSOCIATION** recently sent a letter to Thomas E. Mitten, chairman of the Executive Committee of the Rapid Transit Company, formally demanding that the free transfers be granted.

**"IF THE P. R. T. COMPANY DOES NOT** grant the demand by January 1," said Mr. McCaffrey today, "the Public Service Commission will be asked to order the abolition of exchange tickets at 46th and Market streets. The Belmont Improvement Association will claim discrimination, as free transfers are now granted to both east and westbound passengers at 46th and Market streets and at 53d and Market streets, while the transit company at present grants no transfers at 46th and Market streets only to westbound passengers."

**TO THE CITY,</**