

GOVERNOR AN INGRATE, USES OFFICE AS CLUB, M'NICHOL DECLARES

Takes Advantage of Position, Attained Through Penrose, to Attempt Overthrow of Leader, He Says

SOUGHT SENATOR'S AID "Coercion Will Not Be Tolerated by Men Who Have Been Through Game"

McNichol's "Tribute" to Governor Brumbaugh

"I sympathize with the man because he was never fitted for the high position he holds. ... Two years ago he said, 'If I have not Penrose's support, I will not be a candidate.' ..."

Governor Brumbaugh is characterized as "an ingrate" by Senator James P. McNichol, as a man who takes advantage of his high office, attained through self-solicited support of Senator Penrose, to attempt the overthrow of the leader through whom his own elevation is due.

Senator McNichol quotes the Governor's own words, uttered during the gubernatorial campaign of two years ago as support of his charge that Governor Brumbaugh is using his office as a club against the instrument of his success.

Addressing the Republican organization men of the 43d Ward last night, Senator McNichol said he well remembered hearing the Governor say two years ago: "If I have not Penrose's support I will not be a candidate."

"I remember that," said McNichol, "for when he got that support and the office. He took it as a club and tried to knock Senator Penrose's head off. Men who do that sort of thing don't get very far, believe me."

"That dear, humble Governor, who is trying to make excuses for things he has done."

Senator McNichol addressed a throng that filled Liedertafel Hall, 6th street, below Erie avenue, to overflowing. The Senator said afterward that the meeting convinced him that there was no danger of Albert S. Henry being overthrown as the City Committeeman from that district.

"TRYING TO MAKE EXCUSES." Discussing Governor Brumbaugh, Senator McNichol referred to him as "that dear, humble Governor who is trying to make excuses for things he has done." "I don't want to talk about it," continued Senator McNichol. "I sympathize with the man because he was never fitted for the high position he holds."

In discussing the general situation, McNichol had this to say: "I am sorry that it is necessary today to see in this city strife and contention in the ranks of the Republican party. Something has occurred, nobody has been able to explain that something which has brought it all about. But I can tell you from the knowledge that I possess that there has been a coalition and combination got together to attempt to blacken the name and interfere with the effort of the most stalwart and the most honorable Republican leader of this State—the Honorable Boies Penrose."

"PENROSE HAS BRAINS TO LEAD." "I have been in many battles with him and have stood by his side. He has always been fearless. I have also been among the men who are attempting to malign Senator Penrose now. When the smoke of battle has cleared, and the political cannon roared they were nowhere to be found, but often in the light of morning we saw them in the camp of the enemy. Penrose has not only the courage, but also the brains to lead properly. Thank the Lord I have always had sense enough in matters where statesmanship was required to look up to one man who possessed the qualities of a statesman—Senator Penrose."

"If these persons think they can drive men out of the party and out of office after they have made sacrifices and worked hard for the party good, they are mistaken. Political coercion by office holders will not be tolerated by men who have been through that game themselves. If the police force was let alone you would find the greater percentage of them working in the interests of Senator Penrose."

STANDS BY SENATOR. "We want Penrose at Chicago in June to deliver a message to the Republican party of the nation; to tell them that the State of Pennsylvania wants a President elected who will guarantee this section the prosperity it rightly deserves."

"With all the faults of organization, there never has been a time before when men were so interfered with in public office as now. The party are undertaking that game will pay dearly for it in the future. I do not want to be a part of that kind of organization."

Senator McNichol then talked of the sentiments that cement a political organization and that make political parties. Speaking before Senator McNichol, Fred Meyer assailed the Vane contractor rule.

HURT IN AMBULANCE WRECK Driver's Arm Broken When Vehicle, Answering Call, Is Hit

Harry Sadin, driver of the Germantown Hospital ambulance, is in that institution suffering from a broken arm and bruises of the body as a result of a collision with another automobile at Morton street and Chelton avenue while responding to a call early today.

The ambulance was going northward on Morton street when it and the other machine crashed at Chelton avenue. Both cars were driven upon the pavement by the impact, the automobile being completely demolished and the ambulance badly damaged.

Dr. Schelling III From Overwork Dr. Felix E. Schelling, head of the Department of Entomology at the University of Pennsylvania, distinguished Elizabethan scholar and author, is ill at his home, 4199 Pine street, this city, from overwork.

His condition is such that announcement was made at the University yesterday that he would be unable to preside at the Shakespearean festival at the Academy of Music this afternoon.

Rescue Entombed Miners SHERMANTON, Pa., May 12.—While returning to his home at 10 o'clock yesterday, John Corning and Dominick Deo were entombed by a fall of coal and rock. It took rescuers eight hours to dig them out.

SENATOR PENROSE'S INDORSEMENTS OF THE TAYLOR RAPID TRANSIT PLAN

"The forthcoming election is an all-important step in establishing much-needed and adequate rapid transit facilities in Philadelphia. ... I shall vote for the proposed \$6,000,000 increase in the city's indebtedness at the beginning of the construction of the Broad street subway and of the Frankford elevated."

"When the construction of the initial lines is once well under way, the city will be committed in a practical manner to the completion of a system which will properly serve the necessities of the city in its entirety."

"The Taylor plan was worked out with the greatest care and skill on broad lines to serve the entire city, and to connect all important points in the city by direct high-speed service. It was given wide publicity. After the Taylor plan was published in a most full, understandable and frank way, it was studied for months by virtually all of the business men's associations and labor unions and other similar bodies in the city of Philadelphia."

"Then the Taylor plans were approved and indorsed by all of these organizations throughout the city, and the people were asked to vote a loan of \$6,000,000 to carry out the Taylor plans which they all understood to constitute the city's plan for subway and elevated construction. At the election the vote was overwhelmingly in favor of the carrying out of the Taylor plan for transit development, and it would be a breach of faith with the people of Philadelphia if their official servants were to substantially alter the plans which the people have approved, in a manner to curtail their sphere of usefulness."

"I reaffirm my unqualified indorsement of the Taylor plans for transit development."—From statement issued March 6, 1916.

"There will be absolutely no division of opinion among ward organizations and civic bodies, and among the people generally, regarding the vital necessity that the Taylor lines as planned be constructed to carry people to all parts of the city quickly for one fare."—Statement issued March 7, 1916.

"Put through the 'Taylor plan' in its entirety in order that every section of the city may be properly cared for without discrimination. Unless the people are thus fully informed and protected in voting for the loan bill, that bill will be in serious jeopardy."

"The people are going to demand and protect their rights in this matter, and I shall stand by them."—Second statement issued March 7, 1916.

"I have nothing further to say on this subject at this time. I shall probably have a statement tomorrow."—Statement issued this afternoon.

BUSINESS SCIENCE CLUB PLEDGES VOTE FOR LOAN

Continued from Page One The high speed system plans for Philadelphia, and would leave the Broad street subway begun and the Frankford elevated half completed and idle.

TAYLOR'S APPEAL. "I come before you," Mr. Taylor said, "in this last hour of the four years' fight, to plead for your aid in passing the transit and port loan bill next Tuesday. For nearly four years this city has been engaged in preparing for the beginning of work on a comprehensive transit system which will serve every district of the city without discrimination."

"The first year was occupied with determining what additional facilities were needed and the character of the construction of the high-speed lines. During the next year legislation prepared by our eminent fellow-citizen John G. Johnson was passed by the Legislature. This legislation gave the city the necessary legal machinery to build a system of high-speed lines, to equip them if need be, and, as a very last resort, to operate them if necessary."

"Mr. Taylor then reviewed the successive legislative steps taken by Councils to permit a beginning of the construction work and reviewed the work done up to date. Continuing, he said:

PLANS WIDELY INDORSED. "Nearly every civic, business and legal organization in every section of Philadelphia, after full consideration, has indorsed the so-called Taylor transit plan and I take great pleasure in reminding you that you were one of those organizations."

"At a special election, April 29, last year, you citizens by your vote of nearly 10 to 1, issued a mandate to the city authorities. That mandate was that Philadelphia proceed with rapid transit development."

"When the present contracts, now under way, have been completed the Frankford elevated will be half completed and lying idle unless you pass the loan bill. More than \$3,000,000 will be needed to complete this line and the city has no resources from which to draw its money except the proposed transit loan bill."

"The \$67,100,000 for rapid transit in this city is more than adequate to build all the lines contemplated and to pay the interest and sinking fund charges on the loan during the construction of the high-speed lines and during the first year of their operation."

"As I will take fully five years to build all these lines, there is no chance whatever of the city's having to pay one penny out of current revenues for interest and sinking fund charges on the transit loan for four or five years and at the end of that time the high speed lines themselves will be in operation and producing revenue and the city's real estate through absorption of equipments will be yielding additional taxes."

CITY'S MANDATE ISSUED. "The people of this great city have ordered the municipal authorities to proceed with the construction of the high-speed transit lines. After the leaders of every political party have approved the loan and after practically every business organization in the city has indorsed the transit program something has happened to cause certain men to ask you to recede from your position."

"I do not know what it is that has happened. 'I don't believe you know, but if I know Philadelphia, you are not going to do it. You are not going to shackle this city because certain selfish obstructionists desire it. 'I come here to warn you of your peril. Obstructionists who are entirely oblivious to the welfare of the public and to the welfare of this city are trying to thwart me in my effort to get for you what I am pledged to get. I appeal to you for your aid. You are either going to support the loan or you are going to hoist the white flag."

"I believe that the transit loan bill is going to pass next Tuesday, because I have an abiding confidence in the intelligence and the determination of the citizenry of Philadelphia."

In asking the members of the Business Science Clubs to respond to the poll on the transit loan bill, Mr. Taylor said: "I have much respect for the man who honestly disagrees with me, as I have for the man who agrees with me."

The result of the poll was that out of nearly 100 present all were pledged to support the loan bill at the polls on Tuesday.

During the symposium following his formal address in which the ex-Director answered questions from the public and to the club, he explained that the actual cost of

the high speed lines during a period of normal prices was approximately \$16,000,000. As the city has appropriated \$6,000,000, he explained, and the loan carries \$7,100,000, there will be a working balance of \$7,100,000 to cover increased prices or other chance contingencies.

City Stationer Cattell, in warning that the defeat of the loan might mean a national panic, explained that the credit of the country is now expanded. The sudden action of a city, the size of Philadelphia, he said, deciding not to embark upon great municipal projects after large sums have been spent in preparing for them, would be interpreted by the country as a sign that the nation faced a tightening of credit, and naturally a panic would follow.

TAYLOR ENDS TOUR. Following closely the great public demonstration for the loan bill in Common Council Chamber yesterday, Mr. Taylor today concluded his series of appearances before the various sections of the city to support the \$67,100,000 transit and port loan bill with a message to the residents of the northeast.

The appeal to the northeast section reminded the voters that the golden opportunity is now before them and that their votes alone can win the fight. The benefits which will accrue from the passage of the transit loan bill and the ruin which will follow its defeat were given in detail.

With the benefits of real rapid transit placed squarely before the voters in every section of Philadelphia through the series of statements issued by Mr. Taylor, transit supporters today are confidently predicting the passage of the loan bill on Tuesday by a magnificent majority. The mass-meeting in Common Council yesterday, when Mayor Smith, the ex-Director and half a dozen other speakers pleaded for the passage of the loan bill, it is declared, was the final touch needed to crystallize public sentiment unanimously for the loan.

The final statement from Mr. Taylor, made public today, follows in part: Here is a message to every voter who lives in the northwest section of Philadelphia, between 20th street and the Schuylkill River and between Calloway street and the line of Wissahickon avenue:

You at last have gained for yourselves the right to vote for a high-speed elevated and subway line from Roxborough via Henry street and North 29th street and the Parkway to a connection with the Broad street subway and delivery loop at City Hall station.

You have also gained the right to vote for the construction of all of the high-speed lines which have been designed to connect up every important section of Philadelphia with every other important section of Philadelphia for one 5-cent fare under the "Taylor plan."

You have also gained for yourselves the power to eliminate the discriminatory and illegal exchange tickets for which those passengers traveling into, within and out of your district pay a penalty of more than \$208,000 every year.

You can by passing the transit and port loan secure to yourselves and to your community these advantages of inestimable value.

ADVANTAGES OF LOAN. I want you to know the advantages which you will gain to yourselves and to your district by voting for the transit and port loan bill.

That bill provides not only for the construction of your northwest high-speed line, to which I have referred, but it provides for the construction of a Broad street subway with delivery loop under Locust, 8th and Arch streets and elevated branches northeast and northwest from Broad street.

It also provides for the completion of the Frankford elevated from Front and Arch streets through Kensington and Frankford to Rhawn street, and for the construction of a Woodland avenue elevated from 29th and Market streets to Darby.

LEHIGH VALLEY MUST GIVE UP INTERESTS IN LAKE TRANSPORTATION

Interstate Commission's Ruling Sustained by Decision of United States Circuit Court of Appeals

GOVERNMENT VICTORY

The Federal Government today won an important legal victory when Judge John B. McPherson, of the United States Circuit Court of Appeals, sitting as a district judge, refused to enjoin permanently the Interstate Commerce Commission from enforcing what the Lehigh Valley Railroad Company regarded as an order requiring it to give up its interests in the Lehigh Valley Transportation Company.

The latter corporation is the water line of the railroad company. It operates on the Great Lakes between Buffalo and Chicago. The railroad company own all of the stock of the Transportation Company.

Judge McPherson directs that the suit of the railroad company for a permanent injunction be dismissed. This decision has the effect of dissolving a temporary injunction issued by the court pending final determination of the issues at stake.

The suit of the Lehigh Valley was the first test of an order of the commission under the Panama Canal act, and the decision of Judge McPherson is likely to serve as a precedent in a number of other similar cases which were decided by the commission at the same time. Appeal to the United States Supreme Court is expected.

Under the protection of the temporary injunction the railroad company has been operating its lake line since the opening of the navigation season on the Great Lakes on April 15. Confident that its suit would be maintained, the railroad company expended many thousands of dollars putting its lake line in operating condition for the current season, and unless it is willing to pay daily penalties of \$3000 for operating the water route in defiance of the present decision until the Supreme Court of the United States has had an opportunity to adjudicate the questions, it will have to suspend operations.

By the time the Supreme Court takes up the case, in the event of appeal, which is regarded as certain, the navigation season for the present year will have ended. The order of the commission was made under the provision of the Panama Canal act, which prohibits railroads from having any interest whatever in water routes, with which they "may or do compete."

The Lehigh Valley Company maintained that competition with its lake line was impossible, but rather than run the risk of paying \$3000 daily fines, it applied to the Interstate Commerce Commission for an inquiry whether there was competition between the two companies.

The commission replied in the affirmative. The railroad applied for an injunction contending that as its rail line extended from New Jersey to Buffalo, and from Buffalo to Chicago, there was no competition. The government urged the point that the Lehigh Valley Company had a through route with railroads with which it connected in Buffalo, and that these railroads brought it within the categorical definition of competition with its lake line.

PHILANTHROPIST DIES Lehman Ellerman, Manufacturer, Was Noted for Many Charities

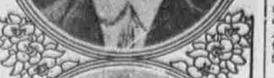
Lehman Ellerman died on Thursday afternoon at his home, 1846 North Franklin street, after a comparatively short illness. He was 78 years old. He was a Canadian by birth. He came to this country when 18 years of age, and immediately became interested in the retail clothing business, but finally transferred his energies to the manufacturing of clothing, in which he was well and favorably known for 50 years. He was also well known throughout the country for his generosity to benevolent and charitable organizations.

He is survived by his widow, Mrs. Pauline Ellerman, three daughters, Mrs. David Greenwald, Misses Helen and Lillie Ellerman, and two sons, Milton and Sidney Ellerman. He was a member of Kenesawta Israel Congregation, William C. Hamilton Lodge, No. 500, F. and A. M.; Joshua Lodge, No. 23, B'nai B'rith, and many social organizations.

CAMBRIA STEEL ASKS REFUND Complains It Was Overcharged \$26,271.40 on Certain Shipments

HARRISBURG, May 12.—The Cambria Steel Company today filed a complaint with the Public Service Commission, alleging that since January 1, 1914, it had been overcharged \$26,271.40 by the Pennsylvania Company on certain shipments to Morrelville siding, within the city limits of Johnstown.

Shipments consigned to Johnstown, it is said, were made at a lower rate than those consigned to Morrelville, and the steel company wants a refund.



TWO TRANSIT BOOSTERS John W. Flanagan, president of the Falls of Schuylkill Business Men's Association (below), and Thomas H. Wilcox Jr., (above), secretary of the same organization, are waging a fight for votes for the transit loan.

Former Philadelphia Mason Dies DETROIT, Mich., May 12.—John L. Kalbfus, formerly of Philadelphia, died at his home Wednesday evening at the age of 86 years. He was one of the oldest Masons in the Ashlar Lodge, and was formerly past master of a lodge in Philadelphia. Mr. Kalbfus is survived by one son, Edward, and a daughter, Mrs. W. H. Ward, and a daughter, Mrs. W. H. Wickham, of Port Jervis, N. Y.

WILL ENFORCE DOG LAWS State to Sue Borough Officials for Alleged Laxity

HARRISBURG, May 12.—Suits will be started in several counties where the commissioners have been lax in the enforcement of the dog laws of 1893 and 1915, which require the assessment of dogs in boroughs and townships and provide for the killing of unlicensed dogs by constables. The State will strictly enforce these laws.

The game commission is interested in seeing the laws enforced because of the damage done to small game, while the Agricultural Department desires to stop the damage being done to the sheep of the State.

Constables who fail to kill the dogs will be charged \$2 for every dog killed by others employed to do so.

GIRL SIX, BRAVELY LOSES ARM More Anxious About Her Dress Than Amputation

NEW YORK, May 12.—Anna Stewart, a large automobile truck near her home, 88 1st avenue, last night and it ran over her, the wheels crushing an arm, when a policeman picked her up.

"It will be all right," she said bravely, "it doesn't hurt so very much and maybe I better hurry home."

But Policeman Sotter could see that the arm was useless and he insisted on taking her to Bellevue Hospital in an ambulance. There the surgeons decided that she had to cut the arm off, and Anna said: "Well, all right, if you must, but my mother will be very angry as she has just made a new dress and it has two perfectly good arms in it."

Advertisement for 'A PERSONAL GIFT' featuring a 'FLEXIBLE BRACELET' with a 'Specimen Novette Diamond centered - smaller brilliants graduating to each end'.

PHIL J. WALSH ESTATE

30-32-34 SOUTH SECOND STREET On \$1.00 Weekly Payments

Advertisement for furniture and floor coverings, including 'FURNITURE REFRIGERATORS', 'GO-CARTS', and 'Floor Coverings'.

Advertisement for clothing, including 'Men's and Young Men's Clothing' and 'Ladies' & Misses' Spring & Summer Wear'.

MILLINERY - WAISTS - SKIRTS - SHOES

The House that Heppe built

FOUNDED IN 1865—ADOPTED ONE-PRICE SYSTEM IN 1881 C. J. Heppe & Son—1117-1119, Chestnut Street—6th and Thompson Streets

A genuine Pianola for only \$3 weekly

It is true that you can purchase a player-piano for even as low as \$2 weekly. But for \$3 weekly you can secure an instrument made by the great Aeolian Company—made with all of the patented Aeolian features, including the Metrostyle and Themodist.

For \$3 weekly you can obtain a player-piano—in the Stroud Pianola—that has a positive guarantee. We offer, any time within 30 days, to return to you every dollar you pay us if you can find any instrument in any other store that can even compare with this instrument for value. Understand, we do not merely make this statement, but we offer to return your money if you yourself can find a better instrument. Surely no guarantee of value could be stronger.

A visit to our store will prove to you why we place such confidence in this instrument, which costs only \$3 weekly.

The Aeolian Family of the player-piano world is on sale at Heppe's At Factory Prices

Advertisement for 'The Stroud Pianola' with a list of prices for various models like Steinway Pianola, Weber Pianola, etc.

Advertisement for 'Whistler's Study' shoes, featuring 'THE FUR JACKET' and 'Our Study In Black and Grey'.

Advertisement for 'PINKERTON' hard wood floors, featuring 'HARDWOOD FLOORS' and 'PINKERTON'.

Advertisement for 'SOROSIS SHOE CO.' located at 1314 Chestnut Street.