

Transit War Starts Factional Fight

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Sherriff Joseph Gilliam, counsel for the largest Union Traction Company interests and a member of the board of directors, deplored what he termed the "sharp practice" in "kidnapping" the original draft of the bill so that it could not be acted upon by the House before Monday.

"I am frankly against the Salus bill and have always been so," he said. "If it were enacted into law I should probably institute legal action. But I think that the fight against it should be in the open, and I am opposed to sharp practices."

The challenge of Mr. Lane to the Administration was picturesque. He had hurried up from Atlantic City upon hearing of the disappearance of the bill.

"I don't know anything about it," he said, when asked to comment on the spectacular case.

ATTACKS NEWSPAPERS "Do you want to know what I think? Well, it is the worst case of elementary hostility on the part of the newspapers that I have ever seen. I am not a boss and I never was, but the papers want to be. It is inconceivable how they should want such a bill passed without consideration. I have not seen Mr. Aron, but he is a very intelligent young man and he will do what is right."

A copy of the Mayor's statement was handed Mr. Lane. He read it after carefully adjusting his glasses in a comical manner.

"Tommyrot," he said. "It is nothing but a case of highway robbery. I am not a member of the traction company's voting trust but I am a stockholder."

Representative Max Aron, of the Twentieth Ward, is the man who carried away the bill. At his home, 911 North Eighth street, today, Aron admits having the bill, as chairman of a subcommittee, but denies that he "ran away with it."

He is a protégé of David H. Lane, "boss" of the Twentieth Ward, a heavy holder of Union Traction Company stock and an avowed foe of the Taylor transit plans.

Blame for the disappearance of the bill was laid by Representative Leopold C. Glass at the door of Representative Isadore Stern, chairman of the House Judiciary General Committee, who is Aron's chief opponent of a subcommittee to compare the draft of the original bill with the printed copy.

"It is one of Mr. Stern's Fifth Ward tricks," he said. "The Mayor and the people of Philadelphia will not be deceived by it."

Aron, who promised to make a formal statement this afternoon, also blamed Stern. "These fellows can't get out from under and leave me to bear the brunt of this thing," he complained. "Isadore Stern told me to take the bill and I took it."

STERN MAKES DENIAL Stern denied this. He declared he told Aron to report the bill yesterday afternoon. The House, recessed until Monday, cannot possibly act upon the bill until then, when it may be reported out of the committee. Without unanimous consent it cannot come up for first reading until Monday, the second time Tuesday and the third time Wednesday. Thursday at noon the House is to adjourn finally.

Aron said he would report the bill Monday. Pressed for a statement as to whether or not he would oppose the passage of the bill, he replied that he "very probably shall."

Mayor Smith was both indignant and hopeful when told of the bill's disappearance. He declared that responsibility should be fixed.

"This high-handed action demonstrates the necessity of the transit measures to the people of Philadelphia and justifies the fight that has been made in their behalf," he said. "It was a high-handed procedure. All delay is now dangerous. I am convinced that it was a deliberate attempt to block the bill's passage."

"The whole matter should be thoroughly investigated and the responsibility fixed. The Philadelphiaans involved will be held responsible by the people of Philadelphia. Such actions on the part of public officers do not entitle them to the support of the voters and it is a fact that the people do not forget such things."

"There are numerous phases of the affair which need explanation and those explanations will have to be satisfactory ones. Such incidents cannot go unexplained."

TWING NOT SURPRISED Transit Director Twining said that nothing would surprise him.

"The opposition to the bill is so bitter and desperate," he said, "that anything might happen. It looks like a high-handed trick."

"What purpose the bill can serve in Philadelphia I cannot understand," he said. "I do not know what the public will think of it. If it is an attempt to defeat the bill, it is most unjust. If the legislation were to have been defeated at all, it should have been by fair means. We were all hoping the bill would pass and the transit situation proceed."

Political prophets asserted today that the Salus bill is in extreme peril if the General Assembly agrees to any one of the several moves that are being contemplated by the factional leaders of Philadelphia.

Arousing of the public's wrath over the carrying off of the measure may prevent its defeat, it was said.

The disappearance of Aron at the crucial moment was regarded as almost conclusive proof that invisible powers are fighting the transit bill tooth and nail.

The intention of the legislative leaders—those of both factions—all along has been to defeat the transit bill, it is held. The Vares members of the House are trying to "get out from under." The Penrose-McNichols members are doing the same thing. The certain fact is that both factions of the organization apparently are aligned against the transit measure and will fight them until the Legislature adjourns sine die on June 28.

LANE SERVED NOTICE The Vares followers, led by Max Aron, who is a political follower of "Uncle Dave" Lane, have been consistently opposing the transit legislation from the start. Lane, who has been aligned politically with the Vares and Governor Brumbaugh since the present State Administration went into power, served notice upon the Vares some time ago that unless the transit bills were defeated, he would sever all political connections with them.

The Lane-Vares squabble started at the beginning of the present session. Lane, a big stockholder in the Union Traction Company, by virtue of his previous political activities, served open notice upon the Vares. The Vares refused to take up the challenge. Lane, however, is credited with having taken advantage of the Vares yesterday when the Salus bill was held up.

WHAT HAPPENED TO TRANSIT BILL AND VIEWS OF THOSE CONCERNED

SALUS BILL, mainspring of Philadelphia Rapid Transit program, taken from Legislature by Representative Max Aron, of Twentieth Ward, protégé of David H. Lane, yesterday when it should have come up for action in House.

Legislature takes recess until Monday. Bill cannot come up for first reading on Monday unless by unanimous consent. Unless unanimous consent is granted then bill will not come up until Tuesday. Legislature adjourns finally Thursday at noon.

Transit champions are indignant at what is termed "high-handed methods" of foes to kill bill.

Views on bill's disappearance, which created sensation in capital and Philadelphia, are:

Mayor Smith—"Such methods used against the bill justify the fight made for it. I am hopeful it may yet pass."

Director Twining—"Anything may happen."

Representative Max Aron—"Representative Isadore Stern told me to take the bill, and I took it. These fellows can't get out from under and leave me to bear the brunt of this."

Representative Leopold C. Glass—"This is only one of Mr. Stern's low-down Fifth Ward tricks. The people of Philadelphia will not be deceived."

Representative Isadore Stern—"I handed the bill to Aron and told him to report it."

Bill gives Public Service Commission right to establish reasonable rates for exchange tickets and to establish through routes between corporation and municipal transit lines. Without it, according to Mayor Smith, city is helpless in negotiations with P. R. T.

MONROE DOCTRINE IS RECOGNIZED BY BRAZIL

South American Republic, in War Note, Shows Dissatisfaction With Former Relations

WASHINGTON, June 22.—In notifying the United States of her revocation of neutrality in the world war, Brazil formally recognized the strength of the Monroe Doctrine and the "traditional friendship" of the two nations. The notes that were exchanged were made public by the State Department today.

At the same time officials detected a distinct note of dissatisfaction with the relations heretofore existing between the United States and Brazil. The Brazilian Ambassador pointed out that "the comparative lack of reciprocity on the part of the American republics divested until now the Monroe Doctrine of its true character by permitting an interpretation based on the prerogatives of their sovereignty."

He added that the President had brought Brazil to the side of the United States and imparted a practical shape to the doctrine. Part of the Brazilian note to the United States follows:

"The republic recognizes the fact that one of the belligerents (United States) is a constituent portion of the American continent and we are bound to that belligerent by traditional friendship and the same sentiments in the defense of the vital interests of America and the accepted principles of law. Brazil ever was and is now free from warlike ambition, and while it always refrained from showing any particular sympathy in the conflict, it could no longer stand unconcerned when the struggle involved the United States, which is actuated by no inferior motives, but solely for the sake of international judicial order and when Germany included us and the other neutral powers in the most violent acts of war."

Replying, acting Secretary of State Polk assured the Brazilian Government of the most cordial friendship.

NEW TRAFFIC CENTER

More Space at Intersection of Woodland Ave., 34th and Walnut Sts.

Councils next Thursday will pass an ordinance establishing a traffic center at the intersection of Thirty-fourth street, Woodland avenue and Walnut street. Survey Committee of Councils has recommended that the ordinance be passed.

The measure grants authority to the city to revise the lines and grades at the intersection and to enlarge it, providing three times as much space as is now available for traffic. This will necessitate the relaying of some of the tracks of the Philadelphia Rapid Transit Company and will require the taking of small portions of property at the four corners of the intersection. This includes part of the University of Pennsylvania property, which will be granted to the city free of charge.

Falls 17 Floors Down Elevator Shaft

John Torres, thirty-five years old, 1229 Hamilton street, employed as an elevator operator at the Bellevue-Stratford, was instantly killed when he plunged seventeen stories down an elevator shaft in the hotel. Torres lost his life while trying to repair the elevator, which had suddenly stopped at the seventeenth floor. Torres opened the door and was examining the machinery beneath the car, when he lost his balance.

Railroad Veterans Hold Reunion

ALTOONA, Pa., June 22.—With the largest attendance in years, the Pennsylvania Railroad Veterans' Association of the middle division met in annual reunion. Officers were elected as follows: Noel W. Smith, president; R. L. Hunter, vice president; W. Brooks Moore, secretary-treasurer, and F. H. Gregory, chaplain. L. C. Clemson, J. C. Brubaker, J. H. Davis, H. E. Gamble and T. J. Scott were elected to the executive committee.

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SENATE'S TRIBUTE PAID TO BELGIANS

Tumult of Cheers Greets Spoiled Kingdom's Commissioners

MONCHEUR'S DEFIANCE

Predicts Day of Reckoning for German Pillagers and Tyrants

WASHINGTON, June 22.

The United States Senate paid the homage of sympathetic America this afternoon to the first nation to resist the German scourge. With an ovation rivaled only by that accorded the French mission, the Senate greeted the Belgian mission and time after time burst into tumultuous applause as Baron Moncheur, its chief, hurled renewed defiance at despoilers of his native land, and predicted a day of reckoning. With equal enthusiasm the Senate laid aside its customary restraint and applauded vociferously when Vice President Marshall, welcoming the Belgians, predicted that "Belgium shall rise, the long night of her weeping shall end, the morning of a day of joy shall break over her devastated land."

GRATITUDE OF A NATION "It is only my great desire to express the gratitude which all Belgium feels toward the American people and their Gov-

ernment that permits me to speak today," Moncheur said in opening. "You all know the unspeakable evils which have befallen my unfortunate country, the unprovoked invasion, accompanied by a deliberate system of terror; the burning of many of our thriving cities and villages; the massacre of thousands of our peaceful citizens, and the pillage and devastation of our country. "Then followed the iron hand of foreign domination, enormous war contributions exacted from all provinces of Belgium, ruinous requisitions, seizure of raw materials and even the theft of machinery, so that now the silence of death reigns in our industrial centers, which before had been the most active in Europe.

REMIPE OF OPPRESSION

You know also the way the regime of oppression has been carried out—50,000 Belgians condemned in a year to various penalties for displeasing the invaders; as for example, the noble Brussels burgo-master, who has been in prison for the last two years for trying to uphold the principle of civic liberty, which for centuries has been so dear to all Belgians. "You have learned of the deportation of our workmen into Germany—a crime the horrors of which should cause more indignation throughout the world than all other outrages against justice and humanity. But Belgians still may like Patrick Henry: 'Give me liberty or give me death.' "The hour will come, materially hastened by the powerful aid of the United States, when Belgium, restored to full and complete independence, will be able to thank in a fitting manner all those who have aided her to emerge from the darkness of the tomb into the glorious light of a new life.

Upon the conclusion galleries and Senate arose and a great cheer went up. Members of the commission then greeted Senators individually before leaving.

Baron Moncheur is planning a tour of the Middle West to express their gratitude to the American people for their practical aid in caring for homeless Belgian refugees. They will visit particularly the cities that have contributed the most money to the Belgian relief fund.

WILMINGTON TO HAVE 500 NEW DWELLINGS

New York and Southern Syndicate Buys 135 Acres to Relieve Renting Conditions

WILMINGTON, Del., June 22.—With virtually no houses in Wilmington to rent, hundreds of newcomers, attracted by the wonderful developments of the city, are clamoring for homes. The awkward housing situations will be partly overcome through the efforts of a New York and southern syndicate which yesterday afternoon bought 135 acres in the southern part

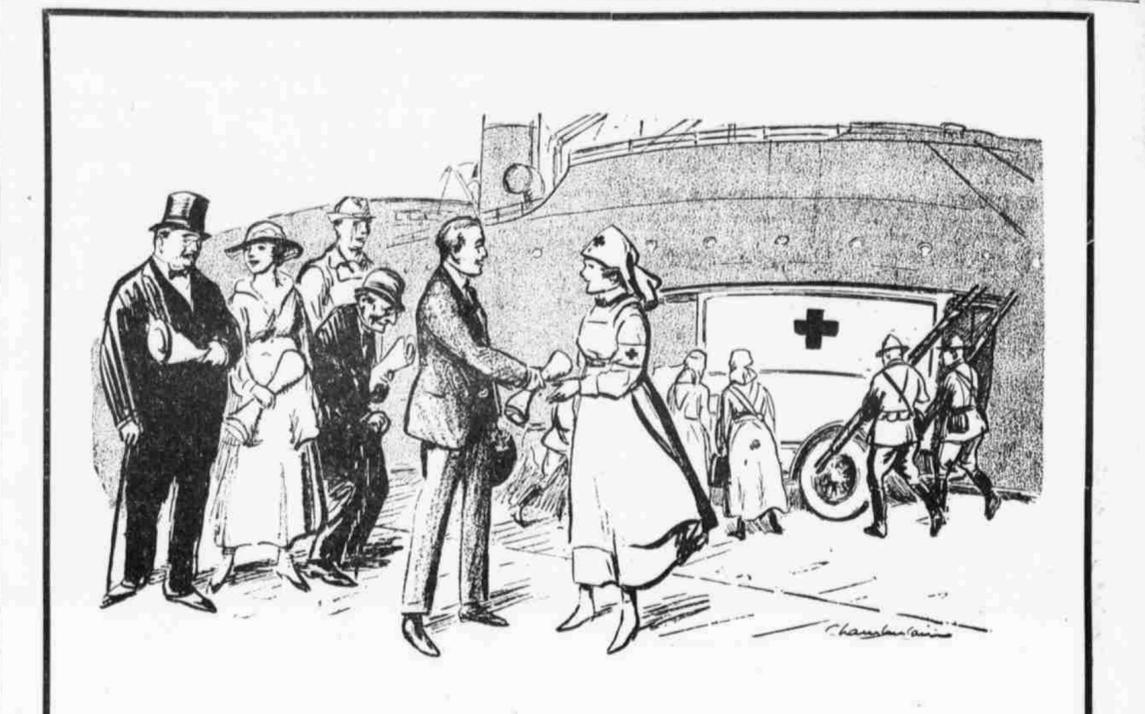
of the city and on which it will immediately build 500 dwellings.

War business is largely accountable for an addition of upward of 20,000 to Wilmington's industrial population in the last five years. Many newcomers have been forced to live in nearby Pennsylvania, Maryland and New Jersey towns.

Approve Camp Site Selections

WASHINGTON, June 22.—The following six divisional camp sites for the National Guard in the Southeastern Department, selected by Major General Wood, were approved by the War Department: Anniston, Ala.; Montgomery, Ala.; Greenville, S. C.; Spartanburg, S. C.; Augusta, Ga., and Macon, Ga.

Before the War Americans journeyed thousands of miles to view the glacial beauty of St. Moritz. Today the ARGADIA CAFE Invites you to visit its Ice Palace of St. Moritz, which is the exact replica of its original. Our War Economy Dinner will please you in taste and price. Dance in the evening to the music of the most wonderful Viennese orchestra. WIDENER BUILDING



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Up the Hudson \$3.00 New York City \$2.50 SUNDAY EXCURSION UP THE HUDSON To the Highlands of the Hudson as far as Newburgh, stopping at Bear Mountain Park, Sunday, June 24, 1917 Via Pennsylvania Railroad and Steamer Grand Republic Special trains leave Broad Street Station and Front and Norris Streets at 8 A. M. making all city stops.