

WOODLAND AVE. SECTION GIVES TAYLOR PLEDGE

Promises Support to Director, Who Tells How Money for Transit Speed and Comfort Can Be Obtained to Start Work Promptly.

Promises to support Director Taylor in every step of the fight for high-speed transit were made last night at a rousing meeting of Woodland Avenue residents...

Employers and workers, with shouts of approval and applause, agreed to stand shoulder to shoulder in the campaign for speed and comfort, and packed every inch of the Woodland Avenue Business Men's headquarters...

Resolutions were unanimously adopted by those at the meeting agreeing to attend a central demonstration, if one is called, to show where they stand in the matter of rapid transit.

Director Taylor told his hearers how the money could be obtained to start the proposed system, and said if Councils authorized a special election to increase the city indebtedness for transit development...

Mr. Taylor pointed out that much money could be saved by the city if it would take advantage of the present business depression and buy materials cheaply for the proposed lines.

"Have your support?" asked the Director.

"You have," replied the meeting. "We will," was the reply.

At this point Magistrate Renshaw, who is a resident of the 49th Ward and an ardent rapid transit supporter, presented resolutions. John T. Pedlow presided.

DIRECTOR TAYLOR'S ADDRESS. After explaining preliminary steps of the rapid transit program, Director Taylor said:

"Philadelphia is now prepared legally and financially to proceed with the construction of the recommended rapid transit lines. All that is needed is appropriate action by the people, by City Councils and by the Public Service Commission...

900,000 available for transit development under the terms of the personal property tax act without including the otherwise general borrowing capacity.

Prompt and formal action should now be taken by City Councils definitely establishing the routes and submitting the routes adopted and the plan of the municipal development to the Public Service Commission of the State of Pennsylvania for approval.

WAY CLEAR FOR ACTION. The way is now clear for the taking of each and every one of these steps, and I confidently believe that if the people of Philadelphia clearly demonstrate that it is their will that these steps be taken...

"The holding of an election by the people to vote on an increase in the city's indebtedness for transit development will enable the people to express their will with relation thereto. If the people of Philadelphia insist on an opportunity being given them promptly to so express their will, they should be given the opportunity to do so at once.

"A resolution proposing an amendment to the State Constitution which was acted upon favorably by the Legislature at the last session will be introduced and acted upon for the second time at the forthcoming session as required. It will then be voted upon by the people at the November election in 1915.

"This amendment will authorize the city of Philadelphia to borrow up to 10 per cent. of the assessed value of taxable property; the present limit is 7 per cent. The further increase in borrowing capacity thus provided will be over \$60,000,000.

"Furthermore the amendment will authorize the city to capitalize and pay out of loan funds all interest and sinking fund payments accruing on bonds issued for transit development during the construction thereof and for one year after the beginning of the operation.

"The amendment will also enable the city to issue 30-year bonds instead of 20-year bonds, thereby reducing the annual sinking fund required to extinguish the bonds at maturity from 2 1/2 per cent. to 1 per cent.

"This means that the city's average annual fixed charge on the bonds issued for transit development under the terms of the constitutional amendment will be reduced by 1 1/2 per cent. The city now pays 4 per cent. interest and 3 1/2 per cent. on the sinking fund, a total of 7 1/2 per cent. on money borrowed. Under the terms of the amendment the city will only have to pay 4 per cent. interest and 1 per cent. on the sinking fund, or 5 per cent. on the money borrowed. This provision will greatly reduce the city's annual fixed charge, which, as stated, would otherwise be, under existing legislation, \$2,900,000 per year.

"The plans and specifications for the Frankford elevated line will be completed in January.



WHERE THIS CITY STANDS IN RAPID TRANSIT Compared with other big cities, Philadelphia is last in high-speed progress. Although it is third in population and is much larger in area than any other city in the United States, it has the least money invested in subway and elevated lines than any other metropolis. WHY

"The plans and specifications for the Broad street subway and delivery loop will be completed in the spring.

"Unquestionably, now is the time for the city to proceed to build its subway and elevated lines. There should be no delay.

"Owing to the business depression and the present low price of materials resulting therefrom the city by seizing its opportunity in a businesslike manner can save very largely on the construction cost and provide much needed work for the unemployed.

"The joint use of the facilities of common carriers should be required by the public for public service. Such joint use and through-routing by connecting steam railroads is required by the Interstate Commerce Commission and can be readily required by the Public Service Commission by suitable wording of the public service act of the State of Pennsylvania.

"Even though the use of the present Market street subway-elevated line could not be secured for the through-routing of trains between Frankford and Woodland Avenue, the city can readily build the Chestnut street subway to accommodate this service."

WOODLAND AVENUE LINE. Regarding plans for the Woodland Avenue line, the Director said:

"The construction of the Woodland Avenue elevated line will only cost \$4,400,000.

"The city in borrowing this money will incur, under existing legislation, an annual fixed charge of only \$28,000. This annual payment will, during the term of the 30-year bonds, pay the interest on the debt and also extinguish the entire debt.

"The greatest cost in establishing the rapid transit facilities is due to the expensive construction in the delivery district, and the Woodland Avenue elevated can be established at a minimum cost, as ample delivery facilities exist to provide for this line.

"The program contemplates that the trains on the Woodland Avenue elevated shall be through-routed, via Market street to Camden or Frankford, as the case may be, and that passengers will be enabled to take a surface car line in the Woodland Avenue district leading to the nearest station on the Woodland Avenue elevated line, there to transfer free to the high-speed system and travel over the high-speed system of the city in a forward direction, either directly or

by free transfer if necessary, to any other important section of the city, and upon leaving the high-speed system take additional surface car ride from the station to point of destination all for one cent fare.

RETURNS ON INVESTMENT. "To offset the annual fixed charge of \$28,000, which the city incurs for 30 years and no longer, in establishing the Woodland Avenue line, the city will have the net income produced thereby in excess of the reasonable payments allowed the operator.

"But that is not all. The city and the citizens will have the advantage of the following additional returns on the investment:

"Annual time saving to passengers in the section served by the Woodland Avenue elevated, \$15,353 hours, which, at 15 cents per hour, would be worth \$2,303.

"Annual saving to passengers in the district served by the Woodland Avenue Elevated resulting from the elimination of the exchange ticket charge of \$50,000 per annum.

"Increases in tax return resulting in increase in taxable values which will follow the construction of the Woodland Avenue elevated.

FAST PROFIT ASSURED. "As an example of the effect of rapid transit on realty values, I desire to call your attention to the fact that 172 acres in the 4th Ward which lie west of 45th street and south of Market streets; the assessed value of real estate is \$63,120, 55, or \$35,53 per acre. This ward was largely vacant land a little over 10 years ago.

"The 617 acres in your 4th Ward are assessed at \$5,375,350, or \$8690 per acre, against \$5,583 per acre in the 4th Ward. There can be no doubt that millions will be added to realty values in the 4th Ward as soon as the Woodland Avenue Elevated is established. The Woodland Avenue Elevated will save time to 67,000 passengers per day.

"The operation of the Woodland Avenue Elevated in conjunction with the other high-speed lines under the terms of the transit program will eliminate the existing congestion of traffic that exists on the present surface lines and the delay and inconvenience incident to surface travel. A large part of the travel into and out of your district is to and from other sections of the city far beyond the central business district.

"The recommended high-speed system, including the Woodland Avenue Elevated

line operated as recommended, will reduce the time required to travel from 6th and Woodland Avenue, as follows:

"To City Hall, from 25 minutes to 15 minutes—a saving of 10 minutes on the round trip.

"To League Island, from 45 minutes to 33 minutes—a saving of 12 minutes on the round trip.

"To Roxborough, from 75 minutes to 45 minutes—a saving of 30 minutes and 5 minutes on the round trip.

"To Broad street and Allegheny Avenue, from 75 minutes to 30 minutes—a saving of 45 minutes on the round trip.

"To Germantown, from 75 minutes to 44 minutes—a saving of 31 minutes on the round trip.

"To Frankford, from 75 minutes to 43 minutes—a saving of 32 minutes and 11 minutes on the round trip.

"This means, fellow citizens, that a large number of you will be enabled to save from a quarter of an hour to over an hour per day which you now waste in traveling by facilities which are incapable of properly serving long-distance travel and which are obsolete for that purpose.

"The people traveling to and from your district are wasting 815,033 hours per year, which they are entitled to save for recreation or other useful purposes.

NO BURDEN ON CITY. "No burden will be placed upon the city or upon the taxpayers in establishing the recommended self-supporting transit system.

"It is unthinkable that the people of Philadelphia will for one moment tolerate further delay in securing to them this necessity which is required for the comfort and convenience of every street-car passenger in this city. Those who ride only short distances on surface cars will be enabled to do so comfortably by the diversion of the long-distance riders who now overcrowd the surface lines to the high-speed lines. The existing congestion will thus be relieved. Those who have to travel long distances will be enabled to do so with comfort, convenience and economy.

"Philadelphia's who pay over \$500,000 per year for exchange tickets will be relieved of that charge and save the money.

"You who have established homes and those who in the future may establish homes in this vicinity will be enabled to reach every important place of employment in the city quickly, comfortably and conveniently for 5 cents. There-

fore, you and the members of your family may accept employment in any place of residence or dividing up in boarding houses.

"I challenge any man to attempt deny you the necessary transportation system and the benefits which you are entitled to receive therefrom without additional cost and at great profit to the city and to the individual citizens.

"The time has come for action. Have it your support!

"It may be necessary to call you to a great central demonstration in order that the overwhelming command of the people in this matter may be duly expressed. If such a call is issued, will you and the people of your district respond?

"Hold yourselves in readiness to display the overwhelming sentiment which exists in favor of immediate construction of the recommended lines by the city.

Director Taylor will address the residents of Falls of Schuylkill tonight at American Hall, 35th street and Sunny-side Avenue.

PHILADELPHIA LAGS IN TRANSIT RACE WITH SISTER CITIES

Comparison With Other Centres of Population Shows Conditions Here That Must Be Improved.

Although the largest city in the United States in point of area, Philadelphia is last in high-speed transit. One of the chief causes of this is the obstacles thrown in the way of development by an indifferent, pessimistic attitude toward anything new. But the figures, facts and results in other cities, coupled with the inconvenience which thousands of residents here now suffer, has changed the situation as far as the people themselves are concerned.

The largely attended mass-meetings now being held in all sections attest better than words where they stand on the subject.

A glance at the accompanying characteristic figures tells in a nutshell of the progress made in high-speed cities up to the present time.

Philadelphia, the largest city of all, has \$17,000,000 invested in high-speed lines. It has 14.7 miles of subway-elevated tracks. Of this, there is 10.6 miles elevated and 4.1 of subway. Up to 1910 the population of the city and its immediate suburbs was 1,240,523.

Boston, which is much smaller in area, has \$44,000,000 invested in high speed lines for a population of 1,174,348. It has 22 miles of high speed tracks, of which 17.7 is elevated and 4.3 subway.

In Chicago, \$98,000,000 has been invested in all elevated systems, of which there are 143 miles of track. The population to 1910 was 2,340,627.

Greater New York leads all American cities in high speed progress. Up to 1913 there was \$331,000,000 invested in these rapid transit lines. It has 236 miles of tracks on its elevated lines and up to the time mentioned had 78 miles of subway tracks. The population of Greater New York up to 1910 was 6,313,207.

It is highly probable, however, that before the campaign now being led by Director Taylor has been concluded this city will have started a high speed system which will change its place decidedly on the transit map.

WITH THE WITS AT HOME AND ABROAD

Cartoon titled 'No Wonder!' showing a man sitting at a table with a sign 'BILL OF FARE' and another man talking to him.

Cartoon showing a man walking and talking to himself.

Cartoon showing two men walking and talking.

Cartoon showing two men walking and talking.

Cartoon showing two men walking and talking.

Cartoon showing a man talking on a telephone.

Cartoon showing a man sitting at a desk talking on a telephone.

THE KID'S CHRONICLE. LAST night for supper we had corn fritters, which I like awn account of being my favorite food, and ma put 4 big wuns awn my plate, saying, Do you think you can eat awl these.

MOVING PICTURE OF TWO OLD FRIENDS MEETING ON CHESTNUT STREET. BY BRIGGS. "Now, Perley," said the teacher, "this letter is 'U,' see if you can remember and tell me what it is when I ask you again."

The Source. "From where do cows get their milk?" The little girl wished to learn.

Love Can Tell. "I'm not at home to that gentleman, Jane," declared the belle.

Cooking in Hard Times. "How will you have your eggs cooked?" asked the waiter.

Quite Dangerous. "Do you think kissing dangerous as the doctor says?"

Warning. "I think of getting married, and I've figured out what it will cost a year.