

STATION OR NO MORE PRIVILEGES CRY CAMDENITES

Mass Meeting Insists Pennsy
Retain Depot at Haddon
Avenue

CLAIM RAILROAD BUNCOED CITY

Refusing to accept the explanations of the representatives of the Pennsylvania Railroad Company as to the impracticability of continuing the Haddon avenue station, Camden citizens at a mass meeting held with the Board of Trade last night adopted the following resolution:

Resolved, That it is the sense of this meeting of the citizens of Camden that the Pennsylvania Railroad Company shall not be granted any further privileges or concessions by the city of Camden until the said corporation shall establish a station in the vicinity of Haddon avenue.

"Resolved, That the secretary be directed to transmit a copy of these resolutions to City Council."

City Was Buncoed

This action was taken after it had been shown that the company had practically buncoed Camden when the ordinances providing for the elevation of the tracks were adopted by Council last year.

Councilman James E. Hewitt and City Clerk Isaac V. Bradley, who was a Councilman at that time, declared there had been a tacit agreement to continue the station, notwithstanding the assertion of the corporation's representatives to the contrary. Ordinances presented in 1902 provided for the station, but the clause relating to this matter was eliminated in those subsequently adopted in a revised form.

A committee appointed by the Board

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of Trade submitted a report of the result of an interview they had had with General Manager Atterbury bearing on the subject of Haddon avenue station. In reply to their presentation of the request of the citizens of Camden, Mr. Atterbury said there were several reasons why the station could not be continued. The first is because of the narrow construction of the elevated railroad, which is insufficient to admit "island platforms." Another reason is that such a structure would be a menace to life, while a third is that there are too many switches at that point to admit the building of a station.

These ideas were further elaborated by Superintendent Lovell, of the West Jersey and Seashore Railroad, and Engineer Temple, who has charge of the work.

These explanations did not satisfy the throng, several of whom declared the corporation was not considering the city's interests, but was carrying out its own plans without the formality of letting the public know about them.

May Want New Concessions

It was also declared that it had been rumored that the company would require a number of concessions from the city in the near future.

"If this is the case," said Councilman Hewitt, "I think the company should grant this concession to Camden before it is given any further consideration by the city."

Elmer E. Long, Charles Bover and others spoke of the necessity of continuing the station because of the business interests of Camden, after which the resolution already mentioned was adopted.