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W. R. HEARST.

AN AMERICAN PAPER FOR THE AMERICAN PEOPLE.

Quick Effect of Dewey's Warning.

Since Admiral Dewey's arrival in Washington a few days ago he has succeeded in doing what the entire population of this country, exclusive of the Boston Filipinists, have failed to accomplish.

He has opened President McKinley's eyes to the necessity of some action in the Philippines. He has persuaded the President that the criminal incompetence of Otis should be offset as far as possible by decisive action on the part of the navy.

In plain language he has intimated to the President that the acts of Otis have been farcical, inoperative and injurious, and that a bold use of our war ships may possibly retrieve them.

The November elections are near at hand, and nobody recognizes the need of quick action in the Philippines more than does the nerveless President; but even after Dewey's plain statement of the case he did not have the necessary backbone to drop Otis entirely.

Dewey has undoubtedly alarmed the Administration, but in a way it was a godsend, for it gave McKinley a chance to make a radical move without recalling Otis.

If the navy can conquer Aguinaldo by the cutting off of supplies and the exclusion of ammunition, Otis will still get all the credit for the victory, and McKinley's "policy" will shine as a star of the first magnitude.

We have never deprecated the war in the Philippines, because the honor of the flag is at stake. We believe with the President that the victory of Dewey should be upheld, but not by wooden leaders of the Otis type.

We believe in expansion of our "sphere of influence," but not in expansion of the McKinley and Otis kind—the "expansion" of "American rule by rifle"—the expansion toward which McKinley is steering with seventy-five million passengers.

Dewey Will Now Take a Rest.

Admiral Dewey, having inserted this "flea" in the President's ear, has been informed that he may now do as he pleases.

The Admiral has ordered his flag hauled down from the Olympia, and in a few days he will go to Vermont, which is out of sound and sight of the sea.

Here let the Admiral rest. Let him forget that he is a hero. He should be allowed to enjoy a brief experience as a private citizen. It is doubtful, however, if the hero of Manila will be able to entirely escape the camera fiends and autograph hunters even in the hills of his native State.

He certainly has some very serious work before him in discussing the Philippine question with President McKinley's Commission.

McKinley has already loaded this Commission with his personal ideas, which are by no means in accord with those of Admiral Dewey.

Atkinson, of Boston, who has been clinging fondly to the Admiral's coat tails in the effort to win from him some anti-expansion views, has given him up. President McKinley may have to do likewise.

McKinley's Peripatetic Aggregation.

The Government of the United States is on wheels. The President, the Secretary of State, the Secretary of War, the Secretary of the Navy, the Secretary of the Interior, the Secretary of Agriculture, the Postmaster-General and the Attorney-General are all off together on a special train for a stumping tour through the West. Only the Secretary of the Treasury is left behind. Uncle Sam's paying teller's window is still open, although all the rest of his clerks have knocked off work.

President Grant used to be criticised for moving the White House to Long Branch in the dog days, but that was propriety itself compared with the transfer of the entire Government to the stump. In view of the fact that the country is at war, Mr. McKinley might at least have left the heads of the War and Navy departments on duty.

The scandalous exhibition offered by the Presidential touts is an unmistakable proof of the alarm with which the Republican managers regard the political situation. The whole Government, as far as McKinley and Hanna can command it, has been mobilized to save Ohio. But the one thing more important than all the rest is lacking. The President could not induce Dewey to join the caravan. One speech, one sentence, one word from the hero of Manila would have outweighed all the efforts of Mr. McKinley's whole troupe of political rope dancers. And the Admiral wont give it.

The Second Fizzle.

Again no race!

The strained interest with which the public has been observing the struggle for the America's Cup begins to turn into exasperation. What does the weather mean by trifling with the feelings of two nations in this unfeeling way? Men whose time is worth a thousand dollars a minute have given up their business and spent two days drifting over a mill pond; naval heroes on revenue cutters and torpedo boats have turned themselves into policemen to insure a clear course; excursionists by tens of thousands have abandoned their affairs and parted with their money in large rolls, and millions of people have stood patiently in front of bulletin boards waiting for the news of victory that never came.

But we shall stick it out. Those yachts will keep on trying until one or the other wins the Cup, if they have to go out every other day until the November gales lash the sea into sleety foam. And by that time we shall know pretty conclusively which is the better boat.

At present the question is as much in doubt as ever. As on Tuesday, first one yacht and then the other gained in yesterday's fluky winds. But nothing has occurred to shake the faith of Americans in the Columbia. While the wind held with any sort of regularity the American yacht had the advantage on each occasion. Let us hope that she may have a chance to hold it to-morrow until the end.

Water and Waterways.

The Chamber of Commerce at its meeting yesterday drove another nail into the coffin of the Ramapo water job by adopting unanimously and with applause the following resolutions:

Resolved, That we protest against the proposed plan for placing this city in the power of a private corporation for a portion of its water supply, believing it to be entirely unnecessary, and that we reaffirm the position of this Chamber in favor of utilizing the harbor water of the two rivers for extinguishing fires, sprinkling streets and flushing sewers.

Resolved, That the secretary be and is hereby authorized and requested to send a copy of these resolutions to each member of the Board of Public Improvement, and to the Mayor, together with a copy of the resolutions heretofore adopted by the Chamber, in order that there may be no doubt on the part of the city authorities as to the position of the Chamber on this important question.

The only pretence of respectability attaching to the Ramapo steal from the beginning came from the indorsement obtained from the underwriters and from certain other business men on the pretence that the city was in imminent danger of destruction by fire, and needed more water at any cost to avert the calamity. The underwriters have withdrawn their approval, and now the Chamber of Commerce has spoken for the rest of the deluded business men. That leaves the scheme one of simple, undisguised piracy.

At the same meeting of the Chamber of Commerce a resolution was unanimously adopted urging the immediate enlargement of the locks of the Erie Canal to a length of 260 feet, a width of 26 feet and a depth of 11 feet, making them suitable for boats 25 feet wide, 125 feet long and of 10 feet draught. The estimated cost of this improvement (if not carried out by Republican officials) is \$6,000,000, and it would undoubtedly be well worth the money. But in view of the fact that Governor Roosevelt has whitewashed the canal swindlers who ran up the cost of a \$9,000,000 improvement to \$16,000,000, and that Aldridge's Republican constituents take this as a complete rehabilitation of their leader, some precautions will have to be taken to keep any new work that may be undertaken in honest hands.

Rapid Transit Will Soon Be a Reality.

While the upper portion of this State is wrestling with the canal transit problem the question of rapid transit for this city is drawing to a focus. Within forty-eight hours the contract for the underground road will be submitted to the Corporation Counsel, who has announced his intention of signing it without delay.

With the contract signed ground should be broken within three months, and by next Summer the great work should be well under way.

It will be a long, tedious task—a task requiring patience and care on the part of the contractors and extra patience on the part of the public.

The building of the underground tunnel and the repaving of the streets, for which a bond issue of \$2,000,000 has been authorized, would seem to forebode an upheaval of the streets such as this city has never witnessed before.

If we live through the odors and inconvenience of the next five years we may possibly spend the sixth year in luxurious quiet. By that time one of the new bridges should be completed and the congestion at the Brooklyn Bridge terminals should be done away with.

It takes centuries to work out the destinies of great cities, but by the time we are as old as Paris or London the capitals of Europe will look like Piute villages when compared with our importance and grandeur.

THE FIRST TIME WILLIE EVER GOT AWAY FROM HIM.



WASHINGTON, Oct. 5.—Mark had been closeted with Mr. McKinley a ment. "Here, take my card in to him." Hanna had to cool his heels in half hour discussing Philippine affairs. The Presidential servitor bowed as he received the card, and backed through the partially opened door. In a moment he returned and said: "The President asks that you excuse him this morning and call around this afternoon. He will be busy with Admiral Dewey until noon." From yesterday's newspapers.

AN OBJECT LESSON IN MUNICIPAL OWNERSHIP OF RAILWAYS.

Liverpool's Successful Operation of Its Street Car Lines Affords a Worthy Example for the Cities, Great and Small, of the New World.—The Story of the Growth of the City Ownership Idea.

By Milo Roy Maltbie.

THE street railways of Liverpool have passed through every phase of development. A generation ago there was (1) private management pure and simple. This was succeeded by (2) municipal ownership of the tracks with operation by a private company, which in turn gave way to (3) municipal ownership and municipal operation of the entire system. The experience of the city during each of these periods throws much light on the growing tendency in Great Britain to municipalize all street railways.

Among the first lines to be constructed was the one in Liverpool in 1800. But it was not a success, and died in infancy. Toward the close of the decade a new undertaking was promoted, controlled principally by Americans. The old lines were somewhat extended, but in 1879, when the city bought out the company, there were only seven miles of track—wholly inadequate for a city of over 400,000 population, possessing a commerce second only to London. The service was bad. Fares were high. Little attention was paid to the interests of the city and its citizens. Hence the corporation interfered, and paying the company \$150,000 (\$20,000 per mile of single track), took possession of the lines. The price paid was rather high, but public interests demanded the sacrifice. The city probably would have undertaken to operate the lines then and there if the House of Commons had not been so strongly opposed to such a sudden and far-reaching extension of municipal activity. It was not until several years later that an exception was made for Huddersfield owing to the impossibility of securing a private company to operate the lines constructed by that city.

Soon after purchase was effected, the system was reconstructed and extended, until in 1895 there were over forty-eight miles. The annual rental received by the city was 7 1/2 per cent of the purchase price and cost of construction and 10 per cent of expense of reconstruction—a sum barely sufficient for many years to cover cost of maintenance and repairs, and interest on capital investment. By 1895 the investment had become very profitable, and a considerable fund was used every year to reduce taxes. But in other respects the system was very unsatisfactory. No form of mechanical traction had been introduced. The antiquated horse car still dragged its weary length along. The company claimed to be eager to improve the motive power, and probably they were, but their terms were too onerous. They wanted to bind the city hand and foot for a long term of years. The City Council, knowing how successful municipal control had been in Glasgow, Sheffield and other towns, would not be deceived. No agreement was reached.

Further, the company would not undertake to operate new lines, unless larger net profits were certain. The city always constructed tracks as rapidly as the company would lease them. But invariably the interests of the community were made to wait on money-getting. The company was unduly and unwisely conservative. Transportation to and from the suburbs was very restricted, causing overcrowding in the central portion of the city, with all the attending evils. In other directions similar results appeared. The company would not reduce fares because they were not positive that their net profits would be increased; and unless they would be, why should they? Thus they reasoned. Wages were kept down to keep profits up. The working day was unduly prolonged—12 to 15 hours out of every 24. Improvements were infrequently made. The cars were seldom painted or cleaned. In every direction all was made subservient to the piling up of profits. Whether this state of affairs was due to the avarice of the company or the desire of the city authorities to lower taxes matters little. The fact remains that the system of municipal ownership and private operation did not work well, and, in fact, does not appear to have worked well generally in England. "It was (and is) preferred to private ownership and operation because of the need of public control, but everywhere as in Liverpool, the need of and demand for better service at lower rates have driven the cities into municipalization. In 1897 an agreement was finally reached between the company and the city whereby the former received nearly \$3,000,000 for its lands, buildings, cars, horses, etc.—very liberal terms from the company's point of view. September 1 the experiment began. The results have demonstrated its wisdom. The introduction of mechanical traction was begun at once. Continental systems were examined, the overhead trolley selected and the expenditure of \$5,000,000 to extend and reconstruct the lines decided upon. Already nearly thirty miles have been transformed, and the work is going forward at the rate of three miles per month. Cars have been introduced from Germany and the United States. The contrast between the present bright, clean, commodious and well lighted, painted and ventilated cars and the dirty, weather-beaten, dingy, cramped and uninviting cars of the former regime is very marked. Ask the passenger whether he thinks municipal tramways are a success. Almost equal improvement has been made in the number of cars run. For example, in the busy hours of the day 134 cars now pass down Lord street—one of the business streets of the city—compared with less than half that number prior to 1897. On many lines there has been an increase from a three to a one minute service. At the same time fares have been reduced. "Penny stages" have succeeded two-penny fares, and the distances have been extended, so that now all fares are about 20 per cent lower than formerly. The employees have also shared in the benefits. Under company management the men worked from 12 to 15 hours daily; the present maximum is 10. Wages have not been lowered accordingly, but in every instance have remained the same, except in some cases where there has been an increase of 15 per cent. Uniforms have been provided without additional cost. The drivers have been taught at the expense of the city how to handle electric cars—a great advantage to them.

And in every way the condition of the men has been greatly improved.

The effect upon traffic of the improved service was instantaneous and enormous. During the week ending August 12, 1897, under private company, 797,582 fares were paid. In 1898, for the corresponding period, the number was 1,525,705, an increase of nearly 100 per cent in two years. And in the meantime only twelve or fifteen miles of new road had been constructed, the attention of the department being taken up with the improvement of the present system. Probably one-half this increase is due to the introduction of penny fares for short distances. Whether the reduction in fares will lower net profits can not yet be decided. The tramways still produce a large profit, but whether it is as large as formerly is not the determining factor. The act of Parliament authorizing municipal operation expressly forbids the application of the profits to the lowering of taxes, and it seems likely that the travelling public will be the ones chiefly benefited.

But let us glance at the financial side of the scheme, remembering, however, that it has been in operation only two years, that expenses in the beginning are usually high, that experiments must be made, that 30 per cent more men are employed owing to reduction of hours of labor, that fares have been lowered 20 per cent, that many accidents happen at first, etc., etc. The total income for 1898 was about \$1,600,000. The expenditures for maintenance and operation \$1,280,000, leaving a gross profit of \$320,000. Of this amount over \$200,000 was used to pay interest on a capital investment of \$4,750,000, and to provide sinking funds sufficient to pay off the entire capitalization in 25 or 30 years. There still remains \$60,000, every possible charge having been paid—a most excellent showing. Further, the department is on precisely the same footing as to taxes, antonial and local, water rates, etc., as the private company. No favors have been shown.

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Wants Schley Given Special Honor.

Editor of the New York Journal: Sir—I read with great interest of the honors conferred upon Admiral Dewey, which he so justly deserves; but exceedingly regret to see that no special honor has been bestowed on Admiral Schley. Why is it so? Is Admiral Schley not equally entitled to recognition? I know he must feel the slight. I deeply feel it for him. The victory won by Admiral Schley was second to none recorded by history, and as a matter of justice to Schley I beg you to start a subscription through your influential paper for the purpose of doing honor to Schley in some substantial way. I am a very poor man and work hard for a living, but will gladly contribute a dollar for the purpose of doing honor to him. N. R. CASEY, Parkwood, Ala., Oct. 3.

Boston for Dewey and Expansion.

(Springfield Mass. Union.) Sir—The New York Journal is in error. Boston does not want Dewey on October 9 "with a lurking view to use him to further an anti-expansion boom." The American citizens of Boston and of Massachusetts want Dewey as the hand of anti-imperialistic craft. megaphonic, but whose