

York men were sent to the penitentiary for wrongfully acquiring street railway franchises. In Chicago the city and the street railway capitalists have been at war for years greatly to the disadvantage of each faction. Affairs in Philadelphia are fast reaching that stage where the owners of the franchises must account to the people from whom the franchises were obtained without adequate compensation in the first place. The good old rule that honesty is the best policy applies with just as much force to corporations as to individuals.

Probably no member of the Philadelphia Rapid Transit board will admit that he was ever a party to a transaction which wronged the city. Yet when franchises are given to one set of men without any compensation to the city, in the face of an offer of \$2,500,000 from another set of men for the same privileges, it is apparent that a wrong is being committed. And when later the men to whom the franchises were given sell them to the Philadelphia Rapid Transit Company for \$1,500,000 it appears as if the transit company is obtaining for \$1,500,000 something for which others were willing to pay \$2,500,000. Citizens do not overlook these facts and sooner or later the books will have to be balanced. This is one reason why the public generally shows an ugly attitude toward public service corporations.

Corporation managers who tacitly admit wrong doing say that they are compelled to adopt questionable methods as otherwise the political leaders will not permit the franchises to be granted. Times have changed. They are still changing for the better. Even now it ought to be possible for a corporation to make a straight, business-like bid for a franchise embodying conditions favorable to the public, which political leaders would not dare to reject. If a proposition is made so advantageous to the public as to insure the cordial support of the voters, the political leaders would have to bow to the public demand. When a corporation undertakes honestly to carry out the provisions of a franchise obtained under such circumstances it would have the good will of the people and there would be no question about its credit with the bankers.

STANDARD OIL AND THE RAILROADS

In the complaint filed by the Federal Government against the Standard Oil Company at St. Louis, twenty-seven railroads are named in which Standard Oil capitalists appear as directors and the following groups are presented in the bill:

William Rockefeller—Central New England; Chicago, Milwaukee and St. Paul; Delaware, Lackawanna and Western; Lake Shore and Michigan Southern; Michigan Central; New York Central and Hudson River; New York, Chicago and St. Louis; New York, New Haven and Hartford; New York, Ontario and Western; New York and Ottawa; Pittsburg and Lake Erie; Rutland Railroad.

Henry H. Rogers—Atchison, Topeka and Santa Fe; Chicago, Milwaukee and St. Paul; Union Pacific.

Charles M. Pratt—Boston and Maine; Evansville and Terre Haute; Long Island Railroad.

Henry M. Flagler—Florida East Coast Railway.

John D. Rockefeller, Jr.—Delaware, Lackawanna and Western; Missouri Pacific.

William G. Rockefeller—Union Pacific.

H. Clay Pierce—Kansas City Southern; St. Louis and San Francisco.

C. W. Harkness—Chicago, Milwaukee and St. Paul.

F. T. Gates—Missouri Pacific; Wisconsin Central.

Editorial Views on Railway Subjects

THE WAGE UPLIFT

The Pennsylvania is a far-seeing and a wealthy company, wealthy because far-seeing, and in its princely expenditures it makes those who serve it as well as the public the beneficiaries of its enterprise.—[Boston Transcript.]

LAKES TO GULF

The Lakes-to-the-Gulf Deep Water Way Association is now ready for business. The time has come—indeed, it came some time ago—for such a water way to be constructed. The traffic is waiting to use it. The route has been provided by nature. All that is necessary is for the finishing touches to be put on by man.—[Chicago Record-Herald.]

A SUBJECT FOR INVESTIGATION

The relation of express companies to railroads, or of railroads to the express service over their lines, is one of the numerous subjects awaiting the attention of the Interstate Commerce Commission. In order that rates may be just and reasonable, as they certainly have not been in the past, it will be necessary to ascertain what the capitalization of the companies is based upon and what the service they perform costs.—[New York Journal of Commerce.]

GREAT IS CHICAGO

Chicago is the greatest railway center in the world. No other city in America and no city in Europe can compare with it in this respect. Radiating from Chicago are twenty-five lines or systems of railway which operate 50,000 miles of track. These railway lines find entrance to six great union terminals. Shut your eyes and imagine 1,537 trains of all descriptions arriving and departing over these twenty-five railway systems daily—remember that you are not imagining cars but trains—full trains—trains that will average 500 feet in length—and then imagine these trains placed end to end and stretching out on any one of the lines a distance of 145 miles!—[Chicago Inter Ocean.]

FREIGHT CARS ARE BUSY

Under the great pressure of the traffic the freight car is doing more work, it is believed, than it ever did before. One railroad has made an investigation which shows that its cars are moving faster by several miles a day than ever before. The average number of cars to a train and the average train load have been increased. Cars do not stay in yards so long as usually. One road reports that whereas it usually has about 2,000 cars in its yards, the average recently has been between 350 and 500.

In such facts as these there is proof not only of the great prosperity of the country, which apparently is continuing steadily to increase, but also of the justification for the railroad extensions and improvements which are planned on so great a scale. It is no easy problem for the railroad manager to decide just to what extent to increase his car equipment. Probably if enough cars were available now for all the needs, a time might come when with decreased business there would be a surplus of cars, tying up capital to an extent which would embarrass the lines that owned them. But that does not make the embarrassments under which so many shippers are now suffering any easier for them to bear.—[Chicago Record-Herald.]

ASSESSMENTS RAISED

The assessed valuation of the Reading Terminal in Philadelphia has been raised from \$3,500,000 to \$4,000,000 and the assessment of Broad Street Station has been increased \$500,000 to \$5,000,000.