

## WHEN THE PUBLIC OWNS CARLINES

Two Conflicting Views of British Experience With Ownership Plan.

### CONDITIONS ARE DIFFERENT

Clark Finds American Private Lines Give Better, Cheaper Service. Parsons Finds British Lines Improved by Public.

NEW YORK, July 18.—Two directly opposite opinions on the merits of municipal ownership of street railways in Great Britain are given in reports to the Commission on Municipal Ownership of the National Civic Federation. William J. Clark, of New York, general manager of the foreign department of the General Electric Company, opposes public ownership and Professor Frank Parsons, of Boston, author of several works on the subject and of "The Railways, the Trusts and the People," advocates it.

Mr. Clark compares the tramways of Great Britain with the private enterprises of the United States, much to the advantage of the latter. He declares that the American traction systems under private ownership are far more progressive than those of England, Scotland and Ireland; that they give far better suburban service, that cars are less crowded and that lines are being extended with far greater rapidity. This he attributes to the absence of restrictions in the United States as compared with Great Britain, where, he says, private traction enterprises are given franchises only on almost prohibitive terms. The difference of rate of fare in the two countries, Mr. Clark says, is more than offset by the greater number of free transfers given by the American systems. He says that, while on the fact of reports it would appear that municipal operation of lines in some of the cities of Great Britain had been a success, as a matter of fact just the opposite is true. He says the private companies in the United Kingdom give a superior service as compared with the municipally operated lines.

**Argument for Ownership.**

Professor Parsons, on the other hand, expresses the opinion that municipal ownership of British tramway systems has been successful from every point of view. He sets forth that the municipalities were the first to show a progressive spirit in changing from horse cars to electric systems; that their lines have been well managed and the service improved, and that franchises have been secured, in spite of the fact that the hours of labor of employees were shortened, while in many instances wages were increased. The comparisons made by the American British public-owned and privately-owned companies, and in this connection he declares that the British plants must be measured by British standards. The conditions and habits of the people are different, he says, and these differences must be taken into account in the judgment of the American standard. Professor Parsons also notes that in England the payment of a fare means that the passenger has a seat and not merely the right to transit.

**Prefers American System.**

Mr. Clark contrasts the rapid suburban extension of American lines with the restriction within municipal boundaries of British municipal lines. He shows that in 1902 the population per mile of track was 12,475 in Britain and 1516 in the United States; per car, 3700 in Britain and 374 in America. The number of passengers was four times as great in America and one-fifth of them rode free on transfers. Average fares in America are 50 per cent higher, but he says that better facilities are offered. Many large British cities have no carlines, while no American city of more than 35,000 people is without them. He contrasts the small increase in British with the large increase of American mileage, the latter accompanied by a decrease in the number of passengers per mile. He points out that the British policy of operating within a restricted area results in operating only the best-paying lines.

Mr. Clark analyzed the finances of the British lines to show that the allowance for depreciation is too small; that 40 cities showed a loss in 1906 after deducting sinking fund and depreciation; and that large sums which should be charged to the London lines are charged to the general city accounts. He compares wages to show that they are double in New York with the same work as in British private companies, says Mr. Clark, have to secure franchises from local authorities and make excessive payments, while the term of franchise is too short to warrant heavy expenditures on electric lines. On the other hand, a city seeking a franchise from Parliament in opposition to a company has the power of the association of municipalities, composed of town clerks, each of whom is a political boss.

**Spread of Municipal Lines.**

Mr. Parsons dwells on the spread of municipal ownership in Great Britain, the number of municipal systems having increased between the years 1896 and 1906 from three to 123, until the only large cities not owning their street railways were Dublin, Belfast, Norwich and Edinburgh. He tells the causes of this movement—namely, poor service, ill-treatment of employees, refusal to electrify and extend into suburbs and disregard of public interest and of contracts. Municipal lines have reduced fares, reduced hours of labor and increased wages all the way from 42 per cent in London to 83 per cent in Manchester, electrified lines and extended into suburbs. Average fares in Dublin (private ownership) are 50 to 100 per cent greater than in Glasgow (public ownership). Service is good, often excellent, though narrow streets make American speed impossible. Cars run an average of 20.1 hours per day, against 18.5 hours for companies. Advertisements which another company cars are barred on well-controlled municipal cars.

**Case for Ownership Summed Up.**

Professor Parsons gives figures to show that the stock of British tramway companies is generally watered, while municipal lines have more assets than liabilities.

Finally Professor Parsons sums up good results, saying that private tramway companies have been stimulated to improve their lines and service by educated public sentiment, fear of public ownership and municipal example. He says of a municipal line:

(1) It secures to the public the profits taken from the public through the operation of public service monopolies operating under franchises granted to the public; (2) it tends to lower fares and widen distribution of the benefits of the service—a public plan is more apt to regard a surplus as a reason for reduction of charges; (3) it aims primarily at service, while a company management must aim at dividends; (4) it benefits for all versus profit for a few as the fundamental motive and purpose; (5) it gives the municipality direct and complete control of its streets in place of

indirect and partial control; (6) it eliminates the opposition of interest between the owners and the public, which may at any time give rise to difficulty, dispute and obstruction of the public will and interest; (7) it makes the managers the direct agents and employees of the people instead of the agents of a company employing and paying private parties to work for the interest and obey the instructions of those parties—a city as well as an individual can control its own servants and make them obey its will and wish better than the servants of some other person; (8) it adds a new field for civic activity and the development of civic interests and motives and the habits of thought and action on which good citizenship depends.

### TRY TO RAISE PENSIONS

Efforts Made to Increase Reward for Indian War Veterans.

OREGONIAN NEWS BUREAU, Washington, July 18.—Another effort will be made at the coming session of Congress to raise the pensions of Indian War veterans. The law now in force grants only \$8 per month. At the last session, a bill was introduced by Senator Gearin, of Oregon, and finally passed the Senate, but when it was referred to the House Committee on Pensions, it was dropped, and nothing came of it. As originally introduced, the bill provided for an increase to \$15 a month, but the Senate cut the amount to \$10, and the relief carried would have been small, had the bill been enacted.

Senator Bourne, of Oregon, is considering the advisability of introducing a bill next session giving the Indian War veterans the benefit of the service pension act passed last February. At present, the service pension law extends only to survivors of the Civil and Mexican wars. Its provisions would greatly benefit most of the Indian war veterans, though those who served less than 90 days would receive no increase. In substance that law grants a pension of \$12 a month to every veteran 62 years old; those who have reached 70 are to receive \$15, and veterans 75 years old or more are to get \$20 a month. The only requirement is that they shall have served 90 days.

If this law can be extended to the Indian War veterans, it would practically mean an increase to \$20 per month for every survivor of the Indian wars in the Northwest, and it is believed the benefits from such legislation would be greater than a straight increase to \$12 or possibly \$15. The only veterans who would not benefit if this legislation could be passed, would be those whose term of service was less than three months.

### EMPEROR DOFFS CROWN

(Continued from First Page.)

The Emperor replied that he would wait all today for Marquis Ito's coming.

At the residence general an authoritative statement of the Cabinet's action last night was given. It stated that the Emperor recommended that the Emperor retire and leave the throne to the Crown Prince. The Emperor did not reply then, but convened the Cabinet for this afternoon.

Marquis Ito says that the Cabinet is acting on its own initiative and without knowledge of the Emperor's plans or desires. This morning a leading Cabinet Minister declared that the Emperor's resolution was wholly unshaken at the close of last night's session and the Minister was hopeless of the Cabinet's power to influence the Emperor today.

### EMPEROR IN DREAD OF POISON

Can Trust Nobody and Patriotic Koreans Desert Him.

SEOUL, via Tokyo, July 18.—The Emperor's loss of the loyal address of a large portion of his subjects will, it is believed, result in the gradual development of His Majesty's policy to always play one minister or faction against another so as to prevent the concentration of power in any single body. The result of this is that they will not faithfully support him. The Emperor himself is constantly distrustful of all about him, and haunted with the fear of an attempt on his life. Consequently, he is locked away in his palace, and he keeps with a key always kept about his person.

Patriotic Koreans condemn his policy as sacrificing the National interests to his personal benefit and welfare.

The Il-Ching-Ho, a progressive association, claiming a membership of 1,000,000, is now openly hostile to the Emperor, and it is doubtful even if the few now standing by him will continue their support until he dies.

A sufficient indictment is likely to make them desert the Emperor, who is now in the most pitiable predicament.

### ANGRY WITH HIS MINISTERS

Emperor Asserts Divine Right Against Power to Dethrone.

SEOUL, July 18.—The Cabinet Ministers, including the newly appointed Household Minister, have resigned. It is reported that the Emperor was very angry at his Ministers on account of their having advised him to abdicate. He said to them that he occupied the throne by right, inherited from his ancestors, and that his subjects had no authority to advise his dethronement, much less to do so with the support of foreigners.

Marquis Ito, in compliance with the Emperor's urgent desire to see him, even for a second time, proceeded to the palace this afternoon.

### Emperor Will Resist Enemies.

SEOUL, via Tokyo, July 18.—Pak Young-Ho who was recently pardoned, and upon his return from Japan was appointed Minister of the Imperial Household, has reported that the Emperor of Korea emphatically protests his ignorance regarding the despatch of the deposition to The Hague, and says that his abdication would only tend to confirm his relation thereto. For this reason, he will not abdicate. The Emperor he says will prove obstinate in resisting his dethronement.

### Steamer Wrecked at Bridge.

ST. LOUIS, July 18.—A heavy wind preceding a thunderstorm here this afternoon blew the steamboat Tennessee, valued at \$20,000, against an abutment of the Eads bridge, clipping off the bow's side and sinking it. About 150 rowboats on board swam ashore and no lives are believed to have been lost.

### Navy Must Stick to Practice.

BOSTON, July 18.—Governor Gould, who had just returned from a visit to the White House, said that it would be possible to have one or more warships present in the harbor during Boston's Old Home week celebration, but that the Navy Department would not divert the vessels from needed practice.

### Stealing and Grafting in Milwaukee.

MILWAUKEE, July 18.—Expert accountants who have been examining the city's accounts report the embezzlement of \$25,000 by the Clerk of the Municipal Court; also that the City Treasurer loaned \$7000 of trust funds and devoted the interest to his own use.

## DAMAGING FACTS ABOUT KARL HAU

Admits Summoning Mother-in-Law to Paris and Dons Disguise.

### HIS WILD EXTRAVAGANCE

Elopes With Schoolgirl After Many Amours—Aroused Jealousy by Attention to Sister—Spree at Constantinople.

KARLSRUHE, Ger., July 18.—Considerable progress was made today at the trial of Karl Hau, the former professor in George Washington University, who is charged with the murder of his wife's mother, Frau Molitor, at Baden Baden. Hau, who was closely interrogated by the prosecuting judge, finally yielded to persuasion and consented to answer some of the questions on which yesterday he kept silent.

Hau appeared as cheerful and confident as yesterday. He surprised the court by making important admissions concerning incidents of which he had hitherto refused to speak. When the presiding judge called the handwriting experts to identify Hau's writing in the newspaper sent from Paris calling Frau Molitor to that city, Hau, anticipating the testimony, rose and said if it would expedite the case he would admit that he wrote the dispatch. The judge inquired whether he had sent it off, but Hau declined to answer. He also refused to say whether his wife was aware that this message had been sent.

### Identified When Dons Disguise.

Philipp Uhlig, a merchant of Frankfurt-on-the-Main, testified that he saw a man on November 6 in the Frankfurt railroad station, wearing a false beard and mustache. The judge here asked Hau to put on similar disguises, and Uhlig then recognized him as the same man.

Anna Lerch, who left Washington with Mr. and Mrs. Hau in the capacity of a maid servant, testified that when Hau left London to return to the Continent, he cautioned his wife to keep his London address secret. The wife asked if she might write to her mother, and Hau replied: "Of course."

### Acted Like Crazy Man.

C. A. Bratter, a newspaper man of Constantinople, testified that while Hau was in the Turkish city, he acted like a man of a man of wealth, spent money lavishly, chartered a yacht, organized revels at a hotel with dancing girls, and boasted of his wild and great income. He claimed to have an immense income, and showed a passion for collecting precious stones.

Frau Mueller, a sister of Hau's stepmother, testified that she accompanied Hau, Sr., to London. Upon hearing of the arrest of Hau she had an interview with him in prison. She found him much altered and in a state of great mental excitement. He gave her the impression of a crazy man, holding his arms rigidly to his sides and then touching his forehead in a singular manner. She said to him:

"Are you guilty, Karl?"

To this the prisoner answered:

"No, I did not do it."

### Romance of Hau's Elopement.

Hau boarded with Frau Mueller while attending the classical preparatory school at Treves, where he was a student, and a model student, but that he commenced to show signs of amatory aberration as soon as he left the school. Referring to Hau's elopement with Frau Molitor, the witness said the couple went to Switzerland, where they were visited by Hau, senior. They soon after ran out of funds and the couple was informed, the witness continued, that the couple intended to commit suicide and that Hau had shot at Lena but missed her. Lena then requested Hau to shoot a second time, but his courage failed him. They then planned to end their lives by poisoning, but this project also was abandoned. Upon hearing of his son's troubles, Mr. Hau, senior, decided that the couple must marry, go to America and start life anew. He undertook to assist them financially.

### Seen at Molitor Villa.

The testimony at the afternoon session was considered damaging to the prisoner's case. Dora Molitor, who resides in a confectionery shop in Baden Baden, the day of the tragedy between the hours of 3 and 4 o'clock in the afternoon, said she walked with an English lady, the wife of the Molitor villa. She noticed there a tall man wearing a heavy black beard, which both she and her escort regarded as false. The witness was unable to say whether or not the man was Hau, but she declared the collar of his overcoat was turned up as other witnesses had described. Upon hearing of the murder of Frau Molitor, she said she remarked it could only have been committed by "that man."

Otto Bechter, a barber of Frankfurt, testified to making a beard for Hau, who had explained that he wanted to surprise his relatives, whom he had not seen in five years. Hau put on the beard in his shop on the night of November 5, and started in the direction of the railway station carrying his valises.

A porter named Henschler, of the Frankfurt Hotel, recognized the witness stand a telegram which Hau gave him addressed to Mrs. Hau in London. Henschler read the telegram at the time and was struck by the request contained therein to keep Hau's address secret.

### Wife Jealous of Sister.

At the evening session the court took up the affidavits of Paris witnesses. A waiter in the Hotel Regina swore that he heard a lively dispute between Mr. and Mrs. Hau on the day the telegram was sent to Frau Molitor. The judge asked Hau if Olga was the cause of this quarrel and Hau leaned forward, evidently intending to answer. But he suddenly opened the door and refused to answer. The judge warned the prisoner that he had better answer the question; thereupon Hau said that the dispute was the first time when his wife reproached him with being too intimate with her sister, Olga. He, however, calmed her, he said, by telling her that he was in love with Olga Molitor, recalled, testified that Mrs. Hau gave her a similar version of the affair.

### Able Man, but Amorous.

Hau, continuing his testimony, said this dispute was the cause of his sending his telegram to Frau Molitor to come to Paris immediately. Olga was ill and the reason for this action was that he wanted to get Olga away as soon as possible. The judge pointed out the weakness of this statement, saying that Hau had prearranged the date of Olga's departure only two days distant. Hau replied that he was so ex-

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### NEW MAYOR AT HELM

BEGINS BY GIVING JOB-HUNTERS COLD RECEPTION.

Will Go After Men for Offices—No Worry About Validity of Appointment.

SAN FRANCISCO, July 18.—Mayor Edward R. Taylor, who took office this morning, He rode in a hired automobile, as the machine which Schmitt has used at the Golden Gate garage and, although the Mayor's office is in the city hall, he is being held subject to his order, he has not yet secured the services of a chauffeur.

Arriving at the new City Hall the Mayor was received by the newspaper men with their cameras. He proceeded to the City Hall, where he found a number of people who had waited all morning to see him. Most of them job-hunters.

"I don't want men in office who come looking for places," he remarked to his clerk. "I want to go after the men. That is the kind that make the best public officials."

"I have no fear regarding the validity of my appointment," said the Mayor, "so that I am not allowing that to enter into my calculations. I suppose the Court has decided that as soon as there is a conviction vacancy occurs."

The Mayor has been asked by the Civic League to withdraw from the administration of the city on July 23 to discuss industrial conditions. Vice-President Fairbanks and United States Secretary of Commerce and Labor Strauss are expected to be present at the conference.

### BRIBERY FEATURE IS ARGUED

Judge Lawlor Instructs Counsel as to Propositions.

SAN FRANCISCO, July 18.—Arguments of opposing counsel in the bribery case of the testimony of ten Supervisors other than Charles Boxton, that they were bribed by Theodore Halsey, occupied the afternoon session of the Superior Court. The case is the most important of the year, and the outcome is that most of tomorrow will be likewise consumed. Incidentally, a point of much legal interest and criminal importance is involved. Whether a bribe-taker is an accomplice of the bribe-giver. The California Appellate Court has decided that he is; but the Supreme Court never has been called upon to finally determine the question. Judge Lawlor remarked today that he will pass upon the matter before composing his charge to the jury.

The contention of the prosecution is that persons are not accomplices in the meaning of the law unless they are in dictable for the same offense, and it is pointed out that in this state bribery-taking (or offering) is one offense, and bribery is a distinct offense, each different and punishable.

At the close of the morning's debate, Judge Lawlor entered into an extended review of the argument to date. "I wish the counsel to confine their argument to this general proposition," he said: "Is this evidence offered by the state with the intention of showing guilty knowledge, or is it offered as original evidence to establish the charge before the court?"

Henry at once answered that he offered it on both grounds.

### CONDEMNNS MODERN IDEAS

Pope's Syllabus Enumerates Errors of Liberal Catholics.

ROME, July 18.—The syllabus promulgated by the Pope yesterday with regard to the so-called modernism in the faith contains a preamble which sets forth that the Roman Catholic Church, under the pretext of examining dogmas, explain them in the name of history in such a fashion that the dogmas themselves disappear. To prevent such efforts, a preamble says, the Pope has ordered a congregation of inquiry to note and reprove the principal errors and with his approbation 82 propositions are condemned. These include:

Divine inspiration does not guarantee all and every part of the Holy Scriptures against error.

The resurrection of the Savior is not an historical fact, but is purely supernatural. It can neither be demonstrated nor is it demonstrable.

The Roman Catholic Church became the head of all churches not by divine ordinance but by purely political circumstances.

The church is the enemy of natural and theological sciences.

The Christian doctrine was first Judaic, then Pauline, then Hellenic, then universal.

The principal articles of the Apostles' creed had not the same significance to the primitive Christians as they have to the Christians of the present time.

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## DISSENSIONS IN THE RANKS

STRIKING OPERATORS CRITICISE NATIONAL CHIEFS.

Concessions Offered by Companies at San Francisco Rejected—Small and Committee Disagree.

SAN FRANCISCO, July 18.—It was a day of activity in the ranks of the striking telegraphers at Oakland. There were committees appointed and many important consultations held and during the afternoon several operators waited on the three members of the executive committee, M. J. Kelly, S. J. Koenig and J. M. Sullivan, but absolute silence was maintained as to the meeting or the trend of the discussions.

It was evident from the bearing of the conference that the situation was considered serious and there were hints of increasing friction among the leaders of the strikers. The executive committee came for severe criticism by the Western Union Company, including, it was stated, a 25 per cent increase of pay after the telegraphers were at work, President Robert C. Clowry, of the Western Union, said he wished to unqualifiedly deny that

they make individual application and are not objectionable to the superintendent. The men would be required to provide Mr. Kelly said, to give faithful service and discontinue all agitation and interference with the company's business. He informed Mr. Storck that the same salaries and conditions as existed before the strike would prevail.

Mr. Kelly said he took this action at the request of United States Labor Commissioner Neill.

### Clowry Denies Rumor.

NEW YORK, July 18.—When he learned that the striking telegraphers in a meeting at Oakland, Cal., today had voted to refuse concessions offered by the Western Union Company, including, it was stated, a 25 per cent increase of pay after the telegraphers were at work, President Robert C. Clowry, of the Western Union, said he wished to unqualifiedly deny that

any advance in salaries had been promised the strikers.

### PERSONAL MENTION.

T. J. O'Brien and family will leave today for Newport, to be absent six weeks. Rev. Edward M. Sharp, D. D., of the Mount Tabor Presbyterian Church, has been granted a vacation by his church. Some time next week he and his wife will go to Newport for a rest.

CHICAGO, July 18.—(Special.)—Oregon people at Chicago today: Palmer House—Luke Housekeeper and wife, J. Harrison and wife, M. J. Quinn, Dr. Leubach, Portland. Brevoort—G. R. Haas, Portland. Wellington—F. T. George, Portland. Great Northern—G. Stolz and wife, Salem. Victoria—Mila Beskowitz, Portland.



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