

FAVORITE FROM PORTLAND MAKES HIT ON BROADWAY

Josephine Victor, in "Martinique," Appears in Play Woven Around Life in West Indies—Tale Is Romantic One.



Scene From "The Night Boat"



Josephine Victor in "The Purple Mask"

BY ELIZABETH LONBERGAN. NEW YORK, May 15.—(Special.)—Josephine Victor, a Portland favorite, made her appearance on Broadway after an absence of nearly two years as the featured player in "Martinique," a play of the West Indies by Laurence Eyre. Miss Victor's work was highly praised by the critics in spite of the fact that some of them thought the drama not good enough for her splendid talents. "Martinique" is a romantic tale of the French West Indies. The heroine has spent most of her time abroad and returns to the home of her father's childhood, expecting to find the high-bred relatives of whom he has spoken. She has not known that her mother was a half-breed from the islands and not the lawful wife of her father. So there was not a particularly cordial welcome for her in the home. The play is a Broadway production. The entire company sailed for the London opening. Without any warning the play was broken up by hoists and shouting such as has never occurred in the memory of London theatergoers. The play, when later presented, received a cordial ovation. Several reasons have been assigned for the demonstration, but the most logical one seems to be a personal tribute to the manager, Charles B. Cochran, who recently took part in a newspaper controversy and declared that "the British theater is a hotbed of snobbery."

WOMAN NOVELIST DECLARES "DE LUXE" GIRL IS DOOMED

Old-fashioned Virtues Are Coming Back, According to Nalbro Bartley, Author of "The Gorgeous Girl."

"The de luxe girl is doomed," says Nalbro Bartley, the novelist, whose studies of American life in her latest work, "The Gorgeous Girl," have established her as an authority on the woman question. "The dazzling debauchee of the latest 'isms' who dances through her glittering life at a smart jazz tempo and who has held the center of the stage undisputed these last few years, will pass," she thinks, and even ventures to prophesy that the new leading lady will be no other than the old-fashioned girl who is so out of style just now that we display great

Every one knows her. Take any cross section of American life, and you'll find one or two of her. In a sense she's a product of the war; for every war, every social upheaval, brings to the surface a type of person quick and very wobbly fortunes which are lavished on the daughter or wife who lacks the training and cultural background which would help her spend it gracefully. But she feels a sort of moral obligation to advertise her prosperity and she flatters from one extravagance to another, running all the gamut of amusements for the idle rich. She's a type, the Gorgeous Girl. She has no individuality—a type can't have—and is to be pitied, not envied. Every little shop girl that stands behind a counter in the ten-cent store has a better chance to be a real individual and has a bigger fling at life.

PUBLIC UTILITIES HAMPERED IF CITIZENS NOT FRIENDLY

Investors Become Shy and Necessary Capital Difficult to Obtain—Flat Fare on Street Cars Found Serious Handicap as Citics Become Larger.

In this series of articles, of which this is the second, Mr. Benbow will deal with the subject of public utilities, their operation, their franchises, their rates, their ownership, and will take up such subjects as public ownership, rates of public utilities, service at cost, franchise laws, and other plans that have been tried in various American municipalities. BY WILLIAM C. BENBOW. TRADING corporations were nearly always strictly private. That is, they were conducted simply and solely for a profit to the incorporators. Private corporations which furnished the citizen any kind of public service, gradually became differentiated from other private companies. This was especially true of transportation corporations. The authority of transportation corporations, railroad companies, to do business was usually brought about by the corporators filing articles of incorporation with a public officer, one of the states, stating the purpose of the company. The state law generally provided for the filing of these articles. Sometimes, in order to develop the public domain and to assist the public lands of the United States were made to them. These grants were in the nature of gifts. They generally provided, however, that a certain number of miles of road be completed within a given time. These companies, because of the very nature of their service and the exclusive occupation of certain districts, soon took on a monopolistic character because a great deal of expense was necessary in order to build a competing line. They, at first, set their own prices for the services they rendered. That is, they charged such prices as were agreed upon between them and anyone desiring transportation.

Some Control Necessary. As competition, where there was any, became less because of the combinations of small companies into larger ones, the public became convinced that some kind of control, especially as to rates, should be in the public or rather in officers selected by the government. As a result of this agitation congress, in order to secure uniform and reasonable rates, enacted the interstate commerce law creating the interstate commerce commission. Very soon after this, railroad commissions were created in the different states regulating local railroads, and intrastate roads as they are called. At first these state bodies only had power to regulate freight and passenger rates of transportation companies. Later they were given power over other public utilities, such as street-car companies, telephone companies, telegraph and telephone companies and water, light and power companies. The original transportation corporations never gave anything for the right to conduct business and no agreement was made in their articles of incorporation as to rates. But with other utilities it was different. Street-car companies, telephone companies usually provided in their franchises from the municipality, for a definite price for a definite service. The courts held these franchises to be contracts between the city and the utility companies, and the utility companies themselves, unless with the consent of both contracting parties. But the public service commissions of the different states, acting for the state, often modified or changed the rates. They also, in many instances, made orders increasing or decreasing the burdens of the utilities in many ways. Also, many cities enacted various ordinances, under their police power, increasing the duties and obligations of these companies. States Upheld By Courts. On account of the fact that these companies rendered a necessary public service and that competition, as a regulator, was believed to be negligible, the courts generally sustained the power of the state, through its public service commission, to regulate rates and to impose or modify the burdens of these companies. These rulings, in effect, practically placed the utilities and their property at the discretion of the public service commissions of the different states. The attitude of the commission toward the utility companies, very largely, their success or failure. This responsibility makes the work of these commissions very hard.

For this reason, among others, investors become reluctant to invest in or loan money to any such companies. The great motive to the success of an enterprise, viz., the hope of a substantial profit, was weakened or taken away from investors because of the loss of confidence in such adventures. Even if they were satisfied that the management was worthy of confidence and that the field of utility was good and that a bright future was before it from an economic standpoint; yet, they had to consider the unknown factors, public opinion, politics, the mental attitude and caliber of the particular commission of the state, etc. These factors being vital under the commission plan of public control, rendered these investors very doubtful of making investments in such utilities. Hence, it will be seen, a friendly attitude on the part of the public and the commissions of the different states, enables these utilities to properly function and to render the service they are expected to render to the public. Utility companies, meaning by the phrase, public utility companies, other than railroads, obtained their right to do business through articles of incorporation the same as railroads, but they also obtained certain rights in particular cities or districts, by reason of contracts with the local city government. These rights are called franchises. These franchises were agreements between the city and the public utility, hence, subject always to control by the state in the public interest. These agreements were at all times subject to the power of the state to change, as against the agent, the city.

These agreements provided for the use of the public property of the city usually for a limited time; such as the right to occupy a street with poles and wires, or the right to occupy certain parts of a street with tracks, or to

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AGNES BURR, JOHNNY KANE IN THE SCREAMINGLY FUNNY MUSICAL COMEDY, "OH, BABY!" ZA-ZU PITTS (SHE'S "SOME BABY" ALSO), IN THE PHOTOPLAY BRIGHT SKIES ANOTHER OF MARCUS LOEW'S "DE LUXE SHOWS"

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