

Car Fare Based On Service Cost Urged by Nixon

Recommend 'Flexible Rate' in Report to Legislature; Holds Increase Needed to Save Some Companies

Suggests Merger of Lines

Disapproves Granting of Perpetual Franchises and Outlines Substitute Plan

Lewis Nixon, Public Service Commissioner, sent to the Legislature yesterday a special report on the traction situation in New York City. The report is in response to a concurrent resolution of the Legislature asking for such information. The resolution requested the commissioner to inform the Legislature whether he believed, as a result of his investigations, that it is possible for the traction companies to render adequate service at the present five-cent fare.

Commissioner Nixon reported that not all of the traction companies can give adequate service at the present fare if present conditions continue. He recommended the establishment of a flexible fare, based on the cost of service. The report, after reviewing the entire transit situation, gives the conclusions of the commissioner, as follows:

1. "The city's subway operated by the Interborough Rapid Transit Company, if operated alone, very probably can survive under the present rate of fare. The Interborough as a system, including the Manhattan Elevated Railways under the present lease, cannot do so. A receivership can be avoided only by a subordination of the investment interest charges or the supplying of moneys outside of revenue.

2. "It is doubtful whether the New York Consolidated Railroad Company, which operates certain city subways in connection with the Brooklyn elevated lines, can continue at the present rate of fare under the present contracts and pay interest on municipal and company bonds.

3. "It seems clear that the surface car lines in Manhattan and other boroughs must have more revenue or their deterioration will continue at a progressive rate. Unless relief is given, further deterioration may be expected.

4. "Even though the companies were able to continue operation as at present, something must be done to provide funds to take care of deferred maintenance. It is idle to talk of continuing operation and neglecting the upkeep of the property.

5. "The Commissioner suggests a plan of reorganization of all the companies into one company, or, if that is not possible, one large company with a single management in the area now covered by the Interborough Rapid Transit Company and one for the area served by the Brooklyn Rapid Transit Company. A simple increase of fare, without corresponding con-

cessions on the part of the companies, should not be considered under any circumstances. "Perpetual franchises for surface lines should be abolished. The securities should be refunded and based on a fair appraisal of the properties and amortization should be provided to vest title in the city after a certain term of years.

"A flexible cost of service fare should be established, controlled by a public fund, and consideration should be given to the remission of taxes and paving charges because all expenditures are reflected in the fares charged."

Cost of Service Plan Commissioner Nixon suggests six months as the tentative period for such a cost of service fare, the receipts from which should be used only for cost of operation and maintenance and not one cent for dividends of any nature. At the end of six months the fare can be determined for the next six months. The reorganization plan should include the modification of the dual subway contracts.

The report says the situation in New York City is different only in degree and local conditions from that of all other cities in the United States having electric street railways, as all such railways were hard hit by the war and the lack of action by the City of New York, the report says.

"As the result of corporate extravagance in the past and municipal inaction, the City of New York is now reaping a whirlwind in transportation shortage, bankruptcy of companies, disintegration of long established systems, double and in some cases triple fares resulting therefrom, the absolute stoppage of several important lines and the ever present threat of further demoralization and bankruptcy.

"Critics of the traction corporations insist that the companies have themselves to blame and should not be granted increased fares. They point to the large capitalization, extravagant leases and the huge dividends paid in past years, and from these considerations argue against higher rates. Their conclusion is not warranted. The situation to-day is that many companies cannot continue operation unless they get more revenue.

"New York City cannot get along without its street railroads, and a general suspension would be a calamity. The commission, however, is not in favor of a permanent increase in street car fare.

"That is the actual condition—the hard facts of the present situation. No matter how much money was made in the past, some of the companies have no money now. The situation should be met by the public authorities—must be met if a calamity is to be avoided—by the prompt passage of relief legislation. If this commission had been empowered to give adequate relief I believe that the present situation could have been avoided.

"Now is the time to take steps to guard the future. The companies' distress is the city's opportunity. They will, they must, make concessions to the city in return for permission to raise rates, and if the municipal authorities would enter into negotiations to that end I feel confident that the situation can be saved. For months I have endeavored to bring about such negotiations, but without success."

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He has been far from well ever since his package sent to Judge Otto A. Rosenthal and died before he was buried. Skill and uncanny luck saved him from death. Only once he was injured. This was in March, 1912, when he was called to examine a suspicious looking package sent to Judge Otto A. Rosenthal. Just this once his fortune and his cunning failed him. The bomb went off while he was holding it and took most of his right hand with it.

During the epidemic of "Black Hand" cases ten years ago, during the war and, more recently, during the whole sale bomb outrages by anarchists, the work that Egan did was invaluable to the city, state and nation. He knew the make of every bomb and human ingenuity could devise and often was able to aid the police materially by identifying this or that infernal machine as the handwork of definite individuals.

North Shore Line Proves Physical Inability to Run Public Service Commission Convinced Trolley Co. Can't Operate Because of Storm and Lack of Funds

Hourly Service Restored To Philadelphia

Central Railroad of New Jersey Express trains leave New York, Liberty Street, for Philadelphia week days at:

7:00 A. M., 8:00 A. M., 10:00 A. M., 12:00 Noon, 2:00 P. M., 4:00 P. M., 5:00 P. M., 6:00 P. M., 10:00 P. M., and 12:15 Midnight, all with connections from West 23rd Street, except the Midnight train. Parlor cars on all day trains and dining-club cars at convenient hours. Sleeping car on Midnight train open from 10:00 P. M. to 7:00 A. M.

Additional trains will also be run from Philadelphia to New York.

Owen Eagan, Bomb Expert, Drops Dead

Man Who Flirted With Explosives for Twenty-five Years in Police Work Is Victim of Indigestion

Friend With Him at Death

Seriously Injured but Once, He Examined Thousands of Infernal Machines

Owen Egan, inspector of the bureau of combustibles since 1895, who had handled thousands of bombs and near-bombs found in the city, dropped dead of acute indigestion last night in front of the Grand Central Palace.

Egan left his home, 154 East Forty-ninth Street, after supper last night with his nephew, John T. Egan, a former alderman, make a tour of inspection. His nephew and his partner and the inspector was walking along Lexington Avenue when, at Forty-sixth Street, he met William A. Churchill, friend. Churchill noticed that Egan was walking slowly and looking pale.

"I'm sick," Egan told him. "I got a pain in my stomach. Take me to a drug store restoratives were administered. Egan revived and asked Churchill to take him home. In front of the Grand Central Palace he collapsed. He was taken to an ambulance from the Reception Hospital could reach him.

For a quarter of a century "Owen," as the city called him, flitted daily through the streets, calmly containing more of the nature and anatomy of bombs than any other man in the country. Scarcely a week passed since his appointment that he was not called by the nature of his work to examine a suspicious looking package sent to Judge Otto A. Rosenthal. Just this once his fortune and his cunning failed him. The bomb went off while he was holding it and took most of his right hand with it.

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CAPTAIN CHARLES K. TAYLOR Captain Charles K. Taylor, fifty-six, of 19 Rosemont, died Sunday morning at his home, San Francisco and New York Towboat Company, died Sunday while on a visit to Essex, Conn. He was widely known among pilots and watermen on the New York and Jersey waterways and had spent almost forty years in the towing and transportation business in and around the port of New York.

LESTER H. RILEY Lester Howard Riley, a son-in-law of F. P. Proctor, the vaudeville magnate, and well-known in theatrical circles, died on Monday after a brief illness. He was the son of the late F. P. Proctor theatrical enterprises, and a member of the Sons of the Revolution, the Elks, Masons, the Friars Club and a Shriner. He served in the war as a sergeant with the 9th Coast Artillery.

FRANK P. NEWKIRK SPRINGFIELD, Mass., March 2.—Frank P. Newkirk, a member of the board of agricultural agents, and was an appraiser for the Federal Reserve Bank, Springfield, died today. He was formerly a member of the Three Counties Agricultural Society, and was appointed a member of the Board of Agriculture by Governor Foss, which office he had held since.

WILLIAM S. RONEY CARLISLE, Pa., March 2.—William S. Roney, who for thirty-five years had been in the employ of the New York and Chicago as auditor of the Vandelin Lines, with offices at Terra Haute, died here today in his seventy-seventh year. He started railroad work with the Cumberland Valley Railroad.

KARL VON MARTINS BERLIN, March 2.—Announcement is made of the death of Karl von Martins, a noted chemist. He was the founder of the Berlin Aniline Dye Works.

THE REV. JOHN L. RAY The Rev. John L. Ray, brother of United States Judge George W. Ray, died at the home of his sister, Mrs. Mary F. Ray, 67 Hill Street, Brooklyn, on Monday. He had been in the

General Duvall Is Dead After Long Career in Army

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