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MUNICIPAL OWNERSHIP THE SLOGAN

POPULISM AND SOCIALISM.—If it is Populism and Socialism to indorse the act of March 17, 1897, passed by the Populist legislature, then the Republican legislature of 1905 went the full length when it re-enacted the first section of the act of March 17, 1897, with additional powers, which act was approved on March 11, 1905, and is now in force. The Republicans are now estopped to claim that providing for the condemnation, purchase, construction, ownership and operation of street railways is not Republican doctrine; Laws 1905, Chap. 159, House Bill No. 276.

CHEAP STREET CAR FARES.—Hull, England, under municipal ownership, has a 2-cent fare on all lines for all distances, and made a net profit, during the year 1903, of \$122,000. Cologne, Germany, in 1898, had a clear profit of \$244,600, and as the profits have increased regularly, it is hoped that in 1914 they will amount to \$566,400. There is a charge for yearly tickets on all lines of \$28.56; monthly tickets good on all lines, \$2.38. Liverpool, England, fares reduced 50 per cent, wages increased 10 to 15 cents per day. Glasgow, Scotland, fares reduced 50 per cent, wages increased 25 per cent. Leeds, England, fares reduced 62 per cent, wages raised 5¼ cents per hour for conductors. Sheffield, England, fares reduced 50 per cent, wages increased 8 cents per hour. Hull, England, fares reduced 50 per cent, wages increased 15 per cent to 50 per cent. Salford, England, fares reduced 25 per cent to 30 per cent, wages increased 30 per cent. Aberdeen, Scotland, fares considerably reduced, wages increased \$1 per week. Cardiff, Wales, fares reduced 50 per cent. Dundee, Scotland, fares reduced 50 per cent, wages increased 50 per cent. In the cities above named the fares range from 1.7 cents to 3 cents; none more than 3 cents.

GREAT BRITAIN. Ninety-nine municipalities own their own street railways; 240 own their own gas works; 931 their water works; 181 their electric light works.

SWITZERLAND.—Nearly all of the telephone systems are owned by the municipalities. In Germany, Wurtemberg Bavaria, Bulgaria, and some of the Australian states, all telephones are owned by the public. In Norway and Sweden most of the telephone systems are owned by the municipalities. Holland, Amsterdam and Rotterdam secured franchises for municipal plants. In France the telephones are owned by the government. In Denmark telephones owned by the government. In Trondhjem, Norway, the average rental of the telephone is \$13.25 per phone per year; subscribers speak to eleven towns within a radius of 50 miles for five minutes for 5 cents; Stockholm, \$20 per phone, communication within a radius of 43 miles; Duchy of Luxemburg, 44x30, uniform yearly charge \$16 per phone, and each subscriber can talk all over the duchy; Switzerland, \$8 per phone, plus 1 cent for each call; Zurich and other cities, \$15 per phone per year; Sweden, the average rate is \$10 per phone per year. If in the countries mentioned telephones can be furnished so cheaply, why is it that we are required to pay \$6 for an ordinary office phone and such high rates on communicating on long distance phones? Why allow the telephone companies to take from this city \$500,000 per year and send it east when we need the money here just the same as we need the blood in the body to sustain life?

WATER WORKS.—Nine towns in State of Illinois own their own water works and furnish water to the citizens from \$4 to \$6 per year to the family, while in Seattle the cost, under the present management, is \$15 per year. Yet there is no reason why water cannot be furnished cheaper in Seattle than in any other city in the world.

ELECTRIC LIGHT.—In 18 cities of the United States owning their own electric light plants, the arc lights have been reduced 50 per cent, so that the arc light that in Chicago cost from \$105 to \$125 per year, only costs on an average of \$50 per year. Seattle can multiply the power of its electric light plant over and over again as it comes down the Cascade Mountains. The power is unlimited and inexhaustible, and can be furnished cheaper than in any other city in the world.

GAS. Under private ownership, gas is furnished to the people of Seattle at \$1 per thousand feet, but in all the municipalities owning their own gas works, in this and foreign countries, gas is furnished on an average of 50 cents per thousand feet.

MORTGAGE.—In municipal ownership, the whole city is not mortgaged; the taxes are not increased; but the franchises of the works are mortgaged, and the operating expenses and payment for the franchises are all paid out of the income from the franchises. In purchasing the street car system and the telephone systems, there will be no mortgage and no increase of taxes upon the city generally; but the street car franchises will be mortgaged and the telephone franchises mortgaged to pay the expenses and purchase price; when paid, the profits will belong to the city. It will save to this city per year, at the present rate, more than \$2,000,000, and in the near future, perhaps double that sum, all of which will remain in Seattle and furnish the money to carry on business and build up the city and surrounding country. But if the blood is taken from Seattle at the rate of two or three million dollars per year and shipped away, it will keep us in an exhausted condition.

WILL ENCOMPASS THE WORLD.—The people of the world are becoming enthusiastic for municipal ownership of public utilities. Denver, Colorado, has a red-hot fight on hand now in favor of municipal ownership of street railways. Chicago has voted in favor of owning its own transportation system, and the private owner of street car lines has seen the handwriting on the wall and has offered to sell out cheap to the city, as no more franchises can be secured by it or them. In Ontario, the city of St. Thomas owns and operates its own street railway within its corporate limits. In Canada, Toronto, Ottawa, Hamilton, West Mount, Montreal, Calgary and Kingston are all agitating the municipal ownership of public utilities, and within the next few years, all of the cities of Canada will have municipal ownership of public utilities.

SEATTLE.—Seattle cannot afford to allow private corporations to fatten off of the profits made in the private ownership of the public utilities. If the street car system and the telephone systems can take from the pockets of the people, as profits, at this time, near \$2,000,000, then when the city has a population of 1,000,000 inhabitants, they will take five times that sum. You may talk about your Lake Washington canal and your Alaska gold, but when it comes to taking from the people the enormous sums of money that is now being taken and will be taken and shipped east, it is perfectly astonishing. The only salvation or this city is to immediately purchase, condemn or build street car lines, and furnish to the people transportation, telephone service, water and light at the least possible cost. This city cannot stand back when all the civilized world has realized the necessity of municipal ownership. There is no argument in saying to put it off to some other time. Now is the time. The longer it is put off, the more it will cost the people to get it back. The people now have given away their franchises, and it will cost them a large sum of money to get them back. If managed rightly, the public utilities can be owned by the city, and the Lake Washington canal can be built by the people of this city, and all of them be paid for within the next ten years for less than the net profits made by the private ownership of public utilities.

Why pay tribute and great profits to foreigners when we need the money at home? If this city and county increases in population as we expect it will increase within the next thirty years, the private owners of public utilities, if allowed to hold them during that time, will take in net profits from this city not less than \$100,000,000. It staggers us to think of \$300,000,000 being expended in building the Panama Canal, yet, in the next thirty years, at the present rate of profit being gathered in by the private owners of the public utilities, we will have given away one-third enough money with which to construct the Panama Canal. It is no wonder that the people of other countries and other cities have become alarmed at the greed and avarice of private corporations and have resolved to own the public utilities. Did you ever think that the saving of \$100 per year for each family for thirty years would mean, with 6 per cent compound interest, more than \$5,000? You owe it to your children and your children's children to save for them the enormous leak that is now going on. You will meet with opposition. Private corporations will have strikers, clackers, hired servants, rustlers and