

WRECK SURVIVORS HELD FOR MUTINY

Newfoundland Sailors Claim Ship's Officers Died in Gale at Sea.

PHILADELPHIA, Oct. 17.—Four sailors, survivors of the wreck of the British schooner Onata, who were picked up hundreds of miles from shore by the American steamship Zirkel, have been brought here. The survivors, all from Newfoundland, say the captain of the Onata, James Brunette, and his brother, Ernest, first mate, were crushed to death by the shifting of the ship's cargo in a gale. Their stories, however, do not agree with that told by Capt. Daniel A. Sullivan, master of the Zirkel, which arrived here today, and all four men were locked up at the Gloucester immigration station on charges of mutiny. They will be turned over to the British consul.

Captain Sullivan declared that when he drew near the schooner he plainly could see what appeared to be a general fight raging on the little craft's deck amidships and that one of his officers said he had heard what he believed to be two pistol shots.

The Onata, a 105-ton schooner, was bound for a Newfoundland port from Oporto, Spain, with a cargo of salt. Officers of the Zirkel believe the little craft sank shortly after the four men were taken off.

WOULD OPEN YACHT RACES ON JUNE 24

New York Yacht Club, yesterday made public a cablegram from the Royal Ulster Yacht Club, outlining conditions under which it will race for the America's cup.

The Royal Ulster Yacht Club recently issued a challenge on behalf of Sir Thomas Lipton. The cablegram said: "We challenge to sail a series of matches for the America's cup with the yacht Shamrock IV against any one yacht built in the United States of America. First race to be sailed June 24, 1920; second race Saturday, June 26; third race Tuesday, June 28. Further races, if any, to be sailed on each following Tuesday, Thursday and Saturday."

The cablegram further says that the race shall be sailed according to the conditions named for races given in 1914, in which the Shamrock IV was to have taken part. No decision in reference to the challenge has yet been made by members of the New York Yacht Club, but it is expected that it will be accepted.

RED-HEADED SCION DISOWNED BY WILL

CHARLESTON, W. Va., Oct. 17.—John E. Boggs always hated red-headed babies. And he wasn't satisfied with hating them while he lived, but left a will stipulating that his farm shall not become the property of his daughter if she has a red-headed child.

Problems of Washington The Street Car Muddle

(Continued from Page One.)

struction in line with progressive ideas and policies, and such increase in the fair market value of the real estate actually used in this public service as may have occurred up to the time of the valuation.

If the owners of a public utility, using public franchises with substantially monopolistic rights, are assured a fair and legitimate return upon the money, and all the money lawfully and prudently invested in their property, they will receive all to which they are rightfully entitled.

A public utility is neither a stock jobbing enterprise nor a speculative medium. It is essentially a public function for a public purpose, and the sooner the owners of the utilities get this idea into their heads the more quickly will they be able to realize their true relation and duty to the public.

A striking illustration of the importance to the public of the valuations made by the Commission is seen in the case of the Potomac Electric Power Company. The valuation of its property resulted in an order decreasing its rates to over 25,000 consumers of electric energy for lighting purposes and a saving to them of eight hundred thousand (\$800,000) dollars in two years if the courts sustain the work of the Commission.

The amount so far saved to the public on this item alone is over four times the cost to the public of all the valuations of all of the public utilities in the District.

Gives Substantial Basis.

The valuation of the street railway properties has given the first substantial basis upon which their rates could be adjusted or their merger considered. If the fair value allowed by the commission is sustained by the courts there has been established a foundation upon which could be built a merger of the systems, fair both to the owners and to the public.

This basis would be now established if the companies abided by the valuations of the commission, but as they will probably appeal to the courts, we may have to await judicial action before the final fact of legally determined valuation is accomplished.

At any rate, the first great step has been taken in the valuation of these properties by the commission, and the public utilities law provides that its action shall be presumed to be reasonable and lawful unless the contrary is shown by clear and satisfactory evidence.

Pending the final determination of the valuations already made, and assuming that some steps may be possible to lessen if not solve some of the present difficulties, it is interesting to consider just what might be accomplished. Of course, if the respective companies desire to merge substantially upon the basis of the valuations made by the commission, such a merger could undoubtedly be accomplished, and that it would tend to remedy existing conditions is undeniable.

In the absence of such an inter-company agreement, Congress could enact a law for the condemnation of the property of both companies and place them in public ownership, but this would require the submission to a condemnation jury or commission of all the evidences of value which have been before the Public Utility Commission for years. An appeal to the courts would follow in all probability from any award made by a condemnation tribunal, and the long delays consequent upon such a proceeding are inevitable.

It is probable public ownership of street railways and other essential municipal utilities will finally come, but it may sincerely be doubted whether the people are now ready to undertake the burden, or whether Congress would be willing at this time to authorize them to carry it.

We are living in a very practical world, and it is not unwise to consider some alternative proposition which might lead to substantial results and give some of the most essential benefits of public ownership without the assumption of its administrative burdens and financial responsibilities.

Must Be Assisted.

Before a plan of this kind can expect favorable consideration, it is necessary to realize that under present conditions a consolidated system can not give transportation at five cents or six tickets for a quarter with usual transfers, without some assistance from the public treasury. The propriety of such assistance is based upon the relation of street railway systems to a municipality and to municipal activity, prosperity and development.

It is obvious that the main value of a street railway system in a city is to transport people to and from their business and about their business. A street car is rarely used as a vehicle of pleasure and it has certainly ceased to be a joy-riding vehicle in Washington.

The ability to transact business is usually dependent upon the ability to get to the place where business is transacted, and thus the commercial life and prosperity of a city are largely dependent upon its transportation facilities. The benefit of street car lines is not confined to those who use them, but extends to the merchant and business man in making his place of business accessible to patrons, it extends to holders and owners of real estate in enhancing its value and to those who own or occupy dwelling houses for the same reason.

An analogy might almost be made between the street railway system and a municipality and the circulation of blood in the human body. When the

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circulation of a city's traffic is sluggish and impeded and imperfect, it has the somewhat similar effect upon the business health of the community that the same imperfections would have if the circulation of a human body were likewise affected.

A Public Matter. Therefore it is that a street railway system in a municipality may properly be looked upon as an essentially public matter, and the cheaper its service and the more extended and widespread its operations the more it will promote the prosperity of all of the people of a city and increase the value of their property whether improved or unimproved, business or residence.

If this is the correct view of the relation of a street railway system to a municipality then it is not only no hardship, but is right that the people whose business opportunities are increased and whose property is made more valuable by the existence of such a system and will be made more valuable by its continued expansion should be willing to bear through taxation some of the burden of the benefits they are receiving.

It is undeniable also that street railway transportation should be as cheap and as accessible to all persons in a city as possible without unduly burdening them with taxation.

For these reasons, where a fair value for fixing rates has been finally ascertained, and where the owners of a street railway system are limited to a fair return upon their investment, all taxation should be removed from the property and earnings of the company, the cheapest possible rate of fare should be fixed without unreasonably increasing general taxation, all costs and extensions of their lines should be made by the city and paid for by the issuance of bonds if necessary, and any deficit between the gross revenues of the system and its operating expenses, interest charges, depreciation reserve and a fair return to the owners should be satisfied annually from the public treasury.

If Congress passed an act incorporating a company or authorizing a merger upon those conditions it is likely that public sentiment would force a merger in time.

A Constant Check. The representation of the public on the board of directors of the consolidated companies would be a constant check upon unnecessary expenditure, and the regulation of the service by the Public Utility Commission would insure that character of service which the public deserves and would meet the objection that the operation of the system would

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PROVIDENCE COWS NEED NEW BUILDING

The Providence Hospital, Second and E streets southeast, is in great need of \$25,000 for the construction of a barn and outhouses to care for a herd of cows.

These animals supply milk and its nutritious by-products for patients, the poor, and the children of the ward and day nursery. The hospital has a little farm, but in order that the cows be housed properly and the milk, cheese, and butter, be handled in an efficient and sanitary manner, the construction of adequate buildings is imperative.

Excellent work is being done by the hospital in eliminating malnutrition and stamping out disease by proper nourishment.

Contributions in response to the appeal for much-needed pecuniary aid whether large or small will be gratefully received by Sister Mary Beechman at the hospital.

FORMER U. S. SLEUTH DIES. EMPORIA, Kan., Oct. 17.—Hiram O. Whitley, formerly chief of the Secret Service Bureau of the Treasury Department and a civil war veteran and buffalo fighter, is dead at his home here.

Post Remittances

Money may be transmitted to persons in foreign lands and payment made to them in their local currency by means of POST REMITTANCES.

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