

THE WEATHER
Fair tonight and Sunday; slowly rising temperature; gentle winds mostly southwest.
TEMPERATURE AT EACH HOUR
6 9 10 11 12 1 2 3 4 5
48 49 46 47 48

Evening Public Ledger

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CLEMENT 7-CENT FARE RULING IS JUST WHAT MORGAN & CO. WANTED

New York Used It as Argument, but Twisted Facts

BUT WHY WAS SNOW REPORT MISSTATED?

Engineer Did Not, as Clement Claimed, Prove Need of Advance

COL. MCAIN DEMANDS PRODUCTION OF PAPER

Sequestration Gives Rise to Ugly Rumors Reflecting on Commission

BY GEORGE NOX McCAIN

When Commissioner Samuel M. Clement, of the Public Service Commission, announced his decision for a seven-cent fare and three-cent exchanges, stating that it was based upon the findings of the commission's engineer, he believed the decision to the P. R. T. Co. had made a statement that is not borne out by facts.

On the highest authority, it can be stated that the figures submitted by the commission's own engineer, Mr. Snow, do not bear out Commissioner Clement's report and findings.

A misstatement of fact under the circumstances which are of financial interest to several million people, is a very serious thing. It involves not only Mr. Clement but the entire commission indirectly which accepted his report and assented to it on the basis of his statement to them.

When the complete findings of Admiral Clement Snow are brought out under cover by Mr. Clement his figures will settle the unpleasant controversy and also numerous unfortunate rumors that are current in political and financial circles.

It was a peculiar fact after the decision had been published, or before, that the press interests could do their work. "The Subway Sun," a publication in the interests of the New York traction system, announced the fact in bold black letters.

A copy of "The Sun" poster was immediately pasted up in every Interborough car in New York. It reads as follows:

In All But New York

The Pennsylvania commission has just authorized a seven-cent fare in Philadelphia. The existing three-cent charge for transfers will remain.

This is done to prevent damage to the city's service and to permit its expansion.

New York is the only large city left where this policy has not been followed.

Morgans Wanted Lower Fare Here

The great financial interests, with Morgan & Co. at their head, had received a rebuff from the New York Court of Appeals. The higher court had decided in the case of the Brooklyn Rapid Transit that the New York board of city estimates was the only authority in which franchise contracts with the traction company and subways were involved.

The appeal to the higher court was taken in the attempt to secure an increase over the present New York five-cent fare.

It is well known in financial circles that the Philadelphia Rapid Transit Co. would like to see the Morgan company in the country, because of its five-cent fare, while the others were charging anywhere from six to ten cents.

Morgan & Co., who are recognized as the financial power behind the Interborough system of New York, would naturally be greatly interested in smashing the five-cent fare system in Philadelphia.

This was the real cause of the break between Thomas E. Mitten and E. T. Stotsbury in the Philadelphia transit fight.

As long as Philadelphia, within ninety miles of New York, had a five-cent fare, the Morgans and Wall street hadn't a leg to stand on in demanding an increase over the five-cent fare for Brooklyn and New York.

Gives Morgans Fresh Start

But all is changed now. The Public Service Commission, having wiped out the Philadelphia five-cent fare, and the campaign for an increase in New York has received a fresh impetus.

But unfortunately the powers who are plastering the Interborough cars in New York with their posters about the Pennsylvania commission and the seven-cent fare in Philadelphia are publishing a number of falsehoods.

It is a deliberate falsehood.

New York is not the only big city that has a five-cent trolley fare, now that Philadelphia is out of the running.

San Francisco has a five-cent fare. It is a paying proposition, too. It is the most remarkable because it is in direct competition with the Pennsylvania lines, with municipally owned lines.

The municipally owned lines are a losing proposition, while the corporation with the five-cent fare is a winner.

Tammany is trying to get control of the New York lines; it is a part of the big scheme, the question will be very shortly decided.

As more facts come to light the ingenuity grows that the Snow report on which Commissioner Clement says he gave the P. R. T. Co. the best of the bargain when he raised the fare above what the company requested, he brought forth its concealment and the light of day.

Just What Interests Wanted

It is of interest not only in Philadelphia but in New York.

The action of the Pennsylvania Public Service Commission, it now seems, has influenced beyond the borders of the state. Morgan & Co. and all the other great financial interests are awake to the importance of the commission's action. They are taking advantage of it, as they have a proper right to do. They are utilizing as a potent argument to boost fares in New York, which is both legitimate and deserved on their part.

In fact it is just what they wanted.

ANNAPOLIS PLEBES CONFINED TO 'SAVE' THEM FROM HAZING

Forms of Hazing for Academy Plebes

Keeping a grasshopper in good health for two weeks under penalty of being thrown into the Severn river.

Standing at rigid attention for twenty minutes or half an hour, failure to do which calls for the same punishment.

Plebes unable to guess the daily dessert are forced to eat their meals sitting on the floor under the tables.

ONLY ONE HOG ISLAND BID; WILL BE REJECTED

Barde Bros. Steel Corporation Offers \$4,000,000 for Big Plant

Washington, Oct. 30.—Only one bid for the Hog Island shipyard, an offer of \$4,000,000 from the Barde Bros. Steel Corporation, of New York, was received today by the shipping board.

Chairman Benson announced that the bid would be rejected.

Admiral Benson, chairman of the board, passed upon the disposition of the yard, which cost the government nearly \$70,000,000 to build.

John A. Donald, the other member of the shipping board, was recently stricken by an attack of acute indigestion affecting his heart. His condition is still serious, and Admiral Benson expressed his willingness to assume the responsibility of disposing of the shipyard.

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