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PITTSBURG, THURSDAY, JUNE 25, 1898.

PROGRESS AND PROTECTION. The Public Safety Committee of Councils yesterday took a decisive step toward better fire protection for the business section of the city by recommending the ordinance for the fire boat and water tower.

These measures are supported by a universal recognition of their public necessity. It is evident that the plans for the fire boat will have to be carefully prepared in order to suit the special conditions of our rivers.

Another and equally important measure in the same direction was the favorable recommendation of the ordinance requiring telegraph, telephone and electric light wires to be put underground.

This is a step the necessity of which has long been evident. The delay in coming to it has resulted in the danger to the business of the streets, but that may prove an additional force in favor of the passage and enforcement of this measure.

It is not probable that the streets can be cleared of wires without a severe and prolonged struggle. The sooner, therefore, that the city is definitely pledged to the work the better the prospect that the final result will be attained.

With increased fire appliances, and the street wires of the city, the danger, obstructive and unsightly wires, there will be an immense improvement of the safety and lightness of downtown Pittsburg.

THE VITAL BUSINESS ISSUE. When our people come to fully think out the economies of water transportation they will realize with THE DISPATCH that it is the biggest and most vital business issue now before the American public.

We have already shown by columns upon columns of scientific data the immense advantages to the industries of this region that would accrue from a ship-canal to the lakes.

To show how cheaply freight is moved on the lakes we may now cite an official report just published, which gives the cost of carrying grain from Chicago to Buffalo over the water at a cent a bushel.

The cost of its further carriage from Buffalo to New York via the Erie Canal was only fifty-five cents per ton for the whole distance. The railroad charges for like service would be three to seven times as great.

When it is remembered that the Erie Canal is but seven feet deep, old-fashioned and provided with single locks only, and yet is able to establish such important economies as against the cheapest railway service, the reader can have some idea of the tremendous benefits which result from low ship-canal with the latest modern appliances. One of the leading lights of American engineering estimates that with ship-canal from the lakes to the ocean, and from the lakes to the Ohio, and a moderate improvement of the rivers of Central States and of the Northwest there would be an annual saving of not less than two hundred million dollars upon freight alone.

These figures are not flights of fancy. They are established data fairly computed from such. They will get judgment in the public mind. The day will come when natural and artificial waterways will be used to the utmost for transportation purposes. At present the resources at our disposal for the rivers, and the opportunities for canals to connect the latter with the lakes and with the ocean, are wasted and unproductive. This cannot last much longer continue so.

BROTHERLY ENTERPRISE. A rather singular case of casuistry with regard to commodity rates is under discussion by certain enterprising speculators. The rule of de minimis might without great stretching be made to apply.

A correspondent asked the Christian Advocate if it is right for Christian collectors traveling abroad to buy ancient relics for a song and then sell them at high prices. The Christian Advocate seems to regard this as a case of the old proverb, "buy low, sell high," and is not particularly favorable, and quotes the fact that a few years ago, when old eight-day clocks were selling for \$100, "a brother" would travel through the country and when he found old people with eight-day clocks "this method was to ask them if they would take for them, and if they would say \$10 he would pay them \$10 and take the clock away, and if they said \$15, he took it away."

The phraseology of the religious journal suggests that if a man should treat his flesh-and-blood brother that way by buying of him an article at one-tenth its real value, without letting him know what it was really worth, he would be denounced as a scoundrel.

It is to be presumed, although the sketch is not intended to be a complete one, that the profit before the hands of the organ, may be quite different. Nevertheless, it is not singular that the New York Post should consider this code of religious practice as showing a broader affection for the fellows who get the best of the bargain than for the Golden Rule.

The business of getting the property of old and presumably rather dull people at one-tenth its value, and then selling it at a profit, does not give an especially pleasant view of practical Christianity. But it is necessary to remark, as we intimated in the opening, that if the representatives of organized Christianity blinked at nothing worse than that, they would be doing pretty well. If the smart brother had practical edict that the old people should not sell their eight-day clocks to anyone except him at \$10, or that the fanciers of clocks should not buy except of him at \$100, the average man would have had no difficulty in recognizing it as a scarcely

concealed robbery. When practically the same thing is done in articles of universal use, like petroleum, anthracite coal or sugar, the same ethics apply. It is a plundering of the masses for the benefit of the privileged few.

But, of course, the religious journal which approves the smartness of the "brother" who got old people's eight-day clocks at one-tenth their true price would have nothing to say against combinations which increase the cost of life for the whole people. There is far too much wealth in such organizations for a journal of that class to attack.

STRATEGIC HUMBUG. The prospect of an assault on the United States Government for \$100,000,000 to build the Nicaragua Canal is rendered quite definite by an editorial in the New York Press.

That journal, which appears to have taken the function of an organ for the canal scheme, argues for it on the basis of its strategic importance. Russia, it points out, is spending more money than the canal will cost for the Siberian railway, which will not pay running expenses, simply a strategic acquisition.

By the Press concludes that the Government should furnish its credit to build the Nicaragua canal for the same purpose. To all of which numerous answers are obvious. In the first place, the purposes of a military depot in building strategic lines of communication are not exactly the models for a free and pacific republic with no dreams of conquest or necessity for repressing popular passions.

In the second place, the Government should take Russia as a model of policy. We might note that the Imperial Government has not been idiotic or corrupt enough to build the Siberian railway on a plan that will permit a company of promoters to make all the profits if the enterprise proves valuable, and saddle the loss on the Government if it is unprofitable.

Finally, not even the made canal was unprofitable. It has done the service of our enemies. It is silly also for the reason that we already possess, to the extent of four transcontinental lines, exactly what Russia is building. Russia finds railways necessary to transfer her troops from one part of the country to another. The United States have had railways available for that purpose over 23 years—and paid a company of promoters immense fortunes for receiving them as a gift.

If the Nicaragua Canal Company can get private capital to build the canal it is a perfectly legitimate enterprise. But when the proposition points in the direction of the United States Treasury it is not permissible. There is a greater strategic importance for the United States in connecting the lakes with the Ohio river than in the Nicaragua Canal. The Press alleges as an argument in favor of the latter that 10,000,000 tons of commerce are tributary to it. The same can be said for the Erie Canal, which can be built for one-fourth the cost of the Nicaragua. The United States must perfect its internal water communications before it throws away any of its money in building canals for the benefit of foreign nations.

COUNTY ASSESSMENTS AND TAXES. The problems and possibilities of county taxation is the subject of an interesting local special article. From its details the leading facts project themselves that with a natural increase from a just valuation of property county revenue will be increased, while no proportionate enlargement of county expenditures brings up the prospect of a reduction of one-half mill in the county tax rate.

This is gratifying, and the fact that it is largely a result of the growth of manufacturing and residence suburbs is a pleasant result of the city's prosperity. But the further fact that a large gain in the total valuation can be made by bringing to the general level the valuations of certain localities which have here-tofore been successful in securing undervaluations presents a phase of the tax problem not altogether pleasant to contemplate. It is evident that if all property were valued on an even basis it would make a difference to the county whether the basis is the market value, or one-half, or one-quarter of what the land will bring. But if one section is assessed at the latter its value and another one-half, the latter must be taxed extra in order to make up what the former escapes. The effort to secure undervaluation, therefore, is an effort to tax the people of government on others. It is not satisfactory to know that this attempt has been successful to an extent that makes a material difference in the general tax rate.

It is certainly a public duty to correct all such inequalities, and as an effective method for doing so, it may be well to fix a basis for the present the actual market value. A man who asks \$100,000 an acre for his land should not be permitted to escape with taxation on the basis of \$200 per acre. If this basis were adopted the reduction of county millage would not be one-sixth, but one-half or two-thirds.

OLD IDEA BUT NEW ENTERPRISE. This is represented as a new development of Chicago enterprise is a system of immense warehouses, to be called the Chicago Freight Clearing House. The buildings are to be connected by side-tracks, turn-tables and elevators with all roads centering in the city. Merchants can rent space there, and when they receive their freight they bring it to the warehouse, where it is transferred into the warehouse, while when they ship the car to be taken away will be sent there to be loaded. This, it is predicted, will do away with the cost of drayage and immensely decrease the expense of handling freight.

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