

# 12,000 BUSES WILL BE NEEDED IF R. R.'S STOP

## MILLION PERSONS USE SURFACE CARS ON NEW YORK LINES

New York, Oct. 17. — A million New Yorkers may ride in buses. This is a possible outcome of the city's complicated transportation situation. Job E. Hedges, receiver for the New York Railways Company, says that unless financial assistance in the form of increased fares is granted in the immediate future he will ask the court to stop the operation of surface cars.

The first of January is suggested as the time for the new order of things to become effective. If the receiver's petition is granted no cars will be run on the following trolley lines: Lexington avenue, Fourth and Madison avenues, Sixth avenue from Fifty-ninth street to South Perry, Seventh avenue and Brooklyn from Fifty-ninth to Williamsburg bridges, Columbus and Lenox avenues between Sixty-fifth and 146th streets, and the crostown lines on 145th, 115th, Eighty-sixth, Thirty-fourth, Twenty-third, Fourteenth, Eighth and Canal streets.

It is estimated at the office of Frank Hedley, general manager for the Interborough system, that from 200 to 300 cars are operated on these lines daily, carrying about a million persons. These include all the green surface cars which run in Manhattan, with the exception of the Second, Third, Eighth and Ninth avenue lines.

**Some of Lines May Continue**

It is possible that certain of these lines which are now leased to the New York Railways Company would ask the courts for an abrogation of their leases and continue operation separately. In this way service might be continued on Fourth and Madison avenues, Sixth and Lenox avenues north of 115th, Broadway from Fifteenth to Forty-fifth, Seventh avenue from Fifty-ninth to Greenwich, Twenty-third crostown, the Eighth and Fourteenth street lines. Whether this action could be taken by the lesor companies immediately upon suspension of operations by the controlling company only time will tell.

In any event New York is confronted with serious crippling of its transportation facilities. From the Mayor's office comes the reports that this threatened emergency can and will be met by establishing bus lines, such as have already been established to take the place of suspended storage battery car service on Delancy and Spring streets, Avenue C, Chambers street, and on the Brooklyn-North River line.

Figures obtained from the Public Service Commission, James A. Walker, show that in the rush hours from 4 to 7 P. M. on Oct. 1 and from 7 to 10 A. M. on Oct. 2 the bus lines on Chambers Spring and Avenue C carried 8,500 passengers. This number is 3,205 less than the number carried by the storage battery cars during the same hours on Sept. 16 and 17. A part of this discrepancy may be due to the fact that the buses did not give transfers to other lines.

**12,000 Buses Required**

Many persons who had been in the habit of taking the surface cars may have preferred to walk a few blocks rather than pay an extra fare. At this rate, estimating roughly without taking into account length of runs, capacity of buses, or intervals of running, it would take 12,000 buses to handle the million surface car passengers.

In view of these figures Mr. Walker says he is justified in his opinion that it will be extremely difficult to handle the situation unless ample time is given to obtain sufficient buses.

Much is being said on both sides regarding the advisability of permanently substituting a bus system of surface transportation for the present electric railway system. Those who advocate the bus system would let the process of disintegration, which has already begun in the electric railway system, continue uninterfered with. It is maintained that a bus system is much more elastic, flexible and adaptable; that it admits of routing to meet changing traffic demands; that, were the present surface car tracks torn up, the congestion and blockading of the streets would thereby be done away with. The well regulated bus system of London, which takes care of the entire traffic in the heart of the city, is pointed to as a proof of its value.

### Scientific Discussions by Garrett P. Serviss

There is again much talk about the adoption, or creation, of an "international language," and we are told by the advocates of such schemes that never before has the civilized world been so greatly in need of a common language, to be read, spoken and written with equal ease on every side of the globe.

It surely would be a great convenience to have such a language in universal use. After it had once spread all over the earth it would be as easy to acquire as is what we now call one's "native tongue," for then it would itself be a native tongue for everybody, and in some cases it would probably drive the local language into the background, if not into a state of virtual extinction, like that of the present "dead languages" of whose dialecta membra the colleges and universities seem so anxious to disembarrass themselves.

To be of the greatest possible use the international language would need to be learned, as indigenous languages always are, during childhood, and, that being the case, there would be instances in which the former, or indigenous, language would, to a large extent, fall out of use, the acquisition of two languages at the same time demanding too much mental effort and too great an expenditure of time.

There would thus come to be, in various lands, a literary language treasured by the native inhabitants, and also a world tongue, a mere linguistic machine, without artistic value, in use by everybody. This would be the inevitable result if the international language were manufactured article, such as, for instance, "volapuk," having no literary past.

Of the three rival plans that have been proposed, it seems to me that the third is the only one that is likely ever to be carried out. Here are the three:

- (1) Make a new language, either out of whole cloth or by stitching together fragments of old ones. This is the "volapuk" plan, a typically German product.
  - (2) Select one of the old "dead" languages, such as Latin, and give it some modernizing touches. This plan appears to be favored in Italy.
  - (3) Take one of the modern "living" languages, and make no changes in it that are not really necessary.
- There was a time when French virtually held the rank of an inter-

national language, though of limited scope, being used everywhere for diplomatic purposes. At present English seems to be taking its place.

It is not for the international and interracial jealousies, and the pride that great literary achievement imparts, the third plan would, I believe, be universally chosen, and

I have no doubt, either, that, in that case, English would be selected by a large majority of voters. Its structure is simple, its vocabulary is rich and varied, containing elements developed from the roots of many other languages, and it has had such a worldwide experience that it has caught the cosmopolitan atmosphere,

and may be said to be "at home" in every quarter of the globe.

To avoid arousing any prejudice, or sense of jealousy, it could be arranged, without too much formality, but by a general understanding of the directors of education in all countries, that, for the common advantage of mankind, English should be

taught everywhere in the primary schools, as a universal medium of mental exchange, just as the meridian of Greenwich is by general agreement, and for the common advantage of all navigators, the international origin of longitudes and of world time reckoning.

The adoption, for world purposes, of an already long-existing language would have a great advantage in the fact that those who, for lack of time, or other reasons, failed to acquire the native language of their country along with the international language would still be in possession of a wide and rich literature, while those who acquired both would have

two great fields of literature thrown open to them; whereas a machine-made language would be sterile as far as general culture was concerned.

Of course such a language as Latin would be a treasury of literature well worth acquiring, but, all things considered, it would not serve the purpose of an international tongue

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