

That great America has sunk too low  
To raise her earnest protest—heat more  
torrid  
Besets this pageantry of royal show.

We lend to mortal man no adoration;  
But on this day of elevation of a thing,  
We recognize the Lord's own coronation—  
Of bravery and grit, thou art the King!

The Lord he calls his chosen to high places;  
Old Boer, triumphant, though with body  
slain,  
Thy part it was to rap the greedy  
knuckles  
Of sov'ran hands that sought illicit gain.

The Briton may succeed in his endeavor,  
The Boer may perish—cease his midnight  
fights;

But all the world will recognize forever  
The bitter price of stealing human rights.  
UNCLE SAM.

### "THREE-CENT FARES IN CHICAGO WOULD YIELD 20 PER CENT. ON ACTUAL COST."

An interview with Tom L. Johnson,  
Mayor of Cleveland, published in the Chi-  
cago American of March 2.

"The conditions of the fight in Cleve-  
land and in Chicago are quite similar,"  
said Mayor Johnson. "The aim here  
is to secure a three-cent cash fare with  
universal transfers. We have declared  
against any extension or compromise  
of existing grants which are not first  
ratified by the people of Cleveland.  
This has been done under the belief  
that the people will not ratify an un-  
fair grant; that they will not enter  
into a contract against public interest  
and that they know best what is to  
their own interests. I, therefore, agree  
with the American that the people con-  
stitute a court of final appeal in the  
case of awarding street railway con-  
cessions. They are apt to be right and  
are more apt to be right than the city  
council.

"Three cent fare in Chicago will  
yield 20 per cent. on the actual cost  
of reproducing the Chicago proper-  
ties, and if the city itself operated  
these lines it could more than pay the  
interest and expense of such operation  
on two-cent fare, including universal  
transfers. Therefore, no franchise  
should be granted, excepting on the  
basis of three-cent fare and universal  
transfers.

"I have operated street railway lines  
with three, four, five and even six-cent  
fare, and I know that there is a profit  
in three-cent fare. It must be remem-  
bered that conditions in Chicago now  
and ten years ago have changed.

"Three-cent fare in Chicago to-day  
is better than five-cent fare there ten  
years ago.

"Conditions as they exist now must  
determine the basis on which the fran-  
chises should be extended. Undoubt-  
edly the question of extending the

franchise in Chicago should be referred  
to the people, and this ought to be a  
condition precedent to the issue of ex-  
tending the franchise.

"The three-cent ordinance here in  
Cleveland includes a provision where-  
by the city may acquire the property  
at the cost of reproduction, less the  
depreciation, plus ten per cent. Our  
proposition, however, does not include  
the payment of anything for franchise  
values arising from the use of the  
streets. The grant which we propose  
to give involves the use of the streets  
for 20 years. At the end of 20 years  
if the grant is not renewed to the then  
owners, the city agrees that parties to  
whom they make the grant shall take  
the road as a going concern and on the  
same terms as the city itself would.

"As far as I can see," continued  
Mayor Johnson, "Chicago's case is no  
different from that of Cleveland. If  
there is any difference it should be in  
the direction of more liberal terms  
here to street car companies than in  
Chicago. Chicago is a tremendous city.  
The street car traffic is immense. It is  
growing rapidly. Franchises become  
valuable as the city gets greater.  
Three-cent fare there is a money mak-  
ing proposition. The man who is for-  
tunate enough to secure a franchise  
under a three-cent fare clause will  
make money. Many people of Cleve-  
land think the terms of our proposed  
franchise to be quite rigid. For my  
part I believe them liberal."

The following are some of Mayor  
Johnson's maxims on traction condi-  
tions specially prepared for the Amer-  
ican. They are based upon his experi-  
ence as a street railway promoter and  
operator:

"Low cash fares will earn larger  
profits for the railroad company than  
relatively low ticket fares. A four-  
cent cash fare will earn more than will  
six tickets for a quarter. The reason  
for this is that where six tickets for a  
quarter are sold the larger proportion  
of ticket fares comes from lines where  
the well-to-do people ride, showing  
that the great mass of street railway  
patrons are reluctant to invest even  
so small a sum as 25 cents in tickets.  
They seem to prefer to pay five cents  
every time they ride."

"Ninety per cent. of the people who  
ride on street cars consider the cost  
of the ride. Less than ten per cent.  
care very little what the charge is."

"The small percentage buy tickets  
for convenience and not for economy."

"Therefore it is the low cash fares,  
not the reduced price for tickets, that  
benefit the great mass of street car  
patrons."

"Low cash fares increase street car  
riding as low postage increases letter  
writing, and in the case of street rail-  
roads the increase in traffic is accom-  
panied by an increase in short  
rides. The great mass of people are  
not only induced by low fares to ride  
more frequently, but for shorter dis-  
tances."

"I know from actual experience, by  
comparing three-cent cash fares with  
3½-cent ticket fares, that the best re-  
sults for the railroad company are ob-  
tained by the three-cent cash fares.  
The reduction so largely stimulates  
traffic and shortens the haul that the  
cost of carrying passengers is mate-  
rially reduced."

"Another important feature of the  
increase in traffic due to low cash fares  
is that the greater proportion of ad-  
ditional traffic occurs at other than  
rush hours, thus filling the cars when  
they would otherwise be running light,  
thus adding greatly to the profit of  
operation."

"Some street railway operators  
think that every concession in trans-  
fers is a loss to the company. Exactly  
the reverse has been proved to be  
true."

"In adopting three-cent fares and  
universal transfers it is necessary to  
invest some additional capital. The  
increase in traffic calls for the adoption  
of every modern improvement both in  
powerhouses and cars for the purpose  
of economic operation. The use of  
trailers should be abandoned, as the  
system has been universally con-  
demned by the street railroad experi-  
ence. If it were not for the combined  
timidity and greed of capital low fares  
and free transfers would have been  
universally recognized as an economic  
and profitable proposition long ago."

### ROBES OF ROYALTY.

"I think this fuss they are making  
over him is too ridiculous for any-  
thing," observed Mrs. Dillingham,  
looking up from the Daily Vindex.

It seemed to me it was somewhat  
overdone, but until I learned whether  
the fuss was over Fitzsimmons or  
Prince Henry it was not necessary to  
commit myself further.

"Here are columns and columns of  
it," she went on, "what he had on and  
what the German ambassador wore  
and what the president said"—so it  
was Prince Henry—"and every minute  
of how his time was spent and what  
he had to eat and everything. It is  
simply disgusting. What makes them  
do it?"

"Maybe his glad clothes," I sug-  
gested.