

The thing that I like about these bills is the source of the opposition to them. I have been up in Albany, and there I have found the only opponents to be the East Side landlords. It is simply a question of a life or a dollar, and when such alternatives are presented, organized labor is pretty sure to stand squarely for a life. We do stand squarely behind these measures, and the distinctive quality of our support is that we do not hesitate." Since this meeting no important developments have come to our attention.

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New York Traction Problem.

The rejection on the 27th by the New York Interborough Rapid Transit Company, of the city's subway ultimatum, probably brings the traction problem of New York to a head. [See vol. xiii, p. 1154.]

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Whoever knows the tactics of franchise monopolists with reference to tangling up grants and term-expirations so as to leave the corporations a tactical advantage at every crisis, will not be surprised to learn of the franchise confusion in New York. The Interborough Rapid Transit Company, a subway corporation, controls all the elevated lines in Manhattan, and is itself controlled by the Interborough Metropolitan Company, which also controls the Metropolitan Street Railway Company and through this all the surface lines of Manhattan and the Bronx. As these controlled and super-controlled systems vary in the duration of their franchises from a few years to perpetuity, there would seem to be possibilities of enough confusion in the interests thus far indicated to drive any community desperate. But there are still other confusions of interests to consider. The Brooklyn Rapid Transit Company controls all the elevated and surface lines in Brooklyn, with their variety of privileges and term duration. And then there is the Triborough Subway—a traction plan rather than a traction system, although one section is under construction. This plan contemplates a traction union of three boroughs—Manhattan, the Bronx and Brooklyn—by a municipally owned competitor of all the other systems. To adjust this complex situation is the head-spinning problem into which Mayor Gaynor was plunged by his election as Mayor of New York on municipalization pledges.

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Early in June the city's "ultimatum," now rejected by the Interborough Metropolitan Company (the Manhattan-Bronx trust described above), was proposed by the transit committee of the Board of Estimate. According to this plan the subway construction contract would be awarded to the Interborough Metropolitan Company

(Manhattan-Bronx) or the Brooklyn Rapid Transit Company (Brooklyn), which are competitors, or to both, at a total cost of \$267,000,000, \$141,000,000 of the amount to be borne by the city, and the work to be completed in four years, the Brooklyn company to enter Manhattan by the Broadway route, and the other routes to be so allotted as to seem to assure some degree of competition in service. If neither company accepts this proposal, the plan contemplates immediate construction of the Triborough system by the city and for contractual operation.

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Terms of operation in case of acceptance of the proposal by either or both competitors—the Interborough and the Brooklyn—were summarized by the New York World, as follows, at the time of the proposal:

That the fare for a continuous ride over any part of the system operated by one operator, including transfers, shall be 5 cents; that all contracts for operation shall be for forty-nine years from the date of beginning operation, except that the term for the bridge loop shall be for twenty years with a twenty-year renewal; that the city retains the right to take over the lines at the end of ten years or any time thereafter on payment of the company's cost, plus 15 per cent and the reasonable value of the equipment; and the city may pay the recapture price itself or arrange for a second operator to pay it.

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Although the Interborough Metropolitan Company (Manhattan-Bronx) is reported in New York dispatches of the 27th as rejecting the proposal, the same dispatches report that the Brooklyn Rapid Transit Company (Brooklyn combination) accepts. It requests, however, that certain modifications be made in the proposed operating terms. This appears to mean—disregarding the requested modification in operating terms, which may not be very important—that the Brooklyn Rapid Transit Company will extend the Brooklyn system through the three boroughs—Brooklyn, Bronx and Manhattan—as required by the city, and operate in competition with the Interborough company in so far as Manhattan and Bronx territory is concerned.

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The Illinois Deep Water Way.

When Governor Deneen's deep water way measure came before the Illinois Senate on the 27th, it was transformed into a conservation measure embodying the deep water way idea in every essential particular, but with a greatly diminished appropriation. A referendum clause was rejected by 29 to 8. On the 28th the bill was adopted by 33 to 7. But upon coming into the House and being referred to committee, a motion on the 29th to take it out of committee was lost by 67 yeas to 46 nays