

out the lights, and crawl under the bed while employer and employee, like drunken "bad men," take pot shots at each other through the public streets? Labor has rights, capital has rights, but the rights of the public are immeasurably greater than both combined. It is time the public took away the "bad men's" guns and compelled them in settling their differences to respect, not only each other's rights, but the paramount rights of the public they are supposed to serve.



THE "RICE RIOT" IN CHINA

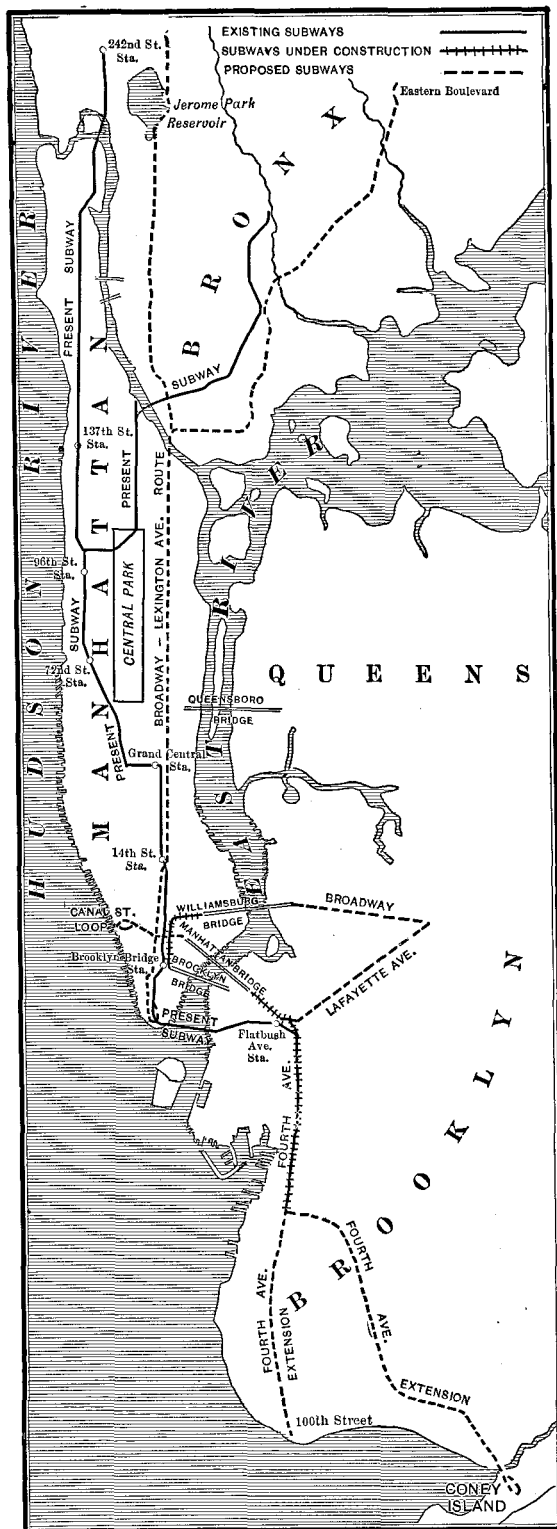
The rioting at Changsha, in central China, early in April, soon burned its fury out, together with much valuable property, but with no loss of life among the missionaries, although there are reports that many Chinese have been killed. A British gunboat quickly came up the river from Shanghai. From the Viceroy came military reinforcements to restore authority. A new Governor has also been sent to supersede his predecessor, who lost control. While the riot quelled at Changsha has prompted rioting elsewhere in the province of Hunan, the authorities are probably as competent as they are well-disposed to suppress it. The situation is quite different from that of 1900, when Government officials, for the most part, fanned the fury of the Boxers. The animosity of the mob seems to have struck at the governing class through discontent with industrial conditions, and particularly because of the high price of their staple diet, rice. Everything under Government protection, especially foreigners, naturally became an object of attack. The Japanese Consulate is reported burned, likewise the property of the Standard Oil Company; missionary property could hardly be expected to escape the same fate. The missionaries, however, all escaped by river to safety at Hankow, several hundred miles below. Changsha, a city of about 300,000 inhabitants, is the capital of Hunan, a province as large as Utah, with a population of twenty-two millions. Not till after the Boxer uprising had been suppressed did its intense hostility to foreign influences permit any missionary settlement. Soon after that American medical missionaries gained tolera-

tion, and others followed. In 1906 the Yale Foreign Missionary Society opened Ya-Li College at Changsha, manned by Yale graduates. This, with its medical department and hospital, enjoyed Government favor, sons and grandsons of high officials becoming students. At last accounts nine Protestant missions were established there—five American, three English, one Norwegian. A clean sweep of them all has been made. Their property loss, though amounting to several hundred thousand dollars, is said to be small in comparison with the total damage done. A policy of riot insurance fortunately covers the loss at Ya-Li. Indemnity will of course be made, though probably with the usual delays, but no indemnity can make good the interruption of good work, particularly of the medical service. Yet we think that Ya-Li will manage to hold next summer, as last, its preliminary examinations for Yale. The entire case does not seem to differ essentially from many a riot which has brought deeper disgrace upon our own country.



MORE SUBWAYS FOR NEW YORK

Some new subways for New York City are almost in sight. The present subway was opened in October, 1904. The extension to Brooklyn was opened in January, 1908. Since that time the growth of the city's transit system has been absolutely arrested, while the population and the amount of travel within the city have increased with startling rapidity. For a long time, in fact, the conditions have been intolerable. There are several elements which have united to cause this break in the development of New York's transportation facilities. Among them the two most important are the fact that the laws were not so framed as to encourage private capital to undertake the construction and operation of subways, and the fact that the city has had a very small margin of credit available for such construction. Both of these conditions have now been modified. A comprehensive amendment to the Public Service Commission Law was enacted a year ago which enables the city to avail itself of any one of a number of meth-



PROPOSED SUBWAYS FOR NEW YORK CITY

ods of construction and operation. The other condition has been modified by the adoption of an amendment to the State Constitution providing that bonds issued for the construction of subways and docks, which produce an income to the city, shall not be considered in determining the city's debt limit. In other words, the provision of the Constitution that the city may not borrow in the aggregate more than an amount equal to ten per cent of the assessed valuation of the taxable property in the city shall be applied without taking into consideration any money borrowed for income-producing subways or docks. Just how near the city has come to its debt limit seems to be always a vexed question, but it is estimated by good authorities that at the present time the city has a borrowing power available for subway construction of about thirteen million dollars. As soon as the Legislature has enacted the necessary law to put into operation the Constitutional amendment there will be available an additional borrowing power of between forty and fifty million dollars. Within a few weeks the contracts are to be advertised for the construction of the Broadway-Lexington Avenue route in Manhattan and the Bronx, for the Canal Street loop in lower Manhattan, for the extension of the Fourth Avenue subway in Brooklyn, and for the Broadway and Lafayette Avenue route in the same borough. There is every prospect that construction on these various lines, the routes of which are shown on the accompanying map, will be begun in the very early future. It will be several years, of course, before any of them will be in operation, but at least the citizens of New York will have something tangible on which to fix their expectations after

several years of confronting a blank wall of apparent impassability.

HOW SUBWAYS MAY BE BUILT

The provisions of the law under which the new subways of New York are to be constructed and operated are very liberal in the alternatives which they present to the city, while at the same time they are stringent in the protection which they afford to the city's interests. Under the law the city may build a subway and operate it. This we assume in the present condition of public opinion is the method which is least likely to be adopted in the present case. The city may build a subway, using its own credit, and let it for operation to a private concern, in which case, however, the operator shall have a lease for only a short term. A private company may build, equip, and operate a subway with its own money and possess the title to the property, but in such a case it is provided that at any time after ten years the city may purchase the property at cost plus a profit of not more than fifteen per cent. It is also provided that an amortisation period shall be established at the end of which the subway shall become the property of the city without any expense whatever. It is still further provided that the profit from the operation of a subway built in this way, beyond a certain specified rate, shall be divided half and half between the operator and the city. By another method a private concern may build a subway with its own money, the title to the subway to be in the city. This method has the advantage that if the city owns the title to property it is not subject to taxation. In this case the builder would operate the subway on a fairly long lease, say fifty years, expecting in that time to earn operating expenses, the cost of construction, and interest on that cost, together with a fair profit. In this case also the profits over a certain specified rate are to be divided half and half between the city and the private company. Here, too, the city, by properly compensating the operator, may break the lease after ten years have passed. With this latitude of method and this careful protection for the city's interests there should be no further obstacle to subway construc-

tion, and this should be the beginning of a new era of transit development for New York City.

OLD AGE PENSIONS IN FRANCE

The French Parliament has closed its sessions. The great event of the late Parliament was the passage of an old age pension law. In 1906 the Chamber of Deputies, or lower house, passed an old age pension bill. The Senate, as the upper house, refused to sanction that bill on the ground of the immense financial burden to be imposed by it on the taxpayers. This bill, however, as now passed, represents the views of the Senate rather than those of the House. Henceforth nearly eighteen million French citizens, out of a total of twenty millions, engaged in all kinds of occupations, will be insured against the fear of poverty or dependence in their old age. Out of these eighteen million citizens, six million are farmers and small proprietors, whose income ranges between six hundred and a thousand dollars; for these an optional form of insurance is provided. For the remainder, the nearly twelve million farm laborers, workingmen, servants, and clerks, whose annual earnings are below six hundred dollars, there is a system of compulsory insurance. Thus France takes its place alongside Germany, Great Britain, Belgium, and Denmark, as providing for a system of old age pensions. More important, however, is the fact that France sides with Germany and Belgium as favoring the contributory instead of the non-contributory system. Germany, as the inaugurator of the system of old age pensions, requires workingmen, in order to qualify themselves for the receipt of pensions, to contribute a very small per cent of their wages annually during a certain period, and also imposes an equivalent contribution upon the employers of labor. Certainly the habit of thrift ought to be encouraged. But, however men may differ regarding the contributory and the non-contributory systems, all men must be impressed by the fact that where a few years ago the question of old age pensions had little place in practical politics anywhere and was seldom discussed except academically, it has now become a main plank in the platforms of parties in nearly every country.