They Control Nearly Two Thousand Miles of City Transit Lines.

TWENTY-FIVE THOUSAND MEN EMPLOYED

Huge Corporate Wealth Represented by This Great Combination of American Street Railway Syndientes.

(Copyright, 1899, by E. W. Mayo.) 3,500 miles of street railways, on which | 25,000 men are employed and 10,006 cars

They may justly be called the street railway kings of America, for they control the transportation facilities of the three largest cities in the country-New York, Chicago more, a half dezen smaller municipalities and hundreds of square miles of suburban territory.

They are William C. Whitney of New York, Peter A. B. Widener of Philadelph'a and William L. Elkins of Philadelphia. The mileage of the systems under their direction would make a trunk line from

Boston to Denver, but it is many times as valuable as any trunk line in the country. The three men mentioned do not own these Their ownership is divided among thousands of stockholders in all parts of the country. But Whitney, Widener and Elkins direct them as absolutely as though they were the sole owners.

Nor does this represent the extent of their financial power and their industrial enterprises. They control, to a large extent, the gas supply of Philadelphia, Chicago, transportation facilities in these and other

They represent, roughly speaking, half a of invested capital, possibly the filled. greatest aggregation of corporate wealth this country has ever seen so centralized. manent employment to laborers at good | It is very natural to wonder in this con

THR LE GREAT RAILWAY KINGS | is a great convenience to the residents, but and practically meant the consolidation of New York to their dominion they were busy, where it would hardly be profitable to operall the lines in and about Philadelphia. The under cover of the name and through the are an independent line. It provides in most cases a longer haul for a single fare.

"On the Philadelphia, Chicago and New York lines today passengers are carried distances at which there is positively no profit to the companies. But the loss in this particular is counterbalanced by the profits

The formation of the Union company made Mr. Widener and Mr. Elkins supreme in Philadelphia traction affairs. By extension, reorganization and consolidation, the men pany with a face capital of \$1,000,000, and only half of that paid in, had worked themselves to the head of an enterprise worth \$100,000,000. While doing so they had developed in Philadelphia an extensive and efficient system of street transportation.

of street rallway.

company has a capitalization of over \$30,-000,000 and a bonded indebtedness of about

Moving on Chicago. Having conquered Philadelphia, these enterprising traction kings looked about for new worlds. They held controlling interests in Philadelphia gas companies and owned as much Philadelphia real estate as they cared for. It was really necessary for them to go to other cities if they were to extend their operations in their chosen field of controlling municipal franchises.

About this time Mr. Charles T. Yerkes, who had gone to Chicago with a borrowed capital of a few thousand dollars, secured an option on the North Side street railway Kapid Transit and the Third avenue line l in that city. Mr. Widener and Mr. Elkins became stockholders in that line and so se cured a foothold in Chicago traction interests. They also invested in gas companies and street railways in Baltimore and some

In 1889 Mr. William C. Whitney, having retired from public life, began his interest company. Widener and Elkins bought into will not mislead the thinking people of this Metropolitan Traction and the three men

these very combinations are causing. You deal with men-and politicians. They all can fool men with empty stomachs, but you knew the possibilities in street traction and can't fool them when their stomachs are they set out to develop schemes so farreaching that less resourceful men could not

They have made vast fortunes for them- wages. They prevent the panics and in- nection how men, even with the rapidly

out the same process in Chicago, The the same amount. One hundred millions progress of the etreet railway trust and gas would not be an excessive valuation of these combine in the western metropolis was so combined lines, which include over 400 miles | thoroughly discussed at the recent municipal election that it is tolerably familiar. At the present time Yerkes has retired from the nominal control of the Chicago systems and they are openly under the direction of the Whitney-Widener-Elkins organization

It might seem that the control of transportation facilities in the three largest cities of the country would be enough to command all the energies of any three men. But such is not the case. In the intervals between their larger operations they have had time to absorb the Baltimore street railways, the suburban systems of New Jersey and the important suburban lines in Westchester county, to the north of New York, and on Long Island outside of Brooklyn.

One of the most recent moves on the part part of the combination has been to secure ontrol of the principal lines in Pittsburg by taking over the company formerly controlled by State Senator Magee.

A move of vast importance on the part of these municipal corporation magnates has been persistently rumored and negotiations looking toward it have undoubtedly taken This is the addition of Brooklyr Manhattan to the combination. If thi project is carried through, as it is likely o be sooner or later, it will give these street railway autocrats the control of practically all the transportation facilities of Greater New York.

A "Big Four" Possibility. This development may have the further effect of changing the triumvirate into The late ex-Governor Flower of New York had centrol of the fortunes of the Brooklyn lines down to the time of his death. His successor in this as well as in Chicago Gas and other interests with which he was identified is generally recognized as Anthony U. Brady. If the humored combination takes place Mr. Brady's ability and financial power will no doubt give him an influence in the counsels of the leaders equal to that of any of the others. As in the case with Whitney, Widener

and Elkins, Mr. Brady's fortune and influ ence represents the profits and powers resulting from the control of municipal franchises. He laid its foundation in gas, electric and street railway enterprises in Troy and Albany and later advanced on the me tropolis, where he built the famous "Huckle berry" road and became associated with Mr. Flower. His accession to the combination represented by the other three would extend their control not only to Brooklyn and the Bronx, but also over Providence, Albany, Troy and other smaller

Mr. Whitney and his associates were not content merely to control the existing means of streets travel. When electricity appeared as the dominant power in street car pro pulsion they proceeded to get into electricity. Mr. Whitney saw the advantages which the control of the etreets of New York offered to a big electric company, so he or ganized the New York Light, Heat and Powe company, over which there was much squab bling among the legislators at Albany las winter. The Edison Electric company is known to be largely in the control of Standard Oil interests and the two other great electric concerns of the country, th Walker and Westinghouse, were recently united through the efforts of the indefatig able Mr. Brady. This may furnish an added Inducement to the great promoters to bring Mr. Brady into harmony with themselves so that the quartet shall be the undisputed kings of electricity as well as of gas and traction. If electricity is the general agent for street car propulsion, compressed air has demonstrated its usefulness in particular localities. Mr. Whitney and his Philadelphia friends saw the advisability of get ing control of compressed air. They did this by taking the inventors of the system and the promotors of its stock under their wings. The financiers of Wall street and elsewhere recently awakened to the fact hat the American Air Power company had come a Whitney concern when it was announced that air cars were to be put on some of the Chicago and New York lines and when Harry Payne Whitney, son of the ex-secretary, was put in charge of the Chicago end of the air power enterprise.

Interested in Automobiles. More recent even than the development o compressed air as a motive power is the rise of the automobile as a means of street raction and transportation. The trio saw coming, interpreted its meaning, and reaized the desirability of getting it into line wth their other enterprises. They began by securing control of the Electric Storage company of Philadelphia. Since then other com panies have been organized in New York and Chicago, and a supervisory company has been formed which is to have the general direction of the electric vehicle business n the different cities

Aside from these giant interests the mem bers of the Whitney-Widener-Elkins syndicate have been prominent in the organization f the Tobacco trust and the American rust, and they are stockholders in the Pennylvania and other railroad companies How great are the fortunes of these mer

or how much they have made within the past few years since they have been acting n combination, it would be impossible to say. Mr. Widener is commonly, rated as possessing between \$20,000,000 and \$30,000, 000. Mr. Elkins is supposed to be worth upward of \$30,000,000. Mr. Whitney's forune has frequently been estimated at \$30. these men is not the extent of their own fortunes so much as it is the vastness of the power which they wield. They have demonstrated the cumulative power of millions heaped on millions when these millions are lirected by bold and resourceful minds.

Whitney as Lawyer and Politician. The three men composing this combinaion of financial giants are widely different n character and antecedents, but they are alike in their ability to control men and

William C. Whitney is the youngest of the Virginia of Quaker parents in 1832. He hree. He was born at Conway, Mass., 58 began his business career at the age of 15 cears ago. He was graduated from Yale in as entry clerk in a store. Before he was 1863, and from the Harvard law school two 20 he became the proprietor of a lumber years later. Then he came to New York to | yard, but a freshet swept it away and drove practice law. He had fairly established him- him out of business. His next venture was self as an able attorney at the beginning of to establish a produce commission business the fight that overthrew Boss Tweed. He in Philadelphia—the same line of busines became acquainted with Samuel J. Tilden in which John D. Rockefeller made his and that astute judge of men, attracted by start. By the beginning of the civil war he Mr. Whitney's brilliant qualities, was influential in securing his appointment as corporation counsel.

For six years Mr. Whitney held this office, being twice reappointed by different nayors and resigning in 1882 of his own During this time he swept cobwebs out of the corporation counsel's ffice, cleared away a vast amount of busiless that had accumulated there and is said o have saved the city \$2,000,000 by defeating fraudulent claims against it that had

originated in the Tweed regime. In the meantime he had married the sister his college classmate, now Colonel Oliver H. Payne, the Standard oil magnate. That brought him into intimate friendship with men who had millions to invest in any scheme that a man of brains and executive ability could suggest. Whitney had the brains and the executive ability and he has not failed to retain the backing of his

Standard Oil friends. Mr. Whitney is undoubtedly one of the shrewdest manipulators of men in country. He demonstrated this fact by his management of Grover Cleveland's political fortunes. He despises the methods of the cheap politician. When Mr. Whitney wants the help of any man he begine by gaining the man's friendship by helping him, not

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Selling Out All the Sample Pieces That Have Been On Our Floor for a Season.

Our Object is to Show From Season to Season a New Fresh Line of Furniture in Latest Shapes and Finishes, There is but One Way and That to Close Out at the End of the Season all Floor Pieces That Have Not Sold Well and Not to be Continued in Our Line.

We Have Offered These at Greatly Reduced Prices and Yet Some of Them Have Not Sold, so We Make Another Cut From the Low Figures, Some Price will Sell Them and We Shall Find the Price No Matter How Low.

\$35.00 ladies' desk with four drawers, \$12.50. \$58.00 mahogany sideboard, \$25.00.

\$117.00 bed room suit, French dresser, dressing table, chival glass on standard, 3 pieces, now at \$40.00.

\$85.00 3-piece parlor suit, \$48.00. \$250.00 3-piece parlor suit, \$75.00.

\$10.00 parlor chair, mahogany, \$6.50.

\$58.00 2-piece parlor suit, very desirable, \$25.00.

\$10.00 mahogany library chair, \$6.75.

\$12.00 mahogany library chair, \$7.25.

\$8.00 mahogany library chair, \$5.25.

\$8.50 mahogany library chair, \$5.00. \$10.50 oak hall chair, sole leather seat and back, \$6.75.

\$6.00 parlor chair, upholstered seat, \$3.00,

\$90.00 oak sideboard goes at \$59.00.

\$49.00 dining table goes at \$20.00. \$18.00 mahogany chair goes at \$7.50.

\$22.00 mahogany chair goes at \$14.00.

\$125.00 parlor suit, 3 pieces, goes at \$45.00.

\$48.00 dining table, mahogany, round, highly polished,

\$54.00 mahogany sideboard, goes at \$36.00.

\$22.50 flemish oak dining table, goes at \$16.50. \$39.00 flemish oak sideboard, goes at \$28.00.

\$45.00 flemish oak sideboard, goes at \$31.50.

\$23.75 set flemish oak dining chairs-6 dining chairs

nd 1 arm chair—goes at \$15.50. \$38.00 set-6 small and 1 arm—flemish, goes at \$26.50.

All sample pieces of every class and kind of furniture at such enormous reductions from value that they are wonderful bargains-this week will close them all out.

Basket Sale Again.

To close out every fancy basket, and there are but a few -waste baskets, baby baskets, etc.—we offer them at just half price-the 25c ones 12½c; 50c ones 25c, etc. We have a Spirits company, better known as the Whisky few very fine waste baskets and they all go at half price-50 per cent off.

Wilhelm Carpet Company,

re substantial and certain to be appreci-But the significant thing about ated. Then if Mr. Whitney wants the assistance of that man he asks for it frankly and openly and he gets it because he has

capital whrich they control and the financial made it to the advantage of both to work together. Mr. Whitney is a man of genial manners astidious tastes and decided opinions. He has accomplished more and with less blare of trumpets both in the political and the

usiness world than almost any other man that can be mentioned. Elkins Like Rockefeller.

William L. Elkins is nearly ten years Mr Whitney's senior. He was born in West had the largest produce business in Phila delphia and had accumulated a comfortable fortune for that time.

When the oil fever struck Pennsylvania Mr. Elkins sold out his business and went to the oil fields intending to purchase wells Like Mr. Rockefeller again, he decided that the business of refining oil was more promising than that of a producer. He returned to Philadelphia and started the first large refinery in that city. In 1875 he went into the Standard Oil company, in which he is still a large stockholder. Soon after that he

began his active interest in street railways. Widener, Butcher and Politician. Mr. Widener, the other member of the combination, and the one who has been most prominent in the management of its municipal enterprises, had neither the early advantages of Mr. Whitney nor the early difficulties of Mr. Elkins. He was born in Philadelphia in 1834, was the son of a brickmaker and graduated from the Philadelphia High school into the meat shop established by his elder brother. In lieu of a college education he had a practical training among the Philadelphia politicians of the war period, from which a clever young man was

certain to learn a great many things. openly and ostentationaly, but in ways that the meat business in good stead, for his firm has yet been reached.



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Nebraska Sod House Mrs. L. Bowser,

troops in and about Philadelphia, which was the great hospital headquarters during the war. Out of this contract they cleared several thousands and Mr. Widener proceeded to invest his share in street railway enterprises. He was appointed city treasurer in 1870 and was elected to two successive terms in that lucrative office. Since he retired from politics, in 1877, he has devoted himself continuously to his street railway and other enterprises.

All three of the street railway kings are their business undertakings. It is not likely Mr. Widener's political affiliations stood that the final extent of their vast enterprises

The Experiments of Dr. Fabrig. of Paris Conclusively Prove that Dan-Druff is Caused by a Microbe Which Can Be Transferred From One Person to Another.

DANGER OF RACE BECOMING BALD

One or Two Generations of Dandruff-Wenkened Follieles Will Cause Baldness to Become Hered-

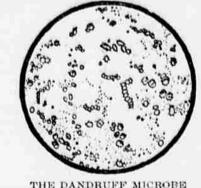
itary in the Family. THE MICROBICIDE AND HAIR FOOD

How to Destroy the Microbe of Dane draff, Stop Falling Hair, Prevent Baldness and Premature Gray

FREE HAIR FOOD TO OUR READERS

Hair by Scientific Means.

It has been positively demonstrated that the disease known as "scurf" or "dandruff" is contagious. First by the experiments of Messrs, Lassar & Bishop, and these confirmed and perfected by the eminent Dr. Fahrig of Paris, who has succeeded in isolating the microbe, a photograph of which is here shown.

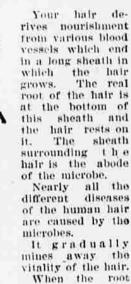


which causes Dandruff, followed by Falling Hair and Finally Baldness, From Photo-Micrograph by Dr. Fahrig. (Copyright, 1899.)

The importance of this discovery cannot be over-estimated.

Its results upon modern methods of hair treatment are little short of revolutionary.

It is an explanation of why ordinary tonics, pomades, olls, etc., are of absolutely no practical use in the cure of dandruff and prevention of baldness, because nothing but a scientific microbicide specific for the hair microbe will destroy the real cause of this dangerous disease.



is destroyed the hair falls out, and when all the roots of your hair are dead you become bald. It is just this microbe that we are now able to destroy with the

aid of the formula originated by Dr. Fahrig, after an exhaustive study of the microbe he discovered. Cranitionic Hair Food will do it.

C-Microbes. D-Food Gland. It not only destroys the microbe, but it furnishes food and nourishment to the hair root weakened by the attack of the microbe and thus feeds the root back to perfect

Split hair, harsh hair, lustreless hair, brittle hair, falling hair, premature

gray haiir can all cured with

Cranitonie Hair

The scalp is cleansed from dandruff and made permanently clean and well by it. The itching and

MICROBES HAVE

irritation can be instantly relieved a n d positively cured.

All by killing the microbe and with Cranitonic Hair Food feeding the hair back to health. Unlike other preparations Crant tonic Hair Food contains no oil, grease or heavy poisonous mineral

ingredients. It is not sticky, will not clog the scalp or stain the clothing, but perfectly free from dye matter or any deleterious dients.

A HAIR THE

FREE HAIR FOOD.

All who wish to save their hair and grow more can get a bottle FREE by mail, postpaid, with full directions for use, and a free report on the condition of their hair, after scientific microscopical examination has been made, by enclosing 10 cents in stamps or silver, sending name, age and address, with small lock of hair, and full destill in the active and direct management of scription of the present condition of the hair and scalp, to the Cranitonic Hair Food Co., 388 Temple Court, New

"I will be pleased to have my letter published, persons wishing to know more about the eat benefits we have received from using Dr. erce's medicines will write, enclosing stamp, will gladly answer.

one free copy in paper-covers will be sent on receipt of 21 one-cent stamps to pay the cost of mailing only; or send 31 stamps if you prefer a heavier, handsome cloth-bound copy. Address the publishers, World's Dispensary Med-Association, No. 663 Main Street,



combination has resulted in the introduction of improvements and in more tapid transit. In Philadelphia the change from the old system of traction to the trolley, early brought about by the consolidation of separate lines, has been worth hundreds of Three men in this country control over | millions to the city. "In my opinion all successful combina tions of capital are beneficial to the public

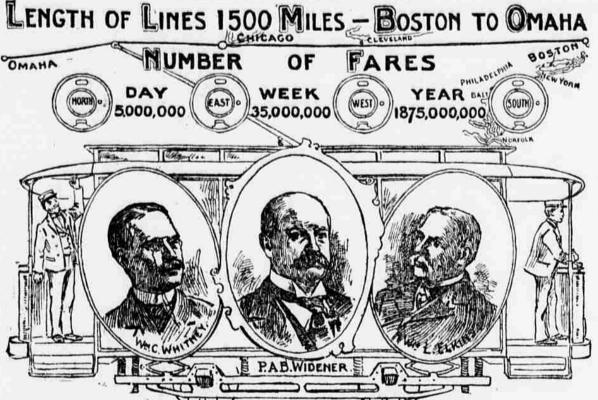
Combinations de not vaise prices. If they attempt to do they invite competition and are certain to be unsuccessful. The old order of things is changing. Business is no longer a matter of competiand Philadelphia-besides Pittsburg, Balti- tion between individuals. It is a competi-

tion between nations. By the combination of capital in business we will master the trade of the world. "Combinations in the great industries have brought about the present widespread Combinations will cause this prosperity. prosperity to be permanent. England has passed through the same experience, has heard the same outcry that is now being |

raised in this country against trusts. All

the great business undertakings over there of the smaller Pennsylvania cities. are carried on by combinations now. "The outery that is being raised by demagogues, penny politicians and sensational in the affairs of the Metropolitan Traction newspapers against combinations of capital country, whether they are workingmen or came into close business relations which rethe employers of workmen. It might have suited in the combination of their interests misled them in a time of financial panic | This combination was one of brains as well New York and Pittsburg. They are the and lack of work, but they will not be de- as millions. The political training of Whitmasters of the electric light power and ceived in the light of the prosperity which ney and Widener had taught them how to

"Combinations guarantee steady and per- even have contemplated them.



Injures Only One Class.

movement toward consolidation of interests

that were formerly competing. These are

the commercial travelers who are employed

to race about the country and push the sale

of competing goods. Some of them have

lost their work, because there is no longer

the same necessity for their services.

They will have to accustom themselves to

ability and enterprise they can do so with-

bination. But it has greater opportunities

"On the street railway lines with which

"There have been attempts by professional

an attempt among the men employed in the

New York system, in which I am interested.

old me the other day that a delegation of

the men had come to him with a paper

ontaining the names of over 3,000 employes

who voluntarily testified that they were sat-

afied and pleased with their treatment by

hey are well off or not. Where such men

have a chance to see for themselves whether

combinations are to the advantage of labor-

ng men as well as of the general com-

nunity they are apt to decide that the ad-

vantages are quite evident."

president of the New York company

out serious inconvenience.

the new order of things. If they are men of

"Only one class has been injured by the

THE GREAT RAILWAY KINGS AND WHAT THEY CONTROL. selves and for the men behind them from dustrial disturbances that result from over- growing wealth of these three, could financies the control of municipal franchises. They production. They give the public the bene- undertakings so vast as they have carried have developed a new occupation, one that fit of large sums which business men through in rapid succession within the last provides another avenue to multi-million- wasted under the old system in fighting few years. But a large part of the strength nicipal corporation-

More than this, the union of brains and capital represented by the combination between Messrs. Whitney, Widener and Elkins is a new development of the trust idea in this land of trusts. Heretofore the holders of vast forces of capital have worked together for the carrying out of some single enterprise perhaps. But for the most part they have worked, each for himself or one against another. These men have seen the mutual and individual advantages of working together all the time. They are the ploneers of what will prove to be, perhaps, the

"Of course a combination is not an advantageous thing for the interests of worklast and greatest of all trusts-the trust of ingmen merely from the fact of being a commillionaires. This combination of interests is undoubtto insure steady work and fair pay than the edly a good thing for the men concerned. competing employer had. The most success-Their fortunes, in each case rated by the ful combinations are the ones that show the tens of millions, bear eloquent testimony to greatest regard for the welfare and advancethat fact. Is it a good thing for the public? ment of their employes, because this method Opinions differ on this point, but Mr. Widinsures the interest and co-operation of the ener, who has been the most active of the employes themselves. three in building up the combinations, does I am connected the men all receive \$2 a day not hesitate to say that it is. In his Phila-

delphia office a few days ago he said to the or over. If positions in the higher service of the companies are to be filled they are writer in the course of an interview: filled from men who have shown themselves "The extension and improvement of street bright and trustworthy as employes of these railway lines made possible by the centralcompanies. Service and ability alone count ization of management and control has inin securing promotion. variably resulted in greater benefit to the public than to the owners of the lines. The agitators and by men interested in bearing combination of the street lines in any city the price of traction stocks to incite strikes usually makes it possible to extend the sysamong our men. Recently there was such tem into outlying districts where a car line



cord, N. C., over a month ago," she says, in her communication to Dr. R. V. Pierce, of Buffalo, N. Y. "A little girl here was in dreadini health. We told her folks about Dr. Pierce's medicines. I knew what they had done for us. Her parents bought a bottle of his 'Golden Medical Discovery' and of 'Favorite Prescription' and one of 'Pellets.' The patient has improved wonderfully after taking these medicines. I wish everybody knew the great virtue of Dr. Pierce's insedicines. I have been using them in my family for three years and always with success.

Every mother of children ought to Dr. Pierce's grand book, the People's Common Sense Medical Adviser, a magnificent thousand-page illustrated volume. It teaches mothers how to care for their children and themselves. It is the best doctor to have in the house in case of emergency. Over half a mil-lion copies were sold at \$1.50 each, but

neighborly thing one woman can do for another in case of sickness is to tell how she herself was brought out of trouble and distress; and urge her neighbor to seek the same rem-Hundreds of thousands of mothers have cause to bless just this same kind, neigh-

Arc They Public Benefactors? The opinions so fore fully express d by Mr Widener are shared by Mr. Whitney and Mr. Elkins. Doubtless they are sincere in believing that, while doing so nobly for them selves, they have conforred decided benefits upon the 10,000,000 Americans who contribute nickels to the revenues of their street railways. If their view of the case is correct they are public benefactors to a remarkable extent. Certainly never before has the control of so many street railways been lodged in the hands of a few individ

This great system had its beginning back n the 60s, when William V. McGrath and Jacob E. Ridgway organized the Union Passenger railway in Philadelphia. Peter A. B. Widener invested the profits of his meat busness in the enterprise and William L. Elkins, a produce merchant of the city, was another stockholder. In 1879 this line was oined to the Continental line with State Preasurer William H. Kemble at the head of the combined system and Mr. Widener and Mr. Elkins closely associated with him. By this time Mr. Widener was devoting himself wholly to the work of street railway management and on the death of Mr. Kemble he became the directing head of the com

In 1883 the Philadelphia Traction company

was formed. In the years that followed Mr.

mother under the control of this company.

formation of the Union Traction company

which brought together three large systems

Widener displayed his genius for engineer

to command seemingly unlimited wealth for the schemes that its members devised. Mr. Widener has long enjoyed the con

fidence and support of a number of very wealthy men in Philadelphia. Mr. Elkins s a Standard Oil magnate, and his associates in that great corporation are renowned for knowing and backing a good thing when it is presented to them. Mr. Whitney also s connected with Standard Oil by ties of marriage and friendship. It is rather less than conjecture, therefore, that many of the nillions put into the enterprises of the Whitney-WidenerElkins combination came rom the inexhaustible stores of the Stand-

New York Under Their Sway. The rapid development of the Metropolitan Praction line dates from the beginning of Mr. Whitney's leadership and the infusion of Philadelphia and Standard Oil capital. Under the impetus thus given to it it has bought up and leased competing and tribuary lines, until it now controls all the important street railways on Manhattan island except the Third avenue system. The Met opolitan's capitalization of \$55,000,000 by no means represents the traction interests con trolled by these men in New York City which are much nearer the \$100,000,000 mark As in Philadelphia, the absorption of gas nterests has gone on along with the accu-

nulation of street railway stocks. At the present time the control of the largest gas ompany in the city is undeniably in the hands of men identified with Standard Oil and a determined effort has been made under its leadership to bring all the companies in the city into one combination. This move ment will undoubtedly succeed in time and t probably would have been carried through efore this except for the opposition Standard Gas, which is familiarly known as



EMPLOYEES (ONTRASTED BY WHITNEY WIDENER ing consolidations by bringing one line after The final step in this process was the