MR. FINLEY SPEAKS OF OUR TRANSPORTATION PROBLEMS

TREATS OF ECONOMIC FEATURES OF RAILROAD BUSINESS.

Students of the Wharton School attend in large numbers to hear President of Southern Railroad.

W. W. Finley, president of the Southern Railroad Company and member of the faculty at the Wharton School, delivered a lecture in the university auditorium, entitled, "The Railway," to a large body of students of the Wharton School, who, together with some of other departments, completely filled the lecture room in the building this afternoon.

Finley spoke of the economic features of our country.

"The entire subject would require a volume," said Mr. Finley, "to do the theme justice, but I shall endeavor to sketch briefly lines of the plan, and then explain the economics of transportation as they are based, and shall then endeavor to sketch briefly lines of the whole plan, and then explain the economics of transportation in a larger way.

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THE PENNSYLVANIAN

WEDNESDAY, OCTOBER 30, 1910.

S. B. MARTIN.

There are surely at Pennsylvania many men who are interested in the University Hunt Club. Such organizations are already in full swing at Princeton, Yale and Harvard and it is enough proof that in the new college sport they may be successful. If other universities have done this, why cannot Pennsylvania?

Organizers of the club feel that it will be necessary to enlist the cooperation of several graduates at whose disposal are the stables and hunting in the neighborhood of Philadelphia. Why cannot some of the men who are backing this project obtain the influence of certain of the undergraduates to assist them?

We are confident that the organization of a University Hunt Club will be a good thing for Pennsylvania. Riding to hounds is a gentleman’s sport and one in which this University should not be behind others in taking up and succeeding. Especially in this city, which is recognized as the sporting centre of the country, if the right persons interest themselves in the organization of this club, it will succeed. We urge upon those men that it is their duty to undertake the new project for Pennsylvania and to carry it to success.

This is the first year for some time that Pennsylvania has had a Freshman cross-country team. There is surely enough material to make a good one. Last year our Freshman team was to have participated in an Intercolligate Freshman meet, but the only other college team that competed was Princeton. In that meet our team came off victorious. This year other universities recognize Freshman cross-country teams and there is an opportunity for several meets.

A Freshman cross-country team is an excellent thing for these new runners who have been developed by working on their Freshman team. After such a thing has been tried with beneficial results for so many years it is a pity to drop it now with apparent cause. If this be only another instance of the lack of spirit shown by the Freshmen Class as a whole, we would ask upper classes to make their Freshmen classes aware of its evil results in this case, at least. We also hope, however, that the Freshmen need not be urged to come out for a cross-country team. We only advise that they be encouraged to do so.

Mr. Finley Speaks of Our Transportation Problems

(Continued from First Page.)

with transportation either as primary or as auxiliary railway men, or as travelers or shippers. The first of these principles is that adequacy of transportation facilities is essential to the prosperity of any community. Truth of this is self-evident; for it is a principle of demonstrated fact that no community can produce goods and sell them if it is unable to send them to market. Most of the goods produced in the country are transported to the markets in which they are sold, and for the distribution of these goods the transportation service is necessary. The second basic principle is that a community can maintain a fulcrum of prosperity only when its facilities are as to keep pace with the increasing demand for its services.

Another principle, closely related to the two already stated, is that a transportation agency can prosper only as a result of the prosperity of the communities served by it.

The last of the self-evident propositions which I shall state is, that capital will flow to those channels of business in which investors can find a reasonable degree of certainty that their principal will be safe, and that it will yield a fair return as a result of the earning of a proper margin of income over the costs of operation and maintenance. A fact often lost sight of by those who attempt the delicate task of fixing transportation charges, and, also, by many of those who discuss railway rates in addresses and periodicals, is that each rate must stand on its own bottom, and must be considered in the light of the conditions under which the service is performed, without reference to what may be a reasonable charge for any other service. It is a common error to assume that, because a particular charge may affect reasonable compensation in one section of the country, or on one particular line of railway, the same rate would be reasonable in all other sections and on all other lines of railway.

Perhaps no subject is as difficult to the lay mind as the subject of railroad rates. This is a common error to assume that, because each charge may affect reasonable compensation in one section of the country, or on one particular line of railway, the same rate would be reasonable in all other sections and on all other lines of railway.

(Continued on Third Page.)
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