

The Present Status of the Municipal Ownership Scheme; Flourishing In Europe and of Great Interest to Americans

JUDGE EDWARD F. DUNNE, the new municipal ownership mayor of Chicago, whose notable triumph over a political adversary so wide awake and without so popular as John Maynard Hurley was evidence indisputable that there is no falling off in the ranks of those who believe the time has come when the private administration of public interests should be curtailed. In this work he is receiving valuable assistance from the brilliant Clarence S. Darrow, whom he has appointed special counsel in traction litigation. Mr. Darrow is an enthusiast on the subject and has been prominent in municipal ownership discussion for many years. He also acquired much reputation from his work as counsel for the miners in the great anthracite coal arbitration.

It has been decided that a beginning will be made as soon as the entire ground is thoroughly canvassed. As an earnest of the thorough manner in which Judge Dunne is proceeding may be mentioned the fact that he intends to call to his aid the most competent experts in the reform and has already broken the services of several Glasgow leaders in the movement which has so transformed municipal government in that Scottish metropolis.

James Dalrymple, general manager of the Glasgow tramway system, has been invited to visit Chicago, and it is expected that he will remain several months. It is to his good judgment and initiative that Glasgow and its imitators owe much of their present success under the scheme of municipal ownership so prevalent in the United Kingdom.

It has been assumed frequently that, owing to the administrative character of the business and its relation to mechanics and invention, the operation of

street railways is not adapted to public management. To meet this the advocates of municipal ownership maintain that the street railway is the one of all public utilities most likely to thrive under public management. This is because from its very nature it is exposed at all times to observation.

management in European cities will be likely to surprise Americans. Eleven years ago last July Glasgow, the chief commercial city of Scotland, with a population of nearly a million, took charge of its street railways, three or four lesser British cities having previously set the example. Today every

city of local transportation has become the settled policy of British cities. Although the movement on the continent began at a somewhat later period, it is evident from the Chicago election and other equally suggestive indications that it is under way. The most that has been accomplished in the construction of difficult and expensive factors in transportation, like bridges, the Boston subway and the tunnels for the New York underground system. There are several American cities that have been agitating the question in a manner which means positive action in the near future and it has become a leading feature in municipal party platforms. One of the most potent arguments heard at local political gatherings is the declaration that wherever tried municipal ownership has proved successful. This has been made manifest by increased facilities and better service. There has never been any complaint from the traveling public that transportation lines controlled by city governments were less solicitous for the comfort of patrons than those managed by private interests. On the contrary, say the municipal ownership advocates, there is much evidence to prove that the service has improved greatly since they came under direction of the cities. In Great Britain the craze for municipal control has not stopped at transportation facilities. More than 200 towns have their own water supply, and fully that number are dealers in municipal gas. There is not a single one among these enterprising municipalities that has not derived a profit from the undertaking. In almost every instance, too, the rate to the public has been materially reduced, in some cases fully one-half. In some localities the principle has been utilized to the extreme. In Glasgow, for example, the list of articles now supplied by the municipality includes many things which are more luxurious than necessary. In that Scotch metropolis the city has assumed control of the pawn shops, and the effect, both moral and economic, is deemed to be beneficial. There is a municipal golf links, which has proved to be an immense success.

chief city of the Austrian empire, with approximately the population of Chicago, bought all its street car lines and assumed their management. In Ger-

many also, especially in the principal Rhinish cities, the same system prevails. Berlin resolved several years ago to make no further railway grants and has been acquiring the control of electric lines ever since. Paris owns the tunnels of its new subway and has reserved the right to take over the management of the entire system in a few years.

In the United States the municipal ownership of rapid transit facilities has made less progress, but it is evident from the Chicago election and other equally suggestive indications that it is under way. The most that has been accomplished in the construction of difficult and expensive factors in transportation, like bridges, the Boston subway and the tunnels for the New York underground system. There are several American cities that have been agitating the question in a manner which means positive action in the near future and it has become a leading feature in municipal party platforms. One of the most potent arguments heard at local political gatherings is the declaration that wherever tried municipal ownership has proved successful. This has been made manifest by increased facilities and better service. There has never been any complaint from the traveling public that transportation lines controlled by city governments were less solicitous for the comfort of patrons than those managed by private interests. On the contrary, say the municipal ownership advocates, there is much evidence to prove that the service has improved greatly since they came under direction of the cities. In Great Britain the craze for municipal control has not stopped at transportation facilities. More than 200 towns have their own water supply, and fully that number are dealers in municipal gas. There is not a single one among these enterprising municipalities that has not derived a profit from the undertaking. In almost every instance, too, the rate to the public has been materially reduced, in some cases fully one-half. In some localities the principle has been utilized to the extreme. In Glasgow, for example, the list of articles now supplied by the municipality includes many things which are more luxurious than necessary. In that Scotch metropolis the city has assumed control of the pawn shops, and the effect, both moral and economic, is deemed to be beneficial. There is a municipal golf links, which has proved to be an immense success.

The city council also turns its hand to such varied and uncommensurate pursuits as running a tulip farm, a laundry, a dog and bird store and an old clothes emporium. The profits of the last two are used to support the town's municipal art studio and picture gallery. The city owns and manages a plant for the transforming of its sewage into marketable fertilizers and realizes handsomely on the venture.

This by no means exhausts the list. Torquay has gone into the business of raising oysters. Cardiff runs a municipal fish market and Liverpool raises beet. Belfast and Preston and 250 other towns have municipal slaughter houses and markets. Bradford is contemplating a municipal tailor shop. The municipality of Battersea holds flower shows, gives organ recitals and runs a sawmill. Brighton is even more enterprising. It owns its race track and operates it at a profit. Tunbridge Wells and Southborough have municipal theaters. Manchester is largely engaged in the candle making industry. The charming town of Devonport owns and manages every salmon within its limits, and Horley, most advanced of all, has a municipally conducted incubator asylum.

Edward F. Dunne, mayor of Chicago, was born in Waterville, Conn., in 1851. When he was quite young the family removed to Peoria, Ill., where the judge's father became an alderman and afterward a member of the legislature. The son was sent to Trinity college, Dublin, from which he was graduated with high honors. On his return to America, young Dunne was admitted to the bar and began the practice of the law, in which he attained an early and remarkable success. He was elected judge of the circuit court in 1892 and has been re-elected several times. Judge Dunne is married and has a family of ten sons and daughters. He lives in a handsome suburban residence at River Forest, on the Desplaines river.

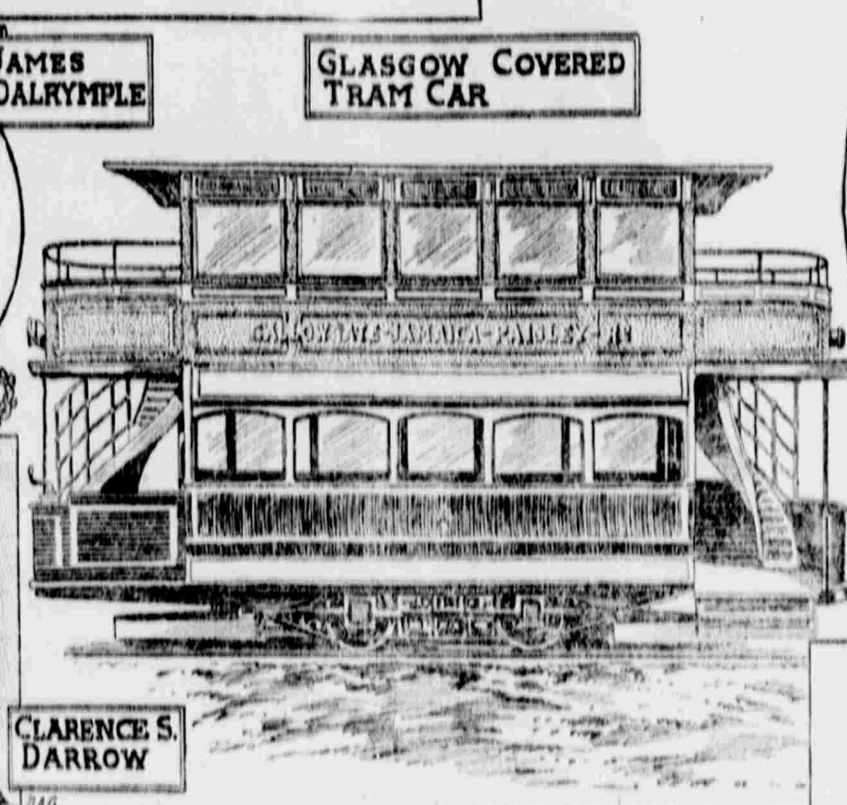
CHANNING A. BARTOW.



JAMES DALRYMPLE



CLARENCE S. DARROW



GLASGOW COVERED TRAM CAR



MAYOR EDWARD F. DUNNE OF CHICAGO

That it is perfectly feasible has been demonstrated by its repeated trials and successes. Excepting those who have kept track of it, the wide and rapid municipal assumption of street railway

town of importance in Great Britain, with the possible exception of two, is either operating its street railways or carrying out definite plans for doing so. It is evident that municipal ownership

ried, it has been scarcely less pronounced. Three of the chief cities of the Swiss republic have been directing the business of their street railway systems for eight years. Vienna, the

many also, especially in the principal Rhinish cities, the same system prevails. Berlin resolved several years ago to make no further railway grants and has been acquiring the control of electric lines ever since. Paris owns the tunnels of its new subway and has reserved the right to take over the management of the entire system in a few years.

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Admiral Togo, His Home Life and His Family; The Personal Side of a Great Sea Fighter

At the present stage of the war in the far east Admiral Heihachiro Togo, commander of the combined fleets, is again the man of the moment. Last January he paid a brief visit to his home and family at Tokyo. He tried to steal into Japan unobserved and to prevent anything like a national welcome. Some of his officers remonstrated with him and made an effort to persuade him to let the people see him. It would do them good, they argued, and stimulate the national heart.

He would not consent. The national heart, he maintained, was already burning with overstimulation, and there was other pressing business on hand. It would be time enough for such a manifestation when the war was over.

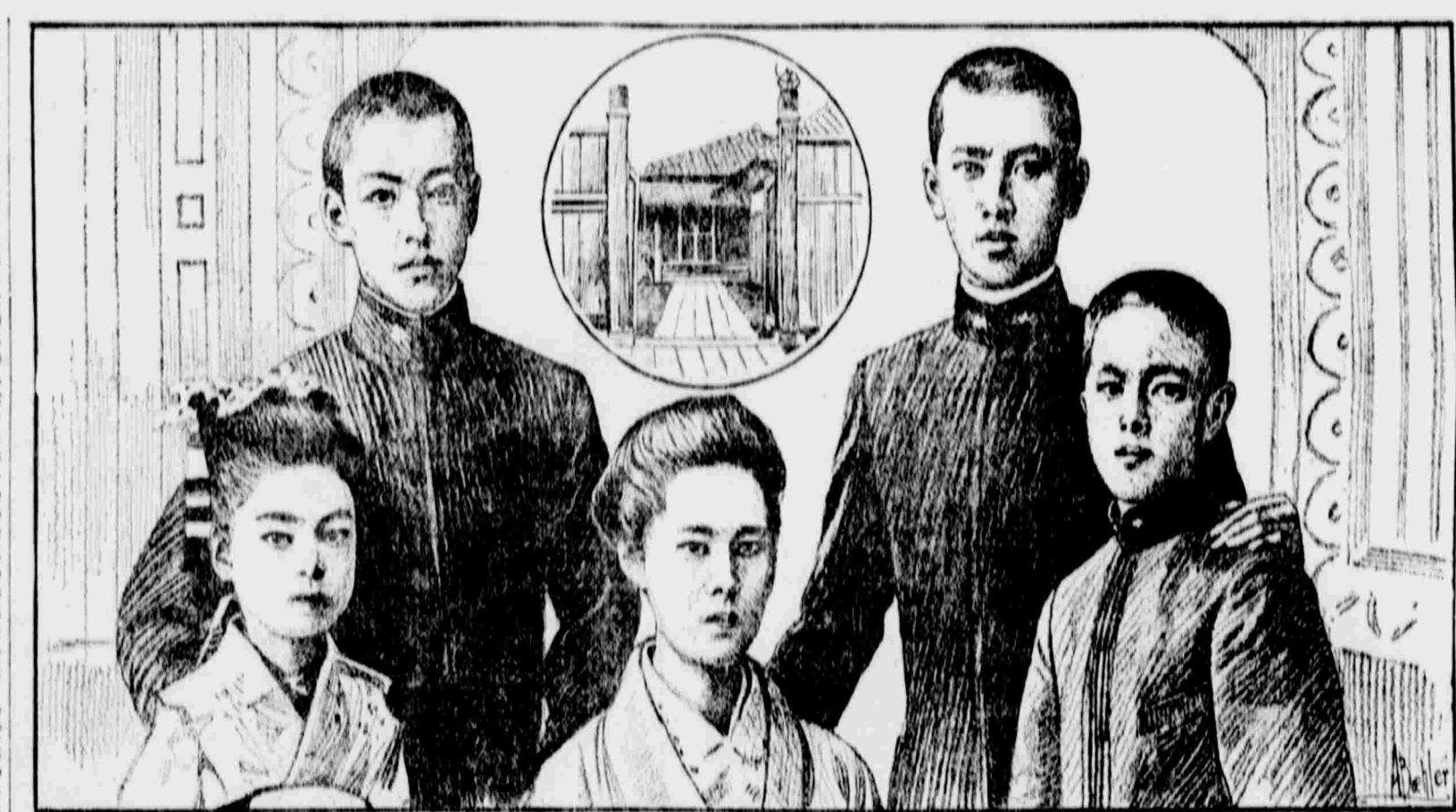
So he declined the offer of a great reception which the municipality of Tokyo wished to give him and entered Japan as unobtrusively as if he were a common seaman. He planned it so that he reached the capital at night and walked unattended from the railroad station to his house. Having received no notification of the admiral's intention to come home, the entire household had retired, and he was obliged to go to a hotel, since it is not considered good form in Japan to disturb any one who has retired for the night. He was not recognized at the hotel, and he rose early in the morning and went to his own domicile.

Togo, although but forty-eight years of age, is easily the prince among Japan's national heroes, and he is not spoken of affectionately as "Oni heihachi." This means in English the "ogre admiral," but not in a bad sense. It is rather a term of endearment. Throughout the length and breadth of

the island empire the mention of the "ogre admiral" will evoke the wildest enthusiasm.

The admiral's household is one of the simplest in Tokyo. In its admirable unpretentiousness may be witnessed the typical home of a samurai gladdened by the presence of a congenial wife and four interesting children, three sons and a daughter. In this household there is no evidence of luxury of any description, the Togo family occupying an ordinary middle class dwelling. It is not even in an aristocratic part of the city, its neighboring houses on either side being the homes of tradesmen and minor government officials. The domestic arrangement is conducted on a most economical basis, no carriage, bicycle or mikulaw being kept on the premises. Only one servant is employed, with a poor male relative as caretaker during the admiral's absence. The only evidence of distinction to be discovered about the place is a small electric lamp put outside the street entrance in order that passersby may read the name of "Togo" inscribed upon the door. This has been put up since the admiral left home and was made necessary by the processions and groups of enthusiasts who were constantly arriving and shouting "Banzai!" which is the Japanese equivalent for "Long life!"

Anecdotes in which the Togo family figures are plentiful in Japan. One of the most characteristic is to the effect that when the great man returned to his home some time before the breaking out of the present war for a short visit he contracted such a severe cold that he was obliged to remain in bed during his entire stay. Having received orders to rejoin his command at once, he rose from his bed and began to pack his traveling bag. Not appreciating the seriousness of the occasion, his wife began to object vociferously. She declared that he must not think of



ADMIRAL TOGO'S WIFE AND CHILDREN AND THE ENTRANCE TO THEIR HOME IN TOKYO.

leaving home until he should be entirely well. Without resorting either to explanation or argument, the admiral, not in the best of humor and evidently under the influence of his indisposition, administered a rather forcible box on

the ear and calculated pettishly. "Don't talk nonsense!"

With a good natured laugh, Mrs. Togo desisted and gave all her attention to speeding the admiral on his way to the station. On arriving there

he found that he would have to wait nearly an hour. With a growl of impatience, he threw himself into a seat and buried his face in a newspaper. Presently he became conscious that some one was standing before him.

Peeping over the top of the journal, he saw that it was his little thirteen-year-old daughter, Chiyo. There was a stern look on her expressive little face, and her eyes were moist. "Why did you strike my mother?"

she demanded severely. "You are certainly what the people call you. You are an ogre!"

The man who would not mind facing a fleet of Russian battleships flinched at the little maiden's directness. "Why, Chiyo," he laughed, "I didn't hurt mamma. Run away home and make an apology for me."

This was perfectly satisfactory to Chiyo, and she hurried away to console her mother. Since this happened Admiral Togo has developed into one of the most charming young women who attend the peeresses' school, where she is a great favorite. It is a wonder that her pretty head is not entirely turned by the adulation she receives from her enthusiastic mates. She is exceedingly modest, however, and on each fresh congratulatory tendered on account of another naval victory she insists that it was won by the grace of tenyu (heaven). The admiral's official report on a battle always begins "By the grace of heaven."

The two elder Togo boys are cadets at the naval school, and they are apt pupils.

The world has been accustomed to look upon Heihachiro Togo as a man of the sword pure and simple. He is much more than that; he is a born leader of men. In Japan he is credited with another rare facility—if his judgment of men is ever in fault no one is permitted to discover it. It is a common saying among his subordinates that "Togo uses his men as if they were his own fingers." He was born on Oct. 14, 1857, just four years after the American squadron anchored in the bay of Yesso and opened the eyes of Japan to the wonders of the west. He is consequently a product of new Japan. He speaks English fluently, having been a student in Great Britain's Naval Training school and afterward a member of the crew of the training ship Worcester. HIRAM DOUGLASS.

A California Aeroplane With the Wings of a Bird; How a College Professor Has Solved the Aerial Puzzle

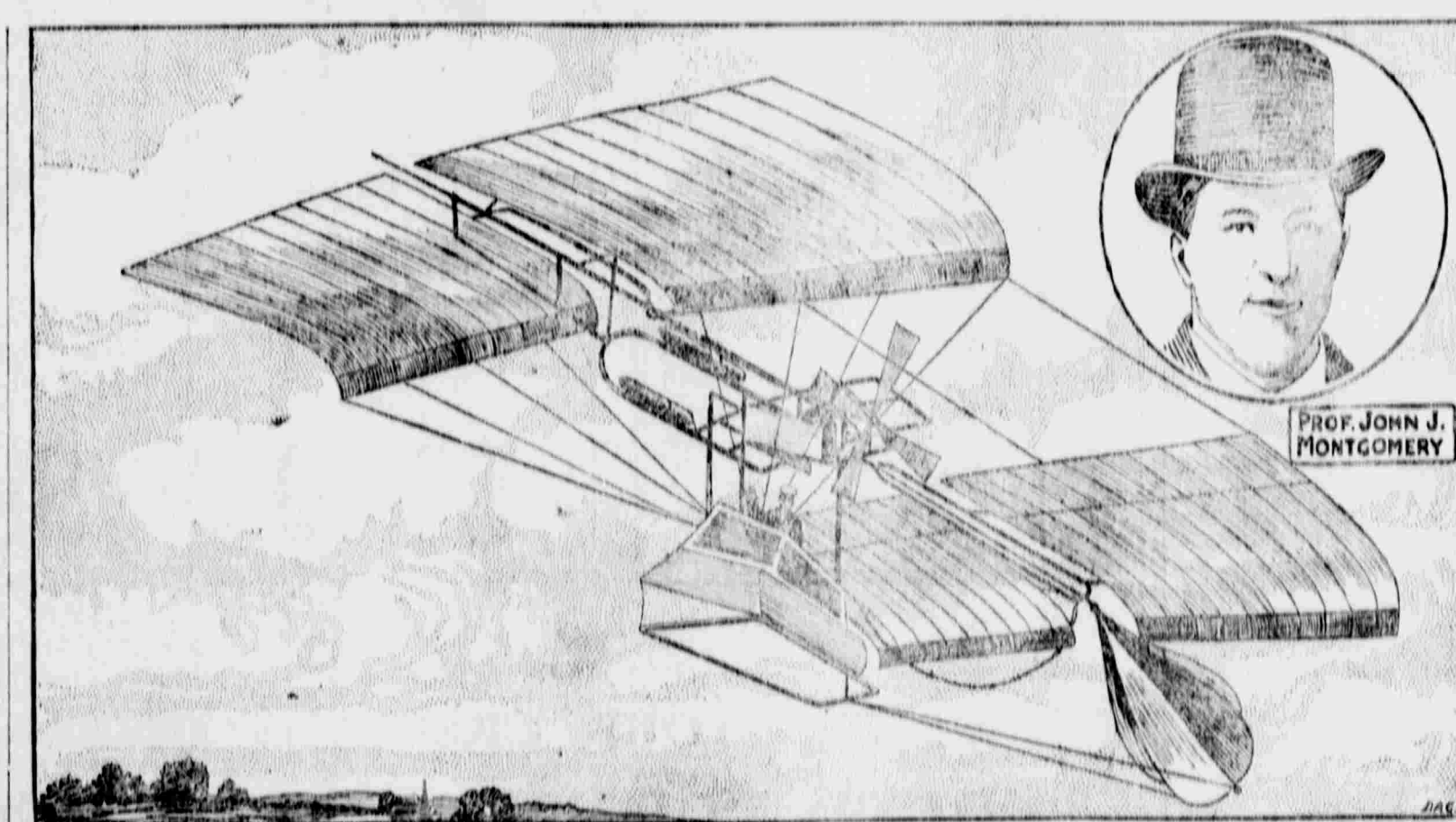
A RECENT experiment in aeronautics made at Santa Clara, Cal., from the grounds of the Santa Clara Jesuit mission and under the direction of John J. Montgomery,

one of the professors in that institution, seems to have established the possibility of aerial locomotion without the aid of a balloon. Other experimenters in the same direction have claimed equally satisfactory results, but it is the opinion of those best informed on the subject that this latest essay to imitate the flight of the bird comes nearer to solving the problem than anything previously devised.

Professor Montgomery has devoted all his leisure time for the past twenty years to the study of aerial navigation, and he has long been convinced that the ingenuity of man would in time surmount the apparently unconquerable obstacles which since the creation have made man an awkward and peculiarly helpless creature whenever he happens to be elevated a few feet in the atmospheric ether. He looked to nature for enlightenment and studied the movements of birds and insects in active locomotion and made critical examinations of the marvelous apparatus provided by nature.

With the birds for his models, he conceived a machine and attempted to raise it into the air from a precipice in San Diego county, but the contrivance was faulty, and the daring inventor escaped death but narrowly. He was satisfied that he was on the right track, however, and this contrivance did not quench his enthusiasm. He continued his research for a number of years, receiving from his associates all the sympathy and aid they could afford. The aeroplane which recently performed so creditably at Santa Clara was the outcome.

The device was launched from a bal-



THE MONTGOMERY AEROPLANE IN FLIGHT.

loon after it had risen to a height at which the winged machine and the operator to whom it was attached appeared about the size of an eagle. Then the connection with the conveying balloon was severed, and the daring manipulator, an enthusiastic convert to the theory named Maloney, be-

gan his imitation of bird locomotion, and a very clever and surprising imitation it proved to be. Maloney seemed to ascend and descend at will. He performed startling feats of diving bird fashion in the air, reversing motion, etc., and the great filmy wings of the invention served him admirably. The

aeronaut was poised on the framework at a level lower than that of the big wings, and even if the ability to steer had been wanting the machine would have acted as a capable parachute.

These California experimenters have practically demonstrated that whenever the necessary motive power can be

supplied without overweighing the apparatus the flying machine problem will be greatly simplified. The device constructed by Professor Montgomery weighs only forty-two pounds and is designed to support in aerial flight a man of moderate weight.

Attempts to imitate the flight of birds

by mechanical means antedate the balloon by several hundred years. A number of instances of very early trials of this kind are on record. In these cases persons by means of some parachute-like contrivance descended obliquely from towers and other lofty heights. In the thirteenth century Elmerus, a Spanish monk, is reputed to have flown down more than a furlong from the top of a tower. In the seventeenth century Renier, a French locksmith, began a series of experiments in flying by leaping from second story windows and afterward increasing the height and finally soaring over buildings and even across streams. The first properly authenticated account of the mechanism of a wing was given by Borelli in 1679, and that furnished the chief basis for experimentation until 1867.

From that period there have been frequent attempts to solve the problem. Among the most notable Americans who have devoted many years of diligent and exhaustive study to the subject is Professor Samuel P. Langley, physicist and astronomer to the Smithsonian Institution. Nine years ago he demonstrated by means of a model the correctness of his principle of soaring flight, and after two years of subsequent trial with the same machine he proved that dirigibility was both possible and practicable. He continued his search for a motive power capable of lifting and propelling a machine carrying a man to control it. In aid of this effort he has been given \$50,000 by congress, \$25,000 by the army board of ordnance and as much more by private contributors who are interested in the subject.

Langley's scheme, like that of Sir Hiram Maxin's flying machine and the apparatus used by Lilienthal in his famous gliding experiments, has been to rely exclusively on the aeroplane for support. This is the same principle that gives buoyancy to a card thrown flatwise and horizontally. Any light, flat object will be kept aloft by the air

alone as long as it moves rapidly. The gas bag of the Santos-Dumont school is not employed in this system of air locomotion. Lilienthal began first with a single outstretched fabric reaching farther sideways than fore and aft, and he seated himself near the middle. He had rudimentary steering, and he employed no motor. All that he could accomplish was to make short flights from house-tops or the brow of a hill. Chanute, an American, did the same trick with even more facility.

Sir Hiram Maxin employed a two-story aeroplane, a gas bag and heavy machinery to drive his propeller. It was not intended that the contrivance should make long flights, but it was designed to ascertain what horizontal speed could be made. For that purpose it was mounted on wheels and set on a track. It developed a speed of twenty-five miles an hour and then lifted itself off the rails and fell with a smash. Langley began his flying of models in the autumn of 1893. Nine secret trials were made over the Potomac without a single success. His latest effort was more promising. Some of the key parts, such as the propeller with tiny engines to furnish motive power, actually flew.

But Professor Langley's theories have proved thus far to be undemonstrably impracticable. With all the resources of the government at his command, he has not been able to show the results that have been obtained by the Santa Clara aeroplanists. The great competition at the St. Louis fair showed the wonderful dirigibility which has been attained by machines of the gas bag type. In that contest, too, a California Maxin's flying machine, with his ship, the California Arrow, gained the chief distinction. Professor Montgomery's recent success with his still more ingenious bird flier has confirmed California's pre-eminence in practical aeronautic development.

THOMAS L. ELTON.