

STREET TRACTION MAGNATES OF THE UNITED STATES.

MEASURING PULSE BEATS

It has long been apparent to keen observers that there is as much money in comparatively small enterprises, such as city or suburban trolley lines, as in vaster schemes compelling immense initial outlays of capital and the traversing of great distances; in brief, that the day of the steam railroad for short distances is passing and that of the electric road has arrived. And the distances to be covered by the accomplished and projected "electrics" are not all of them short, as, for instance, the latest to be announced, a trolley line from Cincinnati to Fort Wayne, is to be 356 miles long. It is already possible to travel by trolley from New York to Boston, and Al Johnson's scheme for connecting New York and Philadelphia by trolley cars traveling at 50 miles an hour was only recently exploited in the press. From Germany comes the information that on the new electric railway now in construction between Berlin and Zossen it is expected to develop a speed of 114 miles an hour.

Everything points to the universal use of the electric railroad all over the United States, and now that the people generally are awakening to the fact much curiosity is expressed as to those men who had sufficient foresight to perceive the magnitude of the movement before it began. There are, of course, many names that have more than local prominence, but only those which are most conspicuous are here mentioned. It has been predicted of the largest street railway syndicate in the United States, probably in the world—the Elkins-Widener-Whitney combination of New York and Philadelphia—that eventually, and at a time not far distant, it will control every mile of track east of the Mississippi and between Canada and Florida.

Mr. P. A. B. Widener, the man to whom is given the credit of discovering the latent traffic possibilities in Philadelphia's streets, was born in the City of Brotherly Love, Nov. 17, 1834. His educational advantages were few and served him at first only in the humble capacity of a veal butcher. Taking to politics, he became prominent, and in 1873 was appointed to fill the unexpired term of City Treasurer Mercer, who had defaulted. On retiring from public office, in 1875, he turned his attention to the development of the city's street railroads, joined with him some influential men and secured the franchises that made him and his companions millionaires. Branching out into other kinds of business, the head of the concern became a dominating factor in many enterprises, and his name became well known in other large cities, notably Chicago, New York, Baltimore and Pittsburgh. It was about four years ago that Mr. Widener announced his determination to present his magnificent and palatial residence to his fellow citizens. The residence was valued at \$600,000, and the art collection which it contained and which went with it was estimated at not less than \$100,000, making the gift worth \$1,000,000 in all. Two years later he set aside \$2,000,000 for the erection and maintenance of a home for crippled and deformed children.

At the time Mr. Widener was appointed to the office of city treasurer he was

obliged to procure a bondsman and found him in the person of another Philadelphia, Mr. William L. Elkins. Between these two there developed such an intimacy that later on, after they had launched out into their vast street railway enterprises, they were known as the "traction twins." Their hyphenated names, "Elkins-Widener" or "Widener-Elkins," were always seen at-



CHAS. T. YERKES

done many philanthropic acts. He is a great lover of art, and the Elkins gallery, like the Widener, contains many noted paintings.



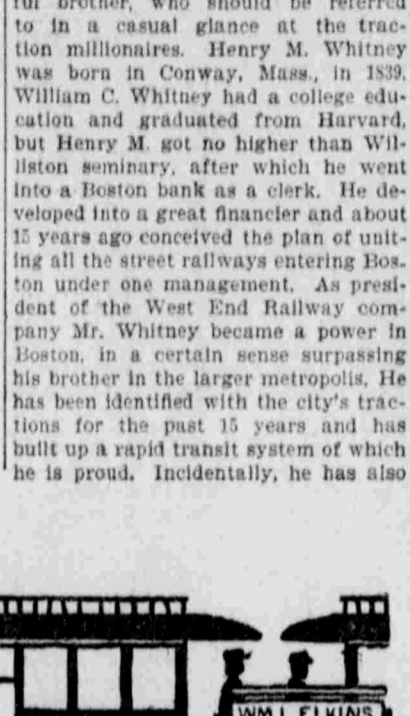
HENRY M. WHITNEY

With the advent of the Philadelphia "traction twins" in New York a new combination was formed and another hyphen added to the title of the biggest monopoly, in its way, on the face



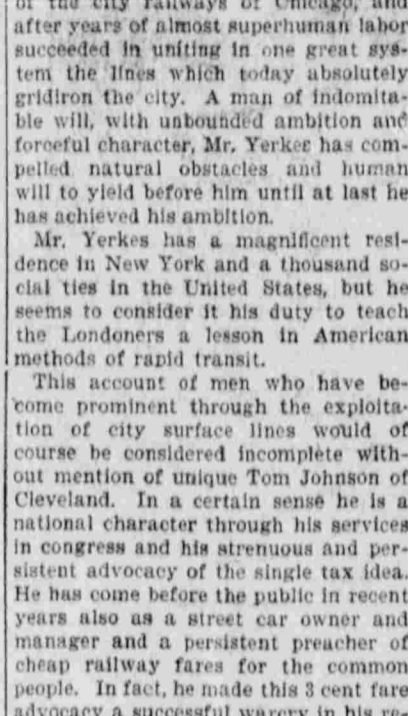
WM. C. WHITNEY

Philadelphia that Widener always got what he wanted in that city, and the same may be said of Whitney and New York.



PETER A. B. WIDENER

Philadelphia. He is now 64 years of age and is engaged in reconstructing the underground lines of London. He was early a speculator and when a very young man was in business as a broker. Removing to Chicago, his energy, tact and foresight enabled him to quickly forge to the front. By process known to the successful manipulators of capital, Yerkes came into control of the city railroads of Chicago, and after years of almost superhuman labor succeeded in uniting in one great system the lines which today absolutely gridiron the city. A man of indomitable will, with unbounded ambition and forceful character, Mr. Yerkes has compelled natural obstacles and human will to yield before him until at last he has achieved his ambition.



H. H. VREELAND

Mr. Yerkes has a magnificent residence in New York and a thousand social ties in the United States, but it seems to consider it his duty to teach the Londoners a lesson in American methods of rapid transit. This account of men who have become prominent through the exploitation of city surface lines would of course be considered incomplete without mention of unique Tom Johnson of Cleveland. In a certain sense he is a national character through his services in congress and his strenuous and persistent advocacy of the single tax idea. He has come before the public in recent years also as a street car owner and manager and a persistent preacher of cheap railway fares for the common people. In fact, he made this 3 cent fare advocacy a successful war cry in his recent mayoralty fight, while his brother Albert, recently deceased, showed through the press what vast benefits would be conferred upon the public by consolidation of existing lines between great cities, like New York and Philadelphia. Both Tom and Al began life as unassisted sons of an impoverished Confederate soldier, but both had a reputation as "hustlers" from the very first. Until the lamented death of his brother Tom Johnson was usually associated with him in his many railroad schemes. Now Tom is a millionaire, and, although he has retired from active business, not long ago he employed more than 20,000 men in his various enterprises and owned the electric roads of Allentown, Pa., Cleveland, O., and Indianapolis, besides having large rail interests in Detroit, Brooklyn, etc. Although the city of New York still runs three-fifths of the obsolete horse cars contained in the United States, its vast population makes its territory a rich field for exploitation. H. H. Vreeland, president of the Metropolitan system, who rose to his present high post from the ranks, has recently accomplished the transformation of a portion of his road from cable to the underground electric at a dead loss of about \$5,000,000. This amount of property, and probably at least \$4,000,000 more, the Metropolitan deliberately threw overboard, being sure of quickly recouping itself from its vast earnings. President Vreeland estimates the total earnings of New York city's surface roads last year at \$15,000,000, Brooklyn's at \$11,000,000 and Philadelphia's at \$10,000,000.

CHANNING A. BARTOW.

faced to all their operations after their first acquaintance, and they formed that financial alliance that has carried through so many vast undertakings. William Lukens Elkins was born near Wheeling, W. Va., in 1832, but was brought up and educated in Philadelphia, his ancestors being of Quaker stock. Like his future partner, Widener, he never advanced beyond the common schools and early embarked in the oil regions, and during the next 20 years or so, first as a speculator and then as a refiner, he was engaged in building up a large fortune from oil. It is not as an oil man, however, that he is best known, but from his connection with street railroads. He made a great success of his first venture in this direction, acquiring for himself and his partner a complete monopoly of Philadelphia's surface tracks. Once having mastered the elements of traction, as it were, it was very easy to branch out and take in other places, and the Widener-Elkins people became organizers and part owners of those systems in New York, Chicago, Baltimore, New Jersey, etc., which have made their names almost household words today. They also went into other schemes, such as gas and electric lighting, coke and coal. Like his partner, Elkins has

conducted some of the most stupendous financial schemes known to any time. Through C. T. Yerkes they became interested in Chicago surface lines and through W. C. Whitney they obtained a foothold in New York. As to the latter venture, it is said that when the friends of Jacob Sharp and W. C. Whitney were fighting for control of the streets of New York city and it looked as though both would fail the Widener-Elkins people recalled the

of the earth. It was then and is now known as the "Widener-Elkins-Whitney" syndicate. In New York, as everybody knows, William C. Whitney, formerly President Cleveland's secretary of the navy, had great influence with the powers that were. Whitney worked the political franchise dispensers in a way that secured for him and his Philadelphia partners practically a perpetual monopoly of the city's streets. It has long been currently reported in

built up a fortune. Like his Philadelphia rivals, H. M. Whitney, has got a grip on other utilities, such as coal, coke, steel and gas, being president of the Dominion Coal company, New England Gas and Coke company, the Massachusetts Pipe Line, etc. In a class all by himself must be placed Chicago's great electric magnate, Charles Tyson Yerkes, who, like all the rest, was born poor and, like two of his most noted confederates, was born in

ENGLAND AND FRANCE AT ODDS OVER THE EMPIRE OF MOROCCO.

In order to discover the real reason for the dispatch by the sultan of Morocco of an embassy to England and to the continent of Europe recently it is only necessary to glance at a map of his empire. While the ostensible excuse was the congratulation of King Edward VII on his accession to the throne, behind it all lay another and the actual motive, which was to sound the different governments of Europe as to the negotiation of commercial treaties. A glance at the map will reveal the uncomfortable situation of Sultan Muley Abdul Aziz, ruler of Morocco, as to his neighbors. Morocco, with its area of some 300,000 square miles and a population estimated at anywhere from 1,000,000 to 1,500,000, is peculiarly situated in between the nearest African country to Europe, and hence has excited the covetousness of countries on the other side of the strait for centuries. Once it was part and portion of the famous Barbary states, but one by one those states have been absorbed, and now, it stands isolated and alone, far from friends and lands containing ruling people of kindred faith, and, moreover, it holds a geographical position which alone is enough to make it an object of great desire to its neighbors. Spain has a foothold in Morocco, in its penal settlement of Ceuta; but, although at one time it practically dominated the whole country and held possession of most of the Mediterranean ports on the African side, it will never again probably acquire more than it at present holds. Spain would like to undertake the reconquest of Morocco not only on account of its vicinity, but for the sentiment of the thing. More than a thousand years ago Moors and Arabs from this same country invaded Spain by the way of the strait of Gibraltar, the promontories of which were then known as the pillars of Hercules. One of these "pillars" is Ceuta, which Spain still owns; the other, over on the European side, is the famed Gibraltar, named after the fierce Arab conqueror, Gib el Tarik, the one and only warrior who overran southern Spain and opened the way for its complete conquest early in the eighth century. But that is not to the credit of the native Castilians, who ever since the time when King Ferdinand finally rolled

back the Moorish legions in Andalusia, have hankered for revenge and territorial reprisals. When Spain lost Gibraltar to the British in 1704, she gave away the key to the situation, which she has vainly tried to regain many times since. She looks upon the continued retention of Gibraltar by the British as a breach of international comity, and so long as it is held by them just so long will the second rank in the proud Spanish heart. But Great Britain, having held Gibraltar for nearly 200 years, and by means of her grip on the great rock having been practically mistress of the Mediterranean all that time, will never relax her hold. She would not even exchange it for Ceuta, on the African side of the strait, though doubtless Spain would gladly make the trade and throw in a good many square miles of her west African islands. What the English want now is not more possessions, but strategic positions. Gibraltar is all right of itself, but directly across the strait lie Ceuta, Tetuan and Tangier, all ports at which an enemy might harbor and make bases of operation for acts of aggression if a Mediterranean war should occur. Tetuan and Tangier are ports of Morocco, gateways leading to the rich interior, and possession of them by an enemy of England would be equivalent to flanking Gibraltar and rendering it innocuous. To get and hold these ports and adjacent territory is the hope and desire of British strategists; to capture the vast trade of interior Morocco is the cherished scheme of British merchants and manufacturers. The latter statement is borne out by the last report respecting the Moroccan mission, which is that the sultan has authorized his envoy, Cid El Mehedy El Menehdi, to negotiate a commercial treaty with Great Britain in the first instance, which will be the entering wedge toward opening Morocco to foreign commerce. But Great Britain is not to be allowed quietly to absorb this old yet new territory without a struggle for commercial if not actual supremacy. Her great rival in the field is, of course, France, which for nearly two generations has held possession of adjacent Algeria and has acquired a vast fund of experience in her dealings with the north Africans. About 70 years ago she

sent her soldiers across the Mediterranean and took the port of Algiers from the pirate beys. It is doubtful if France has reaped a rich material reward from her labors in Algiers, but the north African field has proved a great training school for her soldiers, opened an outlet for her surplus population, especially for agriculturists and, as intimated, has shown what can be accomplished by the application of scientific methods in the development of the resources of an unexploited territory. For more than a thousand miles a railroad runs along the north coast of Africa, with spurs and feeders down toward the great Sahara desert at various points. The last project, soon to be carried out, is the crossing of the Sa-

haran desert to mysterious Timbuktu by a north and south rail line from the Mediterranean coast. This will completely hem in Morocco on the east, and prove disastrous to Muley Abdul and his subjects, for he has long been looked upon as the "sick man" of north Africa. All the European monarchies are that the suggested change would be unfair to the late R. K. Miller, who made a handsome gift to the association a few years ago. Half of the village of Hermannaruth, Austria, which is situated near the Bavarian frontier, was destroyed by fire recently because the customs officials halted the Bavarian engines which had come to the rescue and demanded that they pay the usual tax on imported machinery. It is perhaps rather a curious thing that though the king of England is such an excellent judge of horseflesh it is years since he has driven himself. Neither he nor the Duke of Cornwall has ever shown any leaning toward this pursuit, and it is not likely that the king will be seen driving his own equip-

agreed on one point, and that is that Morocco must eventually become the prey of some greater, grander power. But they are not willing that it shall fall either to France, to which the finger of inevitable destiny seems to point, or to Great Britain. For the reasons given above the presence in Europe of an embassy headed by Cid El Mehedy, the sultan's grand vizier, and the Scottish commander of



The Sultan of All Morocco.

Papyrus was made of the pith of an Egyptian reed, thin strips of which were laid side by side till the necessary size was obtained, and then another layer with strips running in the opposite direction to the first, glued to its surface. Although the specimens which have been recovered in such numbers during the last few years are often much less fragile than they look, the wonder is that they should have lasted at all through all these centuries, and digging for them, of course, is a most delicate operation if one is to recover them in good condition. From another point of view papyrus digging has been compared to gold seeking. Just as the gold seeker follows his view of quartz, so the papyrus digger follows the view of the ignorant natives. Egyptologists believe, however, that the rich mine of these unrivaled documents of ancient life and literature has still many treasures to render up to the patient seeker, and the increasing interest in antiquities in this country is likely to bring many more such manuscripts as those now at Harvard to American museums.

MEN IN THE PUBLIC EYE.
Paderewski's friends were not surprised that his opera, "Manru," dealt with the troubles between the Teuton and gypsy races. The composer has long been interested in this subject and has studied gypsy music and manners carefully. Brigadier General John C. Bates, who

is in this country on a four months' furlough from service from the Philippines, spent a few days recently in St. Louis, his native place, and was given a banquet by the St. Louis club. Dr. Adolphe Hirsch, who died recently, had been director of the observatory at Neuchâtel since its foundation in

1858. He was born in 1833 and was for some time assistant at the Paris observatory under Le Verrier. The stockholders of the Milwaukee Law Library association have decided not to accept the \$10,000 legacy left the association in the will of Ammi R. R. Butler of that city on the condition that the same be changed to the Butler Law Library association. It was thought

that the suggested change would be unfair to the late R. K. Miller, who made a handsome gift to the association a few years ago. Half of the village of Hermannaruth, Austria, which is situated near the Bavarian frontier, was destroyed by fire recently because the customs officials halted the Bavarian engines which had come to the rescue and demanded that

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page about London. On the other hand, the queen is very fond of driving her ponies in the country, and all her daughters drive. The Duchess of Fife especially excels as a whip. The queen, however, has never driven in London. She prefers to ride in a victrola. The trustees of Richmond college have elected Dr. William H. Whitsett, formerly president of the Southern Bapt-

ist Theological seminary, professor of philosophy; Dr. William A. Harris of Baylor university professor of Greek; and Dr. J. A. C. Chandler professor of English literature. William J. Curtis of New York has given \$3,000 to Bowdoin college in the name of the class of '75 as a prize for the best essay on some subject in colonial or United States history.

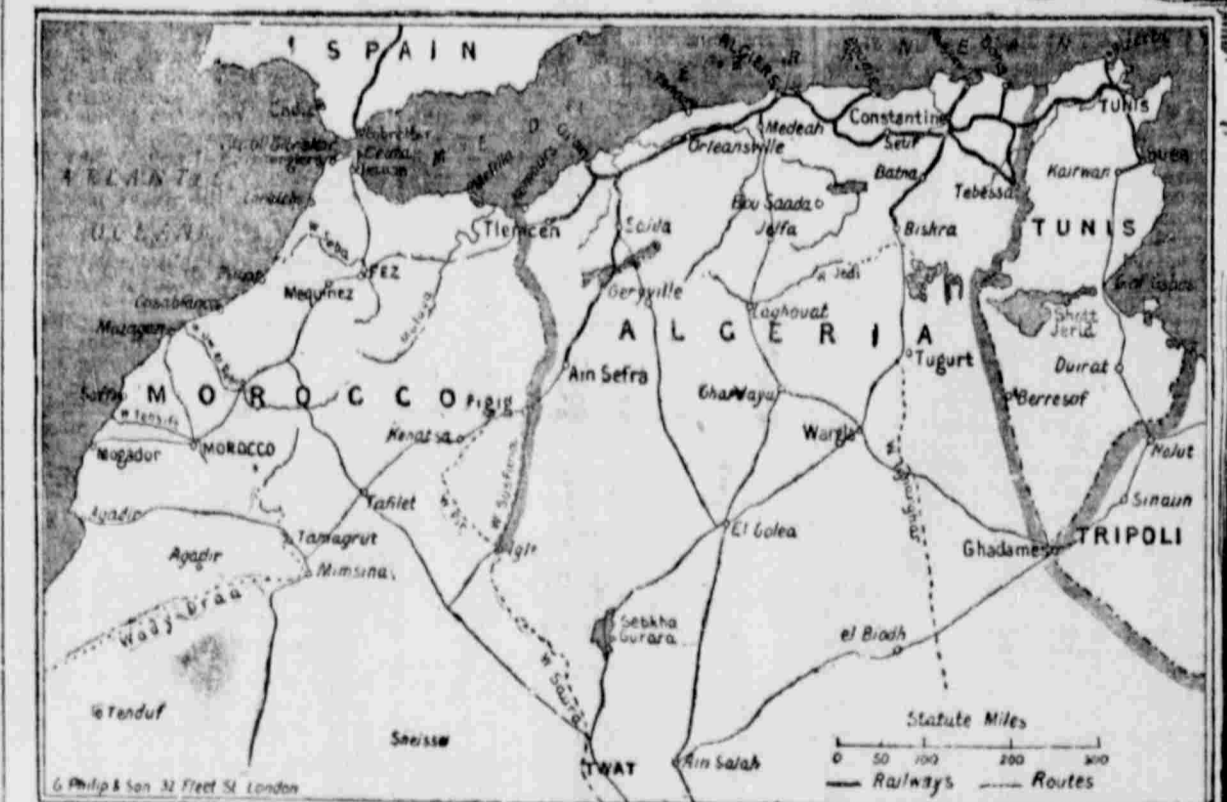
For lodging house keepers there are more: (1) How many front windows in house? (2) How many rooms? (3) Rent of each? (4) How much is charged for board? (5) Is there a bathroom? (6) Is there a pantry? (7) What rent is paid for the house? (8) How much is made by it?

German census queries. The following are questions of the German census paper: (1) Christian name and surname? (2) Married, single, widowed or divorced? (3) If married, when? (4) Born when? (5) Birthplace? (6) If not a native, how long have you lived in Germany? (7) Occupation? (8) Religion? (9) Mother tongue? (10) Under German or what law? (11) Are you blind, deaf or dumb? (12) Were you so from birth? (13) With regard to children in the first year, what are you feeding the baby on? (14) Last question is with the others sober fact.

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The Sultan's Minister.