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# L STREET RAI

urban transportation would be of tremendous senger cars, and one-fifth as many employes.

advantage to the community, resulting in Every body admits the great benefits of the cheaper fares, better service, better wages street railway, not only in the large centres, for the employes, and far less political corbuit in all thickly settled communities. It can be proved that a two-cent fare in our large cities is sufficient to pay all actual investment.

The New York Recorder says:

their private profit is wrong. It is turning as over the highways built by the people's mon- St. Louis, etc. And it is less than two cents ey, paid for by the people by general taxa- on the average in all the smaller cities, tion, to be used to extort further taxation Prof. Frank Parsons, of the Boston from them in the shape of dividends to priversity, has proved from the annual reports vate capital over and above the actual cost of the West End Railway of Boston, that it the service performed.

public taxation, ought never to be given over to private corporations to be used for their

"What belongs to the people should be kept for the people, and no general public conveyance of any kind should be permitted to run over the streets except under the absolute ownership and control of the people through their municipal governments, and every penny of profit carned by city rapid treasury and be returned to the people either treasury and be returned to the people either ten times its real value. It is the most prof-in the form of more tracks and cars, or else itable surface line in the world. With muniin reduced fares."

And from the Review of Reviews: "Street railways are not a private business, but a net profits of \$3,000,000 a year. public service. They should not be allowed to issue any stocks or bonds against the esti-mated value of their public franchises, nor mated value of their public franchises, nor For more corrupt tenancial should they be allowed to issue any securities street railway magnates and the Chicago city should they be allowed to issue any securities street railway magnates and the Chicago city in any form except as represented by actual government it would be hard to find. paid in capital. Upon this capital they municipal service like that of street railways nual profit of nearly \$5 000,000.

erating expenses.

railways reach a population of 1,000,000.

### ONE CENT PARE.

In 1894 two rival street railway companies In 1894 two rival street railway companies In the city of Baltimore the people were bodies, it was found that in every instance in Savannah, Ga., reduced by a competitive wise enough to secure an ordinance exacting they were rolled from the track uninjured. rate war the fare to one cent. The business 20 per cent. of the gross revenue of the pas- The presidents of the tramways met to disincreased enormously, and the stockholders senger railway companies for the use of the cuss the advisability of adopting the inven-were greatly surprised to learn that the net city. The proceeds arising from this wise tion. "What will it cost?" they asked.

keeping a controlling interest in the hands of big few, and charge the "dear public" such rates as will pay dividends upon the real value, and the water value, and in addition to this pay interest charges upon the borrowed capital which built the road. The West End Street Railway of Boston is capitalized four-fifths of the capitalization is water, and Brooklyn, Philadelphia, Chicago and other cities, are even worse. There is only one that the gift was worth \$50,000,000.

The people must own and operate English bondholders get \$650,000 a year English bondholders get \$650,000 a year and other cities.

STREET BAILWAYS IN THE UNITED STATES.

dollars." The above gives a capitalization lines and take in the nickels the people pay of over \$91,000 per mile. It may not be for riding to the amount of over half a million been, in the past, thoroughly corrupt, yet I think there are very few persons who doubt that the as many persongers as all the steam roads of credit of the city for the needed labor and seven these don't know enough to exchange the Brooklyn bridge are very much better than those

The rapid consolidation of the lines into great trust companies will change our deexpenses of trolley transportation, including mands from municipal ownership to either insurance, depreciation and interest on the state or national ownership in many places. Today the street railways are with very few exceptions an absolute monopoly.

"The whole principle of granting private The actual labor cost of transporting pas-corporations the use of the public streets for sengers is less than one cent in such cities New York, Chicago, Philadelphia, Boston,

> Prof. Frank Parsons, of the Boston Unicost the company less than one cent to trans-

### . NEW YORK CITY.

One of the most glaring examples of a street railway watering its stock is the Third Avenue line with 28 miles, being capitalized at \$526,316 per mile, bonds and stocks. pays 5 per cent. on \$5,000,000 of bonds and 8 to 10 percent on \$10,000,000 of stocks. The net earnings average at present almost \$40,000 per mile. The Broadway cannot worse. It has 10.2 miles of track transit systems should be turned into the city and is capitalized at \$1,151,962 per mile, or cipal ownership of street railways in New York a three cent fare might be enjoyed with etc. But more than a generation ago, it ap-

### CHICAGO.

quote from "Municipal Monopolies": "Presshould be allowed to carn a prescribed divi- ident Farson, of the Calumet Street Railway dend, and all earnings in excess of the divi- of South Chicago, publicly stated early in dend should be shared with the public treas- 1896, when a franchise with little compensaury. There is no conceivable reason why, in tion and five cent rates was about to be return for the performance of so simple a granted to the General Electric Railway public service as transit in the streets, the Company from the heart of the city south to community should be obliged to pay interest 26th Street, that for such a franchise for 20 upon \$10,000,000 or \$20,000,000 for every years, if he could have it without dishonor-\$1,000,000 that has actually been invested able relations with the city council, he would by the company Actions newhere else expay 5,00,000 to the city, and give a straight cept in the United States is this speculative three cent fare." If Chicago had such a stock jobberv permitted in connection with a contract as Toronto she would make an an-

or gas supply. The gentlemen who lobby A writer in the Boston Post claims, and these local franchise measures through city gives figures to prove his claim, that the councils, and who obtain for nothing the West End railway could give us a one cent privileges that they proceed to capitalize for fare and still pay big dividends. He also millions, have a singularly humorous habit of says that we pay more to ride one mile than disposing of every one who criticise their the citizens of any other city in the country methods by calling him an anarchist."

Cheapening the fares always results in a there is not a city in the country receiving great increase in the number of passengers less from street railway franchises than Boscarried, yet with only a slight increase in op- ton. All that the West End has to do for the city is to pave the street between the rails Take two illustrations: The Boston West and a few inches on each side, and, if I am End Street Railway increased the number of not greatly mistaken, they do not do this alpassengers carried in 1807, over the number ways in the thorough manner that they should. carried in 1896 by 20,000,000 and added I believe they also remove snow in winter. \$1,000,000 to its gross income, but the in In New Orleans the roads have to repair and creased expense was only \$188,000, or less water the streets on which they operate. In than one cent for each passenger carried, the United States there has always been such Boston has a population of 500,000, but its an eagerness to obtain transit facilities that many of our cities have unconditionally given away their franchises to private parties without compensation.

In the city of Baltimore the people were provision were safely invested, and out of the handsome income realized, the city has purchased a fine system of parks. This tax in 1893 yielded to the park commissioners the road at several times its actual cost, sell bonds to construct and equip the road six sell of the road. provision were safely invested, and out of "Fifty dollars a car," was the answer. The They have, as also the city of New Orleans, given the franchises for short terms, reserving the right to purchase at the end of such periods.

In New York, franchises must now be sold

at auction to the highest bidder. This reform was brought about by the Broadway at three times its actual cost. In New York franchise scandal. The franchise for the

and Minneapolis railways. If the people of The president of the New York Street those cities had a little bit of sense they Railway company in his annual address, de-would have built these railroads themselves livered in September, 1898, estimated the and saved this money at home. "Ah," but present street railways as having over 16,000 you object, "they hadn't the capital to inmiles of track, 170,000 employes, and an invest." Did the ties or rails come from Engvested capital of over \$850,000,000. In land? Were the cars built in England or Did the ties or rails come from Engthat year there were in stock and bonds \$1,- the lumber for them shipped from there? 507,596,047 with 16,467 miles of track and Did the English bondholders send laborers 48,209 cars according to the street railway over to build their lines? Not, a bit of it. directory. The Street Railway Journal esti- Every particle of material and labor that mates that these railways are earning "at went to make up the system of the twin cities least \$150,000,000 gross; and it is probable was probably American, and could have read-that the tearnings applicable to return on ily been obtained without going as far east as investment as figured by the companies them—Chicago. Why then should London capitalselves would be between 40 and 50 million ists, who never saw these cities, own these dellars."

materials without paying this enormous price for a medium of exchange.

In the matter of water transit, the cities of New York and Brooklyn derive large revenues from the ferry franchises. Boston has, as we know, for years operated two lines of steam ferry boats across the river. In Massachusetts the principle of public ownership seems to be recognized or thought of at the very beginning. When the Metropolitan Street Railway was chartered by the legislature, in 1953, the following clause was em-the distribution of water, were a mistake and Street Railway was chartered by the legislature, in 1953, the following clause was em-

tion of ten years from the opening of any part of the said road for use, purchase of said corporation all the franchises, rights and furniture of said corporation, by paying them corporation. "Every street car franchise granted on porta passenger, and this too, after paying therefor such a sum as will reimburse to each such terms as those given to the Brooklyn a \$30,000 salary to its president and a dozen person who may then be a stockholder therecompanies is a spoilation of the people. The other like wastes, all of which would be in, the par value of his stock, with a net public highways, built and maintained by saved under municipal ownership. paolit of 10 per cent. per annum, from the time of the transfer of said stock to him on the books of the corporation, deducting the pal ownership and operation of a street raildividends received by said stockholders there-

> The charters of all the street railway companies of Boston and its suburbs of that period, contain similar clauses. How the fact of the consolidation of these corporations into the West End Street Railway company affects this matter, I am unable to say. is the fashion today, in some quarters, to characterize the performance of a function of this nature by a community as revolutionary, subversive to the principles of government, pears legislators had no idea that they were enacting anything extraordinary when they imposed these conditions-it seems a com-For more corrupt relations between the mon sense pr ceeding and quite in accord with our principles of government.

Public safety and convenience join in the plea for public ownership. The Brooklyn trolleys have killed 1e4 persons in two

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By F. G. R. GORDON

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APPEAL TO REASON GIRARD, KAS., U.S.A.

years of their existence and injured a great In Buda-Pesth the cars are many more. provided with a cushioned fender which makes it totally impossible to run over any one. A few years ago a man in Philadelphia invented a safety attachment for street cars. trial, with stuffed arms, legs, heads and presidents ciphered up the cost, compared it with the damages they had been paying for accidents, concluded it was cheaper to run over people and pay for it and did not adopt the new invention.

### BALTIMORE

street car system has been in operation since From the first the city government insisted on a five cent rate with free transfers and a tax of \$20 per year on each car run, and 20 per cent. gross income in addition. The tax has been reduced to 9 per cent. and \$5 per car. But even with this reduction, Baltimore has an income of \$250,000.

WHAT SOME PROMINENT MEN SAY. Wm. Dean Howells, our leading novelist

and litterateur, says:

"I am heartily in favor of municipal ownership of street railways, because it will cheapen the fares to those who most need cheap fares, and will best serve all the interests of the public. I will best serve all the interests of the public. I think there is every reason for it, and I have nev-er heard of one against it, though I have heard of ne arguments, and I know there are some pre

Dr. Lyman Abbott, successor to Henry Ward Beecher, and editor-in chief of The Outlook, the leading religious magazine in America, writes:

'I am heartily in favor of municipal ownership of street railways. The experience of Manches-er and Glasgow abroad has shown what may be fone under right conditions; but we have another illustration nearer home, and, in some respects, more convincing. The Brooklyn bridge is both swend and operated by a joint commission, representing the two cities of New York and Brookfurnished by the elevated system of railways or by the trolley cars on either side of the river."

Rev. Dr. Edward E. Hale, Boston's most

believe that the fathers builded better than they knew.' (1) The fathers established common schools for everybody. They would nover have dreamed of having anybody but the town own the a profit of some \$2,000 per year. ture, in 1953, the following clause was embodied in the act:

"The cities of Roston and Roxbury may at administer it. (4) The same rule applies in the matter of the post, which is of service to every body. (5) The same rule applies to the matter of ter of said corporation, and after the expiration of ten years from the opening of any the stone pavement of a street should belong to the public, and that part of a pavement which is made up of iron should belong to some favored corporation. I have never seen any pretense at any justification of it on principle. (?) This means in general, that whatever is intended for the good of everybody, is better in the hands of the public.

PORT ARTHUR, ONTARIO.

The only example in America of munici- and six p. m., are sold at the rate of eight

way is in the little city of Port Arthur with 2,698 population. The road is electric, with some eight miles of track, and cost to build eminent citizen, writes:

and equip, \$112,500, or \$14,063 per mile.

"I am an old New Englander, one of those who It has a present gross income of about \$10,-000 per year. I am unable to secure the reports of operating expenses but it is estimated at under \$8,000 counting taxes, interest on capital, depreciating, etc. This would leave

### TORONTO, CANADA

is in some respects the most notable example of city ownership and control of a street railway. In 1891, the city decided to take possession of the Toronto Street Railway, paying \$1,500,000 for the plant. The city conductdouble track, together with eight per cent of the gross receipts up to \$1,000,000; between that and \$1,500,000 ten percent; up to \$3,-000,000, fifteen percent; and on all gross receipts over \$3,000,000, twenty per cent. The regular fare is five cents. Tickets good up to eight o'clock, a. m., and between five

(Continued on page 4)

### THE SEWERAGE PROBLEM

is of tremendous importance. Vast sums are expended to construct sewerage systems that pollute the rivers and poison the air we What should be a source of great wealth is allowed to create pestilential fevers and largely increase the death rate. expenditure of \$33,000,000 by the city of Chicago, in the construction of a gigantic canal would have built an absolutely safe sewerage system, by forcing the sewerage to some point 25 or 30 miles distant from the city, and there convert it into valuable fertilizer, which might have become a source of revenue by being used on a great municipal

Victor Hugo made the statement years ago that the sewers of Paris carried twenty-five million dollars of wealth into the river Seine

very year.

Our agricultural lands suffer for this most valuable wealth. Only three cities in the United States have private owned sewers. New Orleans, with its private owned sewers, is suffering not only from inadequate sewer service, but from corrupt politics growing out of such service. She has learned a lesson and will have a municipal sewer. There are 65 towns and cities in England with sewerage Rotterdam, like New Orleans, lower than the river. She has an extensive system requiring the sewage to be pumped out of collecting basins. Untold millions out of collecting basins. are lost because of the foolish sewerage systems that nearly every city has at present.

The problem is not a difficult one however, and especially on account of good health no time should be lost in investigating what has

and what can be done.

Berlin, Germany, has the most perfect system in the world. The entire sewerage of that city is now utilized on sewerage farms a safe distance from the city. farms now cover nearly 20,000 acres and cost \$6,000,000, while the cost of the tunnels reaching to them was over \$14,000,000. It has already become self-sustaining and will very soon be a source of great revenue. Magnificent crops are now raised from these sew erage farms, giving employment to thousands and furnishing garden truck for the munici-pal garden stalls of the great city. These markets bring a revenue of \$645,000 a year to the city.

sewerage farm The Birmingbain the whole cost of sewerage for that great city

Glasgow and Nottingham both show a net

### MUNICIPAL PAWN SHOPS The pawn shop has existed almost as long

as civilization. It affords a medium for the securing of temporary relief. Private pawn shops are conducted solely with a view to secure the highest rates of interest. A municipal pawn shop could, and does, do great good to thousands. It will not rob the peoole with exhorbitant interest. It is generally and always should be conducted at cost. In France there are 50 towns and cities that have a municipal pawnshop. Some have been endowed, such as Montpellier and Grenoble. These two cities charge no rate of interest at all. The highest rate charged in France is 12 per cent. In England and the United States, where the private system prevails, the lowest rate is 25 per cent. Even at the low rate in France, there is a profit which is used to assist the indigent sick. There it has as much respectability as a bank or the post office. In fact it is a poor man's bank. municipal pawnshops in Paris are really large establishments. They are called "Monts de Piete" and were first established in 1777. They transact a business of nearly 35,000,000 francs in articles received and some 30,000,this, loans on securities are made to the amount of 1,000,000 francs annually. The total revenue is 4,000,000 francs. After paying for expense of management and interest on capital, the net profits are 165,000

The municipal pawn shops in Germany are numerous and some are quite extensive, there being at present some 80 cities conducting

There is a large municipal pawn shop at

Madrid, Spain, with annual profits of \$70,000 Buenos Ayres, South America, conducts a At Pueblo, large and successful pawnshops. Mexico, there is a successful public owned pawn shop. In Italy there are 695 municipal pawn

shops. In Switzerland nearly every large city conducts a pawn shop and several of them make a profit.

### MUNICIPAL MARKETS

Nearly every city of Europe has a monopoly of markets. And they have owned them since the middle ages. At first these markets were conducted in the open air, later in inclosures and now there are magnificent market houses in all the large cities of Europe and in most of the smaller ones.

The great market house of Paris covers twenty-two acres, the city also maintains 100 retail markets in all parts of the city. She derives a large income and subjects them to strict sanitary regulations and inspection.

Berlin has some twenty large market houses and the city has a net income of more than \$640,000 a year.

The municipal markets in the English cities are extensive and costly, those of Lon-don costing several millions. Manchester has ten which cost nearly \$750,000, and the seven markets at Birmingham cost \$400,000. All of them pay a net profit to the municipality.

The largest municipal market houses in this country are those at New York which yield a gross revenue of \$300,000 per year. But if we take into consideration the size of the cities, those of New Orleans are the most important. The principle ones are leased for \$168,000 a year. New Orleans operates four markets directly and receives a revenue of \$10,000 a year. The famous French market house of New Orleans is worth going a long distance to see.

The great Quincy market house of Boston produces an annual net profit to the city of

\$60,000 per year. It cost \$1,250,000.

Three-fourths of the cities of 100,000 population have municipal markets. - Every city should own a public market house. It means better management, strict sanitary rules and inspection, and it is generally a

### MELBOURNE, AUSTRALIA

a city with half a million population and rapidly growing, has taken an advanced stand for municipal ownership. She owns abso-lutely her gas works and last year made a profit of over \$1,500,000. The street railvay system will soon revert to her when she will transport passengers a distance of three to five miles for one cent Long ago she adopted the eight-hour law for all city employes. She provides for the free transportation of school children. She furnishes free employment exchanges and one of the finest school systems in the world. Next to Paris it is the equal of any. The municipality gives encouragement to trade unious. The city owns the docks and conducts the steam ferries. She is making tremendous strides in many improvements and it is freely predicted that from now on she will advance much more rapidly in municipal ownership than in the past.

### WILL YOU HELP?

In each subscriber's paper this week is placed a subscription blank that will hold ten-names, at 25 cents a year. Now ten names are not many for one to get at such a low rate, but for one to get at such a low rate, but when 10,000 of you do it, it means 100,000 total. How many of you will do it? Out of 75,000 there are ten thousand who will get this blank filled. See who will get one of these blanks returned first. It cost much labor and money to print and fold one of these in the entire list. But I wanted to remind you of your part of the work. Catch every straggler. Follow the distribution of this issue by asking for subscribers. Many people want to know the progress of Municipal Ownership.

being owned in Great Britian.

United States, under municipal ownership, Which is the best?

amounted to over one million dollars, and in now much less, 1895 gas was reduced to \$1 per 1,000 cubic the Bay State Company, was only 33.3 cents competition.

per thousand feet, in 1892, with coal at MUNICIP \$4.44 per ton. This cost could be reduced Missouri river cities to two-thirds. The report of the Illinois Bureau of Labor for 1896 shows that the two leading gas companies of Chicago stated that the total cost of gas at the burner was only 40 cents per 1,000 feet a great city. Nevertheless some people who same basis as the companies in illuminating including taxes. The people are forced to advocate municipal streets, sewers and water, pawer and price charged to consumers, the

WHEELING, WEST VA.

The most notable success in municipal gas In America is in Wheeling, a city of 40,000

a half million dollars.

The cost of gas, including repairs and extensions was only 40 cents per 1,000 cubic. In 1855 there were twenty gas companies pany in 1874. For every \$250 share tag feet. With the price at 75 cents per 1,000 in London. They are now consolidated into corporation granted an annuity of \$15.60, or

lars a year by the private ownership of gas in that city. Says the New York Times: On an investment of \$729,000 in 1823 the while the plant was growing. In 1871 it was valued at \$4,000,000. In 1883 it was assessed at \$61,430, yet was paying dividends of over 40per cent on the actual investment."

It is quite easy to understand why they don't have municipal gas in New York.

BIRMINGHAM

There were at one time seven gas companies bought out the gas plant in 1873 at a cost of In New York City, and every one of them \$10,000,000. She supplies gas at 50 cents was in polities up to their neck. The average dividend of the whole seven was never below 15 per cent and has been as high as thousands of families to enjoy the use of gas; 85 per cent.

RICHMOND, VA.

The largest municipal gas plant in this wages. country is at Richmond, Va., whose popula- In 1869 Glasgow bought the gas plant for tion is 100,000. The plant was constructed \$2,000,000. She has made vast improvein 1852. During the war it was largely de-ments, the plant today being valued at The above profits a stroyed. From 1867 to 1885 the plant made \$12,000,000. She supplies gas at 60 cents ing for sinking fund.

has been able to spend \$154,775.40 in new plant in 1892 and the following year opened difficult to cheat the city under public man There are at present no less than 600 muni- improvements, has paid for street lighting at up for business. The plant is under the dicipal gas plants in the world. The average a cost of \$30,203.78 and has a cash balance rection of the gas department.

price of gas in England up to 1893 was 71 of \$341,963.47. If Richmond had a private

MUNICIPAL GAS ENTER cents per 1,000 cubic feet; on the continent gas company she would have paid at least 40 of Europe \$1.40, by private companies in per cent, more for gas per 1,000 feet, and the United States \$1.75; in ten cities in the would have lost a cool million dollars.

Bellefountaine, Ohio, population 4,238 in It averages much cheaper under public 1880, built its plant in 1873. About oneownership and is always better in quality, half of the gas is sold at 50 cents per 1,000 During ten years from 1887 to 1897, Phila- feet for fuel purposes, and the other half for phia owned and had absolute control of her illuminating purposes at \$1.25 per 1,000 gas works. The annual profits to the city feet. The plant is paid for and the cost is

Hamilton, Ohio, with a population of 18 In the latter part of 1898, by a mon- 000 is the originality that has entered into strous political deal the gas plant was sold competition with a private company. The to a private corporation. It is a well known city tried to purchase the private plant. They fact that a referendum vote in Philadel refused to sell. They had a good thing phia would favor municipal ownership. The charging the people \$2 per 1,000 feet. The real cost of gas made by the private gas com- city built a plant. The result is that the peopanies is hard to determine, for they have ple get gas for 75 cents per 1,000 feet. The many ways of concealing the cost. In Bos. private company selling for that price, alton the cost of putting 885,480,000 cubic though the company claimed that it could not lower prices to consumers feet of first class water gas in the holders of sell below \$2 before the city entered into

MUNICIPAL GAS IN GREAT BRITIAN.

It is just as much the business of a munibetween the city of Philadelphia and the cipality to supply light as to supply water, and just as much the business of a city to supply both as it is to supply streets. Water, light, heat, streets, insurance, the telephone, sewers, etc., are all a necessity to the life of hesitate to supply the same principle to lights, heat, telephones, etc., etc.

In 1882 there were 148 public gas plants in the United Kingdom. In 1895 they had the total capital employed, but there is a increased to 199. There are now over two point to be reckoned in addition which may in England they are partly owned by the na-When the c ty took possession of the plant HUNDRED AND THREE MUNICIPAL GASWORKS not have been mentioned in Mr. Donald's tional government and in the near future in 1870, gas was \$3.50 per 1,000 cubic feet. in the United Kingdom. No city in that paper, viz., that in the purchase price paid Under municipal ownership it has been re- nation having once municipalized its gasduced to 75 cents. The cost of the plant works has ever retracted its steps. The sup- been brought out, corporations pay annual was \$176,000. Today it is worth more than plying of gas can only be safely vested in a interest on the old capital of the companies. controlled

feet, the city lights free the streets, markets, one or two huge trusts, with a capital of 6 per cent. for the first seven years, and school houses, city hall, public buildings, the nearly \$80,000,000. On this vast capital afterwards an annuity of \$16.20, or 61 per hospital, orphan's home and the Y. M. C. A., they make a handsome profit of \$7,500,000 cent. The price of these annuities now and makes a net annual profit of \$30,000 per per year. The plant could be duplicated for quoted in the market is about \$595. The about one-fourth its present capitalization. NEW YORK CITY ROBBED OF \$3,000,000 A YEAR The trust is really making a profit of 35 per over 7 per cent. on the total capital employed A report of the New York state senate cent. London citizens are compelled to pay shows that New York City has been bled for 74 cents per 1,000 feet. Compare this with which means that 7 per cent. is realized after years, to the tune of over three million dol. municipal gas in the other large English 6; per cent is paid to the old shareholders in

FIVE MILLION DOLLARS PROFIT

has been made by the Manchester municipal stockholders of the New York Gas Company gasworks. Manchester has owned her gas-have received \$22,171,336 (according to ex-works for many years and has made a net works for many years and has made a net pert Yaiden), or dividends at 47.6 per cent. profit of five millions of dollars which she has for the past seventy five years, and all the applied to the improvement of the city. In applied to the improvement of the city. In 1894 5, a net profit of \$452,190 after supplying gas at 60 cents per 1,000 feet. Manchester also supplies gas to fifteen suburban towns. She supplies gas to some 90,000 private consumers.

per 1,900 and makes an annual profit of \$175,000. She has made it possible for reduced the hours of labor for the gas workers to eight hours per day and increased the

In 1869 Glasgow bought the gas plant for

Nearly all the cities of Europe own and a net profit of \$500,000. After reducing gas per 1,000 feet and makes a large annual ownership is that better hours and wages are eperate their gas plants, 200 of these plants to \$1 per 1,000 feet, Richmond since 1885 profit. Glasgow bought the electric light enjoyed by the workers. It is ten times as

MUNICIPAL GAS ENTERPRISE.

When the British Association for the Advancement of Science met at Dover, R. Don ald read a most instructive paper on "Municipal Trading," in the course of which he gave some very important facts and figures relating to gas industry, comparing supplies from municipality with those under private companies,

Although in purchasing gas undertakings duced the price of gas to 48 cents per 1,000 cubic feet.

The price of gas at Widness is only 28 cents per 1,000 feet, and will go still lower. year.

In this comparison by Mr. Donald there is the profits on capital show corporations to be three-fourths per cent lower than companies, the greater illuminating power of the gas provided by corporations being 32 candles above that of companies, and at a price of eight cents per 1,000 feet less than that of the companies, make it plain that on the profits on capital are in reality considerably more than the companies can realize. Corporations not only pay 6% per cent. profit on to companies when their undertakings have municipality. It is the only way it can be For instance, the Nottingham corporation controlled.

In 1855 there were twenty gas companies pany in 1874. For every \$250 share tag Nottingham corporation realizes a profit of in its gas supply after all expenses are paid, annuities. The annuitants who are rate payers get their 61 per cent on their old shares, and participate in the additional 6 per cent. profit to the ratepayers. Corporations also reserve far more of the revenue for sinking fund purposes before reckoning dividend or aside over a half a million out of its gas revenue. Municipal gas is always cheaper than company gas. The following figures are in-

teresting:		
	PRICE PER 1,00	O NET
CITY.	FEET.	PROFIT.
Barrow	54	\$ 28,050
Batley	58	12 32
Birkenhead		35,055
.Birmingham		271.675
Blackburn	54	20,425
Blackpool	52	55,895
Bolton	53	132,230
Bradford	40	61,730
Burnley	46	40,320
Darlington	48	26,740
Halifax		44, 120
Leedes	48	61,155
Manchester		280,840

The above profits are reckoned after allow-

advantage of each and to the great advantage of all the people.

TREATMENT OF THE WORKING CLASS.

A most important advantage of municipal agement as it is under private ownership and operation. There can hardly be found a private owned water works in any city of Europe.

THE MUNICIPAL WATER IN NEW YORK CITY

The most famous and costly municipal water works in America if not in the world, is the great Croton Aqueduct of New York City. It is valued at \$200,000,000. The first one completed in 1845 cost \$9,000,000. The new tunnel is 33 miles long, 13.53 feet by 13 60 feet. The brick used to construct it has at the end of its first year of working re- 600,000,000 gallons. Since the coustruc-Under private ownership New York Everywhere municipalization is followed by would have been robbed of fifty millions or also this to be taken into account, that though water supply, and nobody is making any argument against it outside of a few hundred stocksolders in the private owned works.

### MUNICIPAL TELEPHONE

The telephone like the telegraph and pos tal system is a means of the transmission of communication. If the postoffice should be public property then there certainly is no argument against the collective ownership of the telephone. In Austria, Belgium, France and Switzerland the national government owns and operates the telephone in connecwill be entirely so owned.

TRONDJEM. NORWAY

a city of 30,000 population, has since 1889, owned and operated a municipal telephone. The cost at present is \$16.65 per year for a business place and \$8.33 for a private house, located anywhere within one mile of the central station, and for each additional mile the added cost is \$1.37. The city builds all lines, supplies the instruments, and maintains the system. There are 780 exchange lines and eight private lines. It actually costs the subscribers about one-half for a local conversation. The city not only furnishes these remarkable cheap rates, but makes a profit each

SWEDEN.

In Stockholm, a city of 260 000 populaion, the Bell Telephone opened exchanges in 1880 at an average cost of \$44.43 per year. The government bought the Bell plant; has placed the wires under ground where ever profits. Since 1875 Birmingham has put possible; has greatly improved the service, and reduced the cost to business houses to \$22.22 a year, and \$16 66 for private houses. Free telephoning of telegrams cost one and one-third cents to everybody.

In Luxemburg, the cost of the public telephone is \$16 a year.

In the large cities of Austro-Hungary telephones cost \$20 per year. Compare this with \$75 to \$240 charged by private ownership in America.

Zutphen, Holland, secures a rate of \$14.45 per year, and makes a profit even at that.

In New Zealand, a country with high wager and short hours, the telephone cost \$24 per year.

A private telephone company is always in business, not to serve the public, but to make profit off the public. In this country telephone companies have watered their stocks to two and three times the real value and they was done the service, like the present postal system, while far from being perfect, would be within the reach of a vast majority of the people.

In Berlin, Germany, one can use the municipal telephone for one cent, and the city is constantly extending the distance into suburban towns.

MUNICIPAL THEATRES

The theatres of Russia are all owned by the municipality or by the nation, and nearly all the theatres outside of Great Britian are owned in part or wholly by the municipali-ties of Europe. The municipal theatres of Paris, Brussells and many other cities are free on holidays the cities paying all the expenses. Such theatres provide a higher class of amusement than the looking forprofit theatres of nowadays. Bernard Shaw well says: "Private ownership is immoral, s a fact that no intelligent person will deny. irresponsible, full of the gambling spirit, always ready to sacrifice the public welfare to the magnitude of its dividends, honey-combed with corruption of all sorts, and insufferable has succeeded in forcing on it." Not only would the municipal theatre provide a better class of amusement, but it would help to drive out of existence the low "dive shows. It would be within the reach of the masses. concerts during the summer season. It is just as sensible and just as much a duty to provide amusements in the municipal theatre as to provide band concerts on the public Boston has already given winter muncipal concerts in some of its large balls.

There are 40 municipal theatres in Geru 15 of them being in cities of over 50,000 population

In nearly all the cities of continental Eu

### WHAT A LABOR COUNCIL HAS DONE

In November, 1898, the labor group on the West Ham council obtained a working majority, and in view of the then pending elections of November this year, the group issued a manifesto to the electors describing what they had done and were attempting to do, and inviting a renewal of confidence. Here are a few extracts from the document referred

"We have abolished sweating in every municipal department, established an eight-hour day for pal department, established an eight-hour day hol-iday with full pay, increased the sanitary staff, and doubled the work of inspection; established a works department, in order to abolish the mid-dleman contractor, and get rid of sub-letting and scamping; passed plans, and are now proceeding with the erection of a large number of workmen's Although in purchasing gas undertakings from companies corporations paid enormous prices for them, they were able at once to reduce the price of gas to consumers. The Hull corporation, which bought out the Hull Gas Light company only a short time ago, has at the end of its first year of working reduced the price of gas to consumers. Since the construction of a large number of workmen's trains, are erection of a large number of workmen than dwelling (which are being let at less rents than the landlords are charging;) obtained a better service of workmen's trains, are erecting baths, and shall extend them to every portion of the borough and cost \$19,642,000. New York's daily capacity is at present 415,000,000 gallons per requiring them; extended libraries and recreation grounds; established 150 scholarships for workers' children at the Technical Institution, are has been \$100,000,000. New York makes a net profit of something like \$2,700,000 per year. Under private of something like \$2,700,000 per ple's rent shall have his assessment raised the people's rent shall have his assessment raised the people's rent shall have his assessment raised the people's rent shall have his assessment raised as have found useful work for the unemployed who have been residents six months in the borough, by would have been robbed of fifty millions or channeling roads and planting trees in the streets; more. To sum up there is not really any are about to erect two large workmen's hotels on argument against municipal ownership of the water supply, and pobody is making any argument supply, and pobody is making any argument supply.

The 48 hours working week was instituted on the 1st of May last, for all employees of the corporation, and a minimum rate of wages of 26s per week was instituted at the same Previously the men were paid 18s per time. week, for longer hours, but were generously provided with free lectures on the advantages

Nine thousand houses were inspected for sanitary defects, and the landlords compelled to put their houses into a proper state of re-This is a splendid record, but it is as no-

thing to what the group contemplated attempting in the near future. They proposed to supply electric light at such a price as should place it within the easy reach every working man in the municipality. They pro-posed also to take over and work the tram-ways. But their biggest proposal was to ask parliament to sanction a loan of a million sterling, for the purpose of acquiring certain vacant land within the borough and to build thereon 3,000 workmen's dwellings. This scheme was actually approved at the last meeting of the council previous to the elections on November 1st.

The manifesto concludes in these significant terms: We may add that the rates are now 3d in the £ less than when the Moderates were at the height of their power in '96, and the labor overseers, by reducing the compounding allowance to big property owners, properly assessing the big brewers who own the public-houses in the borough, and by making the wealthy ratepayer pay on the same basis as the poor one, will provide an income of thousands of pounds for the next half year's rates."

This reduction or the rates by 3d. in the £ is all the more remarkable when we learn that from 1886 to 1896 the rates rose from 5s. to 8s. 6d. in the £, and there were no municipal properties to show in return for the ncreased expenditure, and the drains were in a bad and dangerous condition. More the borough treasurer reported to the council that the rates would rise to 10s. or 11s. in the £, instead of which the results of the past year's work have been an unqualified success. -English Exchange.

### MUNICIPAL LODGING HOUSE

Superintendent John Hazeltine, of the municipal lodging house, at Syracuse, N. Y., has filed his report for the past five months, which brings it to the end of the year. The compel the public to pay dividends upon this report says that the lodging house to date muddy water. High salaries are also paid to has cost the city \$3,262 84, but has carned In 1800 there were 16 water works in this country and all but one. Winchester, Va., ful service. The national government should city \$1,121.08. Of the money expended

> The number of lodgers for the five months past has been 2,437 There were 674 meals given out for one hour's work each. Each odger had two meals, which shows that 5.548 meals were given out. Each lodger worked on the streets of the city for four hours, making 9,748 hours, which at \$1.50 per day makes \$1,828.13 which the lodging house carned for the city. These who worked an hour for a meal earned for the city \$126.48, making a total of \$1,954.51. There has been received from the county of Onondaga for keeping non-residents \$266.66, and the superintendent has an unpaid bill against the county for \$120.60. This makes the to-tal earning of the lodging house for five months \$2,341.76.

Mr. Hazeltine says: "There has been a very noticeable decrease in the number of persons sent to the penitentiary since the institution of the municipal ledging house. What the cause is I cannot state, but no lodger is allowed to leave the lodging house after registering for the night. been a great decrease in the number of burglaries and the towns around the city have been relieved of tramps. Should the super-visors deem it advisable, it might be suggested that they appropriate a sum for the care of those who come from each town to the municipal lodging house. As the report shows, the lodging house has been a saving financially, to the city. It has, in my estimation and as statistics show, done away with much crime. Hunger often prompts persons to commit illegal acts and the lodging house, alleviating one, has to a great extent done away with the other."

The efficials of many cities are studying the lodging house problem in this city, and thee is no doubt but the near future will see many cities embark in this enterprise. The public lodging house is a safeguard against contacts. of those who come from each town to the

# MUNICIPAL FIRE INSURANCE

tection of insurance companies.

The buildings, furniture and stocks in all largely so-and not on the owner of the buildings, furniture or stock. Hence the citizen is taxed to protect the wealthy, profitmaking insurance companies. If it is wise and proper to own and operate a fire department it is equally wise and proper to own and operate a municipal tire insurance department.

Municipal fire insurance would not pay the entire cost of maintaining a fire department but would pay a handsome profit, and rates might be reduced twenty-five per cent. Individual ownership of fire insurance is a

Just think of the number of fire insurance offices in a city of a hundred thousand population, and the number of agents and subagents, each office with a set of book keepers. costly office furniture, etc. And then the immense cost of advertising. Each office spends from \$100 to \$800 for calendars. Each pays other large sums for newspaper and circular advertising. And besides this the general office does all the book-keeping over again and pays huge sums to advertise in the na-tion at large the respective merits of the

The people of this nation pay in premiums to the fire insurance companies annually (1899) about \$225,000,000, only fifty-four per cent. of which is ever paid back to the people for losses. Forty-six per cent, is the

The cheapest insurance in any city in America is 54 cents per capita in Washington, D. C.; and the highest in Providence, E. I., costing \$2.26 per capita.

In Greater New York the cost to the citimum is nearly sight million dollars. New

It is remarkable that a municipality will! York, with municipal fire insurance, could exact a tax from its citizens to maintain splendid municipal departments for the prosplendid municipal departments for the prowere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the same parties of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the same parties of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the same parties of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the same parties of the first 16 only one, Morristown, N. J., is priwere owned by private parties. Now of the same parties of the first 16 only one, Morristown, N. J., is priwere owned by private parties of the first 16 only one, Morristown, N. J., is priwere owned by private parties of the first 16 only one, Morri York there are thousands of fire insurance men with costly rents in thousands of offices. industrial centers are generally insured for their full value. If destroyed by fire the loss foolish expenses. New York requires only falls upon the insurance company—at least one office and one set of officials to collect the taxes; and if she had municipal fire in surance she would save in rents alone an immense sum.

Chicago pays on an average \$4,000,000 a year and loses over \$2,000,000 simply because she has private fire insurance.

The five million population of London pay profit to the private insurance companies of \$10,000,000 annually, or at the rate of two dollars per inhabitant. From careful investigation I estimate the cost per inhabitant in this country, in our industrious centers, at to having purer water there should be plenty fully as much as that of London. In a city of 100,000 population this would save to the town \$200,000 per year. Boston pays over \$1,000,000 annually that she might save. Paris pays over \$5,000,000, and Paris has already taken steps for municipal fire insur-

With municipal fire insurance there would be only one office, no advertising bills, no agent's commission, only one set of book-keepers. Do a little investigating for yourself and you will vote to socialize the fire insurance business.

Leeds and Bradford, two great cities of England, will do their own fire insurance.

Berlin, Germany, conducts a splendid mun

icipal fire insuranc at a great saving to the people and at a profit to the city. She has the most rigid building inspection laws and as a result fire losses are comparatively small.

In the German cities of Hamburg, Breslan,

Koenigsberg, Stettin and Lubeck there is a semi-municipal fire insurance, the cities co-operating with the association. Glasgow takes 20 per cent, of its own risks.

London and many of the English cities are about to establish municipal insurance.

MUNICIPAL WATER WORKS

In 1800 there were 16 water works in this date public water works has increased from 1 in 16 to over 1,700 out of a total of some 3,200 plants. The first water works in the United States was built in Boston in 1652. There have been altogether 205 changes from private to public ownership in the United

REASONS FOR MUNICIPAL WATER WORKS

Pure water for the people is an absolute necessity if we are to enjoy good health. Health is always endangered by allowing the water supply to be in the hands of those whose only object is profit. Many eminent physicians declare that with purer water typhoid fever would disappear from the land. of it. One hundred gallons per day per capita is considered by engineers a liberal amount. That public sentiment today is almost unanimously on the side of municipal water works During the past six years the net gain public water works being 800 against 400 private.

The only danger of public ownership political corruption. But it has been proved over and over again that there is double the political corruption from private ownership. The interests of the private owners and the public are never mutual. As a result a private water works company feel obliged to Most cities already provide free public bane maintain a lobby at the city hall, and pay out considerable sums to see that city aldermen favorable to their private interests are elected. A private company will exert all their ability to make the water works pay 6 per cent, or more on investments, while a city can borrow money for 3 or 4 per cent. and needs only make both ends meet. Again, private d water works are nearly always capitalownership the police, water and health departments may work together to the mutual The poor can thus enjoy grand opera.

## THE WORLD

In recent years France has been making greater strides of advancement in education han any country in the world. The Franco-Prussian war taught her statesmen a lesson not soon to be forgotten.

The primary public schools take the children from the age of six to twelve. The education is given free; in the primary schools the girls learn housekeeping, from kitchen work and buying in the market to mending and making their dresses; and practice joinery and blacksmithing. They are in separate schools. The girls only have women teachers. The course of studies and the genera discipline are the same for both sexes. more than fifty scholars in the lower class or forty in the higher are allowed.

and airy. Only two children sit at a bench or desk.

Books, paper, and all needed stationery are furnished to all the scholars, rich or poor, free of charge. This averages about one dollar per year for each. The children so well as American pupils, but they seem to are the cashiers and bookkeepers for their depreciation, etc. husbands

The city furnishes a solid meal at the hour The meal is usually served up in of noon. the covered play-room. Each has a bowl of soup and a plate of steaming meat and vegebread from the school To get their portions, them.

Clothing and shoes are also furnished to of decent equality with all the rest, as French and radicalism is very marked. school children wear uniforms. The money for this is gotten mainly by subscription by MUNICIPAL DRINK TRAFFIC the school directors.

As vacations can be made to serve education as well as to health, vacation journeys and school colonies are planned for. These away from their families and the city for an tried it has proven a failure. entire month. The children who are to enjoy free trips to the country for a day are chosen among all who have behaved themselves; the children of well-to-do parents are off for the vacation with their own families. so that children of the poorest families who are the best behaved are selected.

Gymnastics is obligatory both for the girls and the boys. During the class recess of one half hour, morning and evening, specially appointed teachers supervise exercises on parallel bars, swinging ropes and rings, lad-ders, dumb-bells, and all the rest. These teachers have to have a special certificate of proficiency in gymnastic teaching. In the girl's school special favor is shown to a Swedish arrangement of cords and rope lad ders pulling against a stout spiral spring (it is known as the Pichery apparatus). sides there is a great amount of military drill; each boys' school has its own battalion.

Manual training has been introduced into the public schools; one-half of the two-hundred schools for boys are fitted up with shops for working in wood, and fifteen have provision for iron work. Much attention is now given to joiners' work. The girls learn sewing, mending, darning stockings and the making of baby linen. Drawing and singing are

taught to all. The next teaching above that in primary schools are complementary classes, from 12 to 15. These are for the advanced mathematics and natural sciences, especially in their practical every-day applications, for bookkeeping and the modern languages, for drawing, and a little more music; attention is now more than ever given to practical working with the hands. The girls are clothes. They study the qualities of foods and drinks, the elementary principles of cooking and providing for household necessi-ties, the concocting of simple remedies for sickness, washing and ironing, heating and lighting, and all that concerns the manage-ment of the home. They go by turns through real kitchen and laundry work. In the former they are called on to do the marketing of the day's meal for their set, under the eyes of the teacher and the cocking mistress. They are allowed to dispose of ten francs for the meal of ten persons. They have eight bills of fare to make up in winter and as many more in summer.

## MUNICIPAL LONDON

London, the mighty metropolis of the world with its six million population is entering upon a municipal ownership policy that will in the near future astonish the world.

A number of organized forces have for years made propaganda for municipal owner-ship, and today a majority of its citizens are strongly wedded to that program.

Already she has public baths that are pa

tronized by over 3,000,000 annually. has municipal cash houses where the wife of the laboring man can leave home in the morning with a basket of dirty clothes and return early in the day, having washed, dried and ironed them at the municipal wash house at an expense averaging only 5 cents for every-thing. This saves steaming the house, fur-niture and everything else, and is a great of turkey. saving of fuel, etc.

London has a municipal street lamp which rovides a stream of boiling water and dis-cases tea, coffee and occor. The heat of e, and, by

FINEST SCHOOL SYSTEM IN gallon of boiling water. Two cents brings you milk, sugar, tea, coffee, etc. This new invention has just been introduced and a private corporation in union with the city furnishes the warm water, drinks, etc., while

the city itself furnishes the lamp and heat. Municipal lodging houses and tenements are increasing fast every year. Fifteen acres in one of the slum districts have been cleared at the expense of \$1,500,000 and upon this area buildings are now being constructed with sanitary appliances and conveniences. London already has 1,121 municipal tenements with accomodations for 6,000 people. These pay a profit, although the rents are low when we consider London is the metropolis of the world. Rent for a five room tenement costs from \$2 to \$3 per week.

London has 40 municipal libraries.

The great municipal markets of London The newer school buildings are large, light have a gross income of over \$1,000,000 and a net profit of \$125,000 a year. They cost nearly \$17,000,000.

London has provided for municipal own ership of street railways in 1910.

The city has established a great municipal electric lighting plant in the Shoreditch disevidently do not know the general geography trict that transmutes the dust of the streets into electric light. There are five other be better up in all that concerns their own smaller municipal electric lighting plants country. They know how to count and All of them report a profit after making reckon money, especially the girls; for women liberal allowances for sinking funds, interest,

The city maintains some 12 free labor bureaus, where the unemployed are helped to secure work. Last year they secured employment for nearly 4,000 people. great metropolis leads the world in the numtables. All bring bread from home unless ber of municipal playgrounds for children, too poor, then the child receives a piece of young and old. She has grounds for cricket, football, base-ball, tennis, golf, hockey, etc. each child presents a copper check, costing in all parts of the city. She owns some 40 from 3 to 4 cents; the poor have one given miles of street railway which at present are leased to a private corporation.

The municipal ownership program is steadthe children whose parents cannot furnish ily gaining ground in the county council the what is necessary to put them on a footing gain from 1895 to the present both in force

The only remedy for the national crime of drunkenness is the nationalization of the traffic. Until that is brought about the best plan to control and check the evils of the journeys usually occupy a day, but they are drink traffic, will be its municipalization. frequently for a week; while one ward has begun school colonies, that take the children sale of liquor is that wherever it has been

In Portland, the leading city of Maine, which has the strongest prohibition law there is an average of 1,000 persons arrested for drunkenness every year. Ten states have not supposed to compete; usually they are tried prohibition and have repealed the law. REASONS IN FAVOR OF MUNICIPAL OWNERSHIP.

> The retail liquor trade is a simple one. The profits are very large. Pure liquors would be sold by the city. Great saving would result in the concentration of the traffic. Fewer drink places and far less drunkards and the abolition of political corruption. It is already largely monopolized and is therefore ripe to be taken over. The city would have no interest in persuading customers to drink to excess, whereas a dealer who depends on his sales for his living and profit does have an interest in pushing the sale.

> Municipal ownership of the drink traffic has already been successfully managed in several cities of Sweden and Norway. Gothenburg, the city and a corporation jointly control-the liquor traffic with a great decrease in drunkenness, and a great increase to the city revenues. Only a few public drinking places are allowed. All profit, over four per cent. goes to the city.

> Several large English cities, Birmingham among them, will municipalize the drink Steps have already been taken to actraffic. complish this.

Basel, Switzerland, retails high grade liquors at a trifle above cost, the distilleries all being owned by the national government. Several other places conduct the traffic.

Bradford, England, has decided to retain possession of the license of an inn, to increase the value of the building by converting it into a hotel, and a manager, who will be intaught all kinds of sewing, receive special dependent of profits, will be responsible for lessons in the cutting out and making up of its management. They have in previous years allowed such licenses to lapse, at a total loss to the community of over \$500,-

### ARGUMENTS FAVORING PUB LIC OWNERSHIP

When the cities of New York and Brook lyn owned and managed the Brooklyn bridge, the men who ran the bridge cars were 50 per cent. better off than they are today, now that the bridge has been captured by capitalists.

Public ownership paid the men \$2.78 a day; private ownership pays them \$2.00.

Public ownership worked them eight hours a day; private ownership works them ten

hours a day. Public ownership gave them free uniforms private ownership charges them for their

Public ownership furnished free badges private ownership charges them \$3.00 depos it for a badge that is not worth fifty cents.

The street corporations which now uses the bridge as a gigantic toll gate, recently changed the pay day from Monday to Thursday without paying the men for the three days that were skipped. This was a clean straight steal of six dollars from every employe on the road.

The money for the badges was taken out of the pay envelopes on Thanksgiving day, by a brutal disregard for the comfort of the human chattels that run the bridge cars, so that many of them had to eat sausage instead

If you want to find a man in New York who believes in public ownership, just talk to a Brooklyn bridge motorman.

HERBERT N. CAS

### MUNICIPAL OWNERSHIP NOTES

Cardiff, Wales, will purchase the gas

In China there are no municipal enter prises! 1

Manchester, England, has municipal news stands.

London now furnishes meals to school children. Leeds will spend some \$560,000 to house

the poor. Oldham, England, manufactures carts and saddlery.

Hull, England, is building a municipal cre

Helena, Mont, has voted for municipal water works.

Valparaiso, Chili, conducts : municipal music school.

Brantford, England, will erect 24 municipal dwellings.

In France there are 750 municipal employ ment bureaus.

Springfield, Mo., will vote for a municipal lighting plant.

Dartmouth, England, gives a pension to aged workmen

Birkenhead, England, makes \$100,000 a year on ferries. Columbus, Ga., will take steps to own an

electric light plant. Philadelphia spends \$15,000 per year on

municipal concerts. Logansport, Ind., has taken action for

municipal telephone.

Think this paper worth 25 cents a year? Send in your quarters now.

The municipal ferries at Rotterdam bring in a rental of \$4,000 a year. Leadville, Colo., has voted for municipal

ownership of the water-works. Stockport, England, employs728 persons and

pays \$250,000 a year in wages. Hastings, Neb., by a majority of 331, has

roted for an electric light plant. The city of Paris appropriates \$50,000 annually for municipal borse races.

The city of Riga, Russia, receives a gros revenue of \$52,000 a year from ferries.

Tarnpool, Austria, has a municipal bakery and sells bread at cost price to citizens.

Berne, Switzerland, has a municipal slaughter house, water-works, lighting plants, etc.

Dresden, Germany, publishes a daily paper, and all profits are spent on public parks.

Vienna operates municipal brickyards, and sells part of the product to private parties. Fourteen cities of over 9,000 population

each, in France, own and conduct pawn shops. New York city supports the College of the City of New York, at a cost of \$200,000 per

Vienna, Austria, will make a net profit of \$1,400,000 on her municipal gas plant this

year. When people begin to keep house in this country, the partizans will have to take a

Leicester, England, lets 68 acres of land to 700 persons who raise potatoes and garden truck

Leeds, England, has city ownership of

Hamburg, Germany, has the finest municipal docks in the world, costing nearly \$80, 000,000.

Baltimore, Md., has a committee investigating the feasibility of a municipal electric lighting plant.

Kopernick and Weislock are two German cities that own and conduct the street railways at a profit.

Seventy-six of the street lighting plants in the cities of Austria-Hungary are under municipal ownership.

The Toronto city council has ordered the nnion label to be placed on the municipal firemen's clothing.

New York city has expended \$30,000,000 on her docks. She has an income of over \$3,000,000 per year.

After reading this enclose 25 cents in stamps and we will send this paper to you or some friend 52 weeks.

New York city has municipal property valued at \$575,000 000. She is by many times the largest employer of labor.

New York has an annual income of \$350. 000 from ferry leases; New Orleans receives \$15,000 and St. Louis \$5,000 a year.

Paris has municipal nurscries and greenhouses. Marseilles, Lyons and several other French towns omeal gardens.

New York city publishes the Daily-City Record at a cost of some \$75,000 per year, and saves \$800,000 per year on advertising. Liverpool owns 6 miles of elevated rail-

ray along the water front. It also owns the docks which are leased to an operating company. Zurich, Switzerland, owns and operates the street railways. Geneva also owns and operates a short street railway with steam for

motive power. Rochdale, England, is building a municipal abattoir at a cost of \$49,000. It will take the place of 87 private and unsanitary

pal insurance. At a recent meeting of the city government it was estimated the saving would \$150,000 a year.

Boston is the only city in America that owns and operates ferries. She does this at a loss of nearly \$100,000 a year. None of

Wellington, New Zealand, has imported a dyname to be used in lighting its public library. Private company charged \$550 per year. Under direct system \$150 is the cost.

Mt. Vernon, Mo., has a municipal electric light-plant that furnishes 19 lights in a house for \$1 per month. She also has water works furnishing water to house, barn, garden and lawn for 50 cents per month.

The city of Great Falls, Mont., owns and operates its own water works. It belonged to a corporation until the first of October, 1898, when the city bought it for \$370,000. Since that time the cost of water to the con sumers has been reduced 20 per cent.

Gensbach, Germany, owns the waterworks, gas and electric light plants, market bouses, a municipal farm, etc. Every male and every widow receives \$13.85 in cash each All families have fuel from a large vear. forest which the city owns, and taxation has been abolished.

Comrade Hugh J. Raible writes us that the municipal electric lighting plant for Jop-lin is about completed He adds: "Too much praise cannot be given to the for its able assistance in this APPEAL town." against. The good comrades of Joplin made it possible to reach the public by securing big clubs.

Chesterfield, England, has decided to go into the brickmaking business. Suitable clay Brickmaking exists on the sewage farm. plant will be purchased, and bricks made for the new dust destructor. The town is to be congratulated on its enterprise. Bricks are excessively dear just now, and brickmaking is not a difficult industry. The city will save a large sum by the arrangement,

Philadelphia has voted to issue \$12,000. 000 of bonds for the improvement of its wat or supply, and it is proposed to erect a modern filteration plant. The alarming ravages of typhoid fever in Philadelphia last year supplied all the argument that was needed, and the vote in favor of issuing the bonds was about five to one. Private interests, encouraged by the case with which Philadelphia was induced to turn over the municipal gas plant to a company, had been trying to get control of the water supply. Unquestionably, these same interests will be eager to get hold of the proceeds of the new bonds, in order to turn the filteration business into a private enterprise and sell pure water at monopoly prices to Philadelphia's politician-ridden incities, but doubtless no great city on earth is so badly governed as Philadelphia. - Review of Reviews.

Municipal administration of Vienna, the Austrian capital, is to lay its own gas pipes and erect its own gas retorts. It is hoped to have the entire works for the manufacturing and supplying of gas for its citizens finished by March, 1899, when the present contract between the gas company and the city ex The gas company has charged 94 pires. creutzers (31 cents) a cubic metre for gas furnished to private parties, 7 kretuzers (2-8) cents) for street lighting and 9 kreutzers for municipal buildings. A monthly rent has also been charged for gas meters. enna city authorities began negotiations lookng to the purchase of the plant. Thirty-five tion to the consumers. By such a system of million florins was the first price asked by slaughter house and meat market costing the company for its gas works. -This was in time reduced to 30,000,000, 25,000,000 and finally to 16,000,000, all of which offers the city declined to agree to, until finally all negotiations were broken and the city began to lay its own pipes. This arrangement has to lay its own pipes. been expensive to both parties. With the expiration of the contract, the old plant will be almost a dead loss to the company. A commission appointed by the city to investithan 3,000,000 florins (\$1,216,500) annually, should the price of the gas be the same as the existing company is by contract permitted land.

### MUNICIPAL SAVINGS BANKS

Three hundred years ago there were municipal savings banks in Italy and Belgium. They have survived to this day. There are many of these banks in several European nations and in Brazil.

In Germany there are 1,300 cities and of deposits,

In Austria there are 368 towns and cities having these establishments.

France there are municipal savings banks in 458 towns and cities with 6,000,000 depositors and \$600,000,000 deposits. Every important city in France has its municipal and Liverpool of \$800,000. banks. They are immense saving to the cities. enabling them to borrow money for municipal improvements and affording absolutely safe banks for the savings of the people.

Glasgow has petitioned parliament for power to establish a savings bank.

too, becomes of vast importance because of

The Arrial in clubs of 25, 250 per ye

### MUNICIPAL MILK SUPPLY

The recent attempt of Counciller Will Thorne to obtain the establishment of municipal milk-shops in the district of West Ham is the first and most laudable attempt to contribute a solution of a subject that at presthe ferries of that city are a financial success. Lent is being widely discussed by many of the most eminent medical and sanitary experts of the present day, viz., the prevention of tubercular disease amongst human beings.

This terrible scourge, tuberculosis (or consumption,) has made havoc amongst the high and low, and it has been discovered that the lower animals, such as cows, pigs, deer, monkeys, etc., when in confinement, suffer con-siderably from the malady, and this discovery has led to important measures being taken, or rather, recommended to be taken, to prevent its spread by means of animal food such as meat and milk, mediums by which it is asserted many human beings contract the com plaint.

Only recently the late Sir Richard Thorne, medical officer of the local government board, stated that, out of 40 of her majesty's cows, he had condemned 34 as suffering from tubercular disease. It is almost unnecessary to say that these animals were kept under the most sanitary conditions in every respect, and it is, therefore, not difficult to assume what must be the physical condition of the majority of animals confined in the none too sanitary conditions of the average cowshed.

Some weeks ago-the writer attended a post-

mortem and anatomical demonstration in London and saw the lungs of a cow which, The vote was 1273 for, to 136 within five days of slaughtering, had been milked for public supply. The lungs were one mass of cheesy yellow tubercule. The animal had been discovered and condemned by the veterinary surgeon of the L. C. C., but what of the public who had consumed the milk of this one of many such animals used for milk supply? The lungs are not the only part affected by this disease, although it is usual to look upon the complaint in the animal and as a localized and seldom a general one; it affects the glands and sometimes the udder, although tubercule of the udder is appily not common, it being the most dangerous form as far as the milk supply is concerned. The liability of humanity contracting this disease through the milk supply is great, and so far as we are in England are desirous of protection, all that we can do is to boil all milk, as by that means the tubercule bacilli, should it be present, succumbs to the heat. Beyond this process the meagre protection afforded by the local sanitary auhorities and the L. C. C. is of very little account. No very definite rules are laid down es to condemning animals as unfit unless disease is so marked that there is absolutely no mistaking if outwardly; no officer can overhaul a man's stock and apply the tuberculin test unless the disease is so patent that it is obvious without tests, or the private owner, nabitants. There are other badly governed like her majesty, submits voluntarily to the test being applied.

For the progress in such important matters we must look abroad. In Denmark the milk supply is under public control; the farms send all their milk in sealed cans, cased in ice, and despatched by train in specially made ice-storage trucks to Copenhagen; here the cans are taken out of the trucks at the siding and placed in the storage-room of the depot. They are then emptied into large alters and filtered through sand; and, as the alters discharge their contents, a female taster every minute tastes the supply. No taster is employed tasting for longer than ffteen minutes; another then takes her place, and the milk is then placed in previously cleansed bottles and taken away for distribusupply and distribution the public of Enmark are protected from the liability of concontracting that scourge to humanity, tuberculosis, through the medium of their milk supply .- W. C. Portman in London Justice

### MUNICIPAL OWNERSHIP OF LAND

.In the middle ages, many cities of Europe owned a great deal of land which was rented to the prople in small parcels, the cities making use of the land in the same way as a landlord. Many of these cities have retained their lands to this day, others have acquired

The city of Berlin, owns over 25,000 acres of land beyond the city boundary. Frank-fort-on-the-Main owns about 8,000, and Breslau 9.600. Twenty cities in Germany, of 50,000 or more population, own large bodies of land. Dresden, with only 400 acres receive an income of \$200,000 a year. Vienna Austria, owns a very large tract of land from which she derives the annual income of \$1,communes having municipal savings banks 500,000. Prague has an income from the with 4,000,000 depositors and \$500,000,000 same source, of \$500,000. Nearly every city of Austria owns agricultural land.

The cities of Russia own real estate to a large extent, which is often rented for pota-to farms. St. Petersburg and Moscow each to farms. St. Petersburg and Moscow each receive \$500,000 per year from this source. London has an income of \$900,000 a year,

Most of the municipal lands once owned by American cities have been sold into the hands of private speculators. In 1834 Chicago sold several acres of land, located in what is now the heart of the city, for \$38,000. Had she kept that land, she could abolish taxation, as the income would be above the total

DIRECT LEGISLATION
is a cardinal principle which every municipal reform will strive for. With this and the imperative mandate the people will rule. It, too, becomes of vast importance because of crowd of applicants to the municipal night too, becomes of vast importance because of the growing number of municipal enterprises the world over. Direct legislation will give the people the right to say what the street railway shall charge for fares, or how the business of the city shall be managed. It would abolish political corruption and bossism in the city government. It would largely destroy partnership.

# MUNICIPAL ELECTRIC LIGH

ership of electric lighting plants. changed in any single particular. It is the taxes, interest and depreciation at only \$90.

The city will have 3,502 are lights in oper-

100,000 population have municipal plants, are light for 1898-99. Chicago dec 122 of them being in cities with less than percent lighting. Mr. Barrett, who request 2,500 population, 89 in cities of 2,500 to its large large of the municipal plant, stated 5,000 population, 51 in cities of 5,000 to that they could, were they allowed by state 20,000, 20 in cities of 10,000 to 20,000, 16 law furnish classics. Each of the state of 10,000 to 20,000, 16 law furnish classics. 50,000 to 500,000 and one in a city of the private company. 1,500,000. Of course many of these cities now have a much larger population, and many other cities have adopted municipal ownership.

for and vote for municipal electric plants,

The city of Jamestown, N. Y., population 16,000, added its commercial plant after the street plant had been in operation for two One large consumer who had paid years. One large consumer who had paid the private company \$1,400 a year for lighting, now gets his light from the city for lighting its rooms. In order to retain its custom the private company has reduced the charge to \$120 a year. This shows how the private company does business-for profit. Jamestown has saved \$22 per year on each street, or a total of over \$8,000 per year, and besides this, the citizens have saved over \$3,000 per year. A rich corporation has lost the opportunity to rob the public, everybody else in Jamestown was benefited.

### LANSING, MICH.,

save \$10,000 per year.

BLGIN, ILL.,

1890 the, city entered upon its first year of municipal ownership, and in 1891 she was If to this be added interest, charges, etc., been constructed.

### ALLEGHENY, PA.,

population 125,000, has made a great success with her electric light plant. She has reduced the operating expenses from \$61.24 per light In 1895 to \$49.56 in 1898. She paid prior to 1896 a private company \$180 a year per right, and Pittsburg, just across the river, pays at present \$96.

DETROIT, MICH.

population about 350,000, paid \$130.38 per light to a private company in 1892. The cost for 1898 under municipal ownership, including interest and taxes, was less than \$85. Detroit has a magnificent plant. She saves thousands of dollars annually. In twentyfive years the plant will be paid for and even If there should be no improvements the city can furnish lights at \$65.

CHICAGO, ILL.,

population 2,000,000, became the owner of The above named cities are lighting their its electric lighting system in 1887. Today streets at an average cost of \$62, or one-half have erected municipal plants. Rediern, present in the mands of particle lighting system in 1887. Today streets at an average cost of \$62, or one-half have erected municipal plants. Rediern, present in the mands of particle lighting system in 1887. Today streets at an average cost of \$62, or one-half have erected municipal plants. Rediern, present in the mands of particle population 23,000 and New Castle 14,000 but public sentiment is largely in favor of city ownership and operation. At the end of the present franchise the lines will revert to

furnish-sufficient cars and introduce any new

Improvements which the city may order. It

The rapid growth of urban population, the cago is at the same time leasing 200 lamps says: To sum up: If a municipal plant is light and power are rapidly growing. It has, companies and pays \$137 per lamp per year at such a figure as, added to interest, sinkcosts much less, gives superior service, abol. On the 1,254 lamps which Chicago owns, it reason of ownership of a marketable asset, who are interested from a selfish standpoint porations, and Chicago pays much higher business of the tax-payers.
will naturally argue against the public own- wages to the municipal employes. Philadelphia PUBLIC VS. PRIVATE OWNERSHIP COMPARED. But this pays an average of \$122 to a private company, same class once argued against public schools, Boston pays \$128, and New York pays an against public streets, bridges, parks and average of \$160. The new electrician in even fire companies and police departments, charge of the municipal plant at Chicago, eseven fire companies and police departments, charge of the municipal plant at Chicago, espared with public ownership of plants:

And strange to relate their argument has not timates the cost for this year, including Course por coal rear private.

Electricity is as yet largely owned by pri- ation .. The newest plant at Halsted street vate corporations. Only three cities of over reduced operating expenses to about \$60 per

20,000, 20 in cities of 10,000 to 20,000, 16 law, furnish electric lights to private conin cities of 20,000 to 50,000, 3 in cities of sumers at one-half the cost now charged by

SPRINGFIELD, ILL.,

is a good illustration of the efforts for profit by a corporation and the superior advantages of a municipal lighting plant for a city. convince an honest citizen that it his duty to society, to his city and its people, to work for and vote for multiplications of the city was paying a private company \$137 per year for are lights 2,000 candle-This company also controlled the gas com-\$120 in order to secure a new contract, and 50 cents for the same service. claimed that the cost was \$117, leaving the in favor of buying a plant but was prevented cent light they use. In Marshall, Mich., the from doing so by a state law, which prohibits municipality receives 39 cents for the same paying the private company \$450 a year for a city from going into debt above a certain service. per cent. on valuation. This law has since citizens organized a company. The old comven, Mich., the municipality owns the elec-pany had been receiving \$24,000 per year for trie plant and furnishes the same service to 147 lights. The new company offered to citizens for 35 cents per lamp per month, furnish nearly double the number of candle. The electric lighting plant of Muskeg furnish nearly double the number of candle The electric lighting plant of Muskegon, power lights for the same sum, \$24,000, and Mich., is owned by a corporation which the company agreed to turn over to the city service. population 13,000, bought out the private about 49 per cent., until such time as this plant and has reduced rates in two years over amounted to a sufficient sum to pay for the electric lighting at Ironwood City, Mich., 40 per cent, and makes a profit of \$7,000 entire plant, when it should become the with incandescent lights at \$1 each per month, yearly, and in addition to this, the citizens property of the city. Such a contract could At Shelby, Mich., the city owns the plant and been made whereby Springfield secures light- month. population 18,000, paid a private company ing at about 40 per cent. less than the old \$232.42 per light for thirty-three lights. In company charged, and gets ehr public build-1890 the city entered upon its first year of ings lighted free—a saving of \$1,800. On June 1, 1899, the total cost of the plant was using seventy seven lights at a cost of \$62.34, \$111,130.40, of which \$87,085.56 was for municipal lighting. The company has althe cost is about \$85, or about one-third what ready credited the city with profits of \$60,the private company charged. The city plant 195.96, leaving a net debt of \$50,934.75, so gave so much satisfaction that a new plant that in 1901 the city will absolutely own the for lighting parks and public buildings has plant and will be able to furnish lights at about one-third of the former cost by a corlights at \$56.44 per light. poration.

### A COMPARISON.

its present contract \$124.10 per lamp per her electric lighting plant, and Edinburgh year for its street lighting service. The fol. makes a net profit of \$35,000. lowing cities are lighting their streets at an enormous saving with their own municipal Great Britain are at Bradford, which were electric lighting plants, as the following table built in 1889; Brighton and St. Pancias in

will show:				
		Saving Per Lami		
				D e
	Before.	After.	Per Year	
Bangor, Me	\$150.00	\$18.00	\$102.00	
Lewiston, Me		55.00	127.00	
Peabody, Mass	185.00	63.00	123.00	
Bay City, Mich	110.00	58.00	52.00	
Huntington, Ind	146.00	50.00	96.00	
Goshen, Ind.	156.00	77.00	79.00	
Blomington, Ill		51.00	60.00	
Chicago, Ill	250.00	96.04	153,60	K
Fairfield, la	378.00	70.00	308.00	
Aurora, Ill	326.00	53.55	272.45	

Municipal Street Railways Continued from Page 1

increased use of electricity as a means of exactly the same power from electric lighting operated and managed in good running order, like water works, gas works and sewers, be- for them. Here, then, in the same city it ing fund and lost taxes, will equal the concome a necessity. It is now being generally plainly appears that municipal ownership tract cost of lighting, there is a gain to the recognized that municipal electric lighting saves the taxpayer \$40.70 on every lamp, taxpayers in municipal lighting, directly by ishes political corruption largely in the man-saves, therefore, over \$50,000 a year, calcu-free from incumbrance at the winding up of agement of the plant, pays better wages and lated on the basis of the price it is actually the sinking fund; and indirectly by the regives shorter hours to the employes. Those paying for lamps it leased from private cortention of the depreciation fund in the active

> Below will be found the cost of electric lights; per street are, per year, in the cities

CHANGE CO.	ALMOST CHILD	COMP POR		
Vincennes, Ind	2.000	₹0.65	₿ 96.00	
Bowling Oreen, Ky.	2000	1.28		56 (
Hacine, Wis	12,000		98.50	
Decatur Ill	100	Section By the		60.0
Pomeroy_IH	20.0	.87	89.00	
Los demico	0.0kd	1.81	The second second	57.5
	16,000	.60	60.00	
0	16,000	1,40	EU. 00	40.7
Mo			78.00	
Wis	8,0.0		15.00	and sed
Marifita, O	8,273		***	44.5
Lebayon, Pa	18.000		104.00	
Logansport, Ind	18,000			24.
Hig Rapids, Mich			- 41.00	
Brainerd, Minn	5.70			12.5
Watertown, N. Y	20,001		82.12	
Hanger, Me	20,000			58.0
Potton, N. Y	5,000		60.00	
Niles, Mich	5.0 %			25.4
Sacramento, Cal			123.00	
Topeka, Kan				59.1
Dallas, Tex			100.00	
Galveston, Tex	50,000		100.00	84.1
			75.00	
Chillieothe, Ohio	15,000		15.00	56.0
Alameda, Cal	15,000		Children Cons.	
"This includes 75 per o				
tThis includes 5 per cer	at for in	sterest and	depreciation	on.

Under private ownership the citizens of Bessimer, Mich., pay \$1.00 per month for incandescent electric lights. Under public pany, and refused to offer lights for less than ownership the citizens of Stanton, Mich., pay

The citizens of Greenville, Mich., pay a company only \$3 profit. The city was largely corporation \$1 per month for each incandes-

Citizens of Calcaska, Mich, patronize been repealed. This being the condition private company and an incandescent light that confronted the city, sixty public spirited costs them \$2.50 per month. At South Ha-

in addition the company agreed to fornish charges \$1 per month per incandescent light. lights for the city hall, police headquarters At Three Oaks, Mich, the municipality owns and engine houses free. Out of this sum the plant and charges 35 cents for the same

A private company furnishes consumers of not be legally made, but an arrangement has an incandescent light costs 30 cents per

### MANCHESTER ENGLAND.

has owned and operated an electric lighting She is now making plant for several years. vast improvements. She is making a profit of \$150,000 a year on commercial lighting. About one-half of this is devoted to the relief of taxes and the balance to the improvement of the service. She has reduced the hours of labor and increased the wages of the employes 13 per cent. She furnishes

### GLASGOW

The city of Rutland, Vt., is paying under makes an annual profit of over \$50,000 on

The oldest municipal electric works in 1891.

At present there are some 130 municipal electric lighting plants in Great Britain.

One-half of the leading cities in Germany own municipal electric lighting plants.

Paris gets public lighting at cost and over \$4,000,000 yearly as her share of the profits from six private companies, whose rights revert to the city at the expiration of their charters.

Many of the Swiss cities have etablished electric lighting plants.

Six municipalities in New South Wales

money for the municipal construction of

street railways, water works, gas and electric light plants whenever requested by a municipality. Sidney and some other of the smaller cities in Australia have adopted the plan of free street car traffic and this is in the writer's opinion the coming policy of all municipal owned street traffic. There would be great economy in this. Just imagine a set of book. There would be great

keepers to keep track of everybody who walked upon the municipal streets. Just imagine every pedestrian being obliged to one street and into another, and the cost of has been in operation twenty one years. printing the millions of tickets, transfers, etc. 

## "Municipal Monopolies"

APPEAL TO REASON

We conduct our streets, parks, schools, fire companies, etc., by general taxation. not the street cars? It has been st Why It has been stated in the daily press that it will cost the Penn., Central R. R. \$15,000,000 to make all the changes required by the figurers of 1900. Think of this for a loss and then consider that the street railways of America transport five times as many passengers as all the steam railways, and you can perhaps see at least s part of the enormous waste.

### BERLIN, GERMANY, has the finest railway in the world. The sur-

face roads are in the hands of a private corporation. Its franchise will expire in 1911, when it becomes the property of the city. The number of passengers carried a year av erages 200,000,000. The city requires the The combest form of track construction. pany also has to pay a large percentage of the cost of paving the streets, etc., and must pay the entire cost of changes in the relaying of gas or water mains, sewers, etc. If the city authorities conclude that a street is too narrow for railway traffic the company is compelled to pay the full cost of widening. The company has to pay taxes like any other property, and in addition to all this pays the city about \$300,000 per year. Seventy-five per cent of the fares are 2\frac{1}{2} cents. The finest rapid transit system in the world is the Great Berlin Rapid Transit System owned and operated by the national government. It extends for nine miles through the heart of the city in an east and west direction, and has four tracks built upon a magnificent via-duct, mostly of solid masonry. It cost nearly \$2,000,000 per mile. It is of handsome ar-chitectural design. It has its own right of way, cut through buildings for a considerable distance, without regard to existing highways. The streets are crossed upon graceful and artistic bridges built of iron. Many of the artistic bridges built of iron. Many of the arches, which are beautiful in design, are rented for warehouses, stores, etc. It is conducted in connection with the belt road that surrounds the city, and connects with all the great trunk lines of steam reads that run to all parts of the empire. They are now all owned by the government. Nearly 600 trains per day are run over this street railroad. It is now run to its full capacity and two more tracks are to be added, making a six track road. When these two additional tracks are built, one at the north and one at the south, the two central tracks will be used only for long distance and freight tracks.

By using the tracks in connection with the great trunk lines, express trains from all parts of Europe, are brought into the heart of Berlin with its 2,000,000 population. After midnight the central tracks are used for freight only, when they are clear from passenger traffic. The passenger stations of the Stadt-Bahn, as the road is called in Berlin, are magnificent. They are constructed fire proof, of solid masonry and iron, with arched roofs of iron and glass. At all these stations hydraulic elevators carry passengers and baggage up and down, the service being perfect. The through traffic is entirely separated from the local trailic by different entrances to the station.

The regular fare for a distance of five miles is two and one-half cents third class, and three and three-fourths cents first class. Season tickets by the month, three months or one year are sold at a remarkably cheap rate. A yearly ticket costs \$4.50, and one can travcl a distance of five miles as many times a day as he chooses for 365 days. On the elevated railway of New York, or, upon the railways of any of our great cities, one round trip a day for 365 days would cost \$36.50. And if a working man wished to cat dinner at home and thus make two round trips a day, the cost would be \$73, while the workingman in the German metropolis gets the same service for \$4.50. Frank G. Carpenter, the noted traveler has said, Berlin is the best governed city in the world. She has the finest and cleanest streets and the most complete sewerage system in the world..

### PARIS

enjoys an income of \$1,000,000 a year from week but are paid for seven days. the street and omnibus lines. They are at present in the hands of private corporations The city has just voted to purchase the en-

The city of Frankfort-on-the-Main, Germany, has bought and will operate the street cars. \$5,000,000 has been appropriated for the purchase of suburban lines and the extension and improvement of the system.

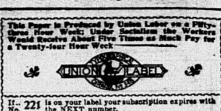
### GREAT BRITAIN.

The "General Tramway Act," passed in 1870, with very few changes, governs the re-lations to street railways in Great Britain. Under these laws the municipalities are given full power to enforce certain conditions. regulations, etc. The law gives the cities the pay a fare or secure a transfer to walk over right to purchase any street railway after it

The principle of city ownership and opera-tion in Great Britain, is recognized by all classes, and already forty-two cities own their street railways. The general law provides against the over-crowding of the cars. pels the owners of the private owned lines to run enough cars to give every passenger a

The law also provides that the rails must not be above the paving and as a result there are no buggy wheels wrenched off, and a thousand other accidents common to American streets are prevented. It leaves the road from curb to curb as smooth as the pavement. Huddersford, Liverpool, Manchester, Birmingham. Edinburgh, Glasgow and Ply-mouth are the leading cities that own their street railways.

In July 1894, the lease of the company which had operated the street railway expired, and the city voted to assume the operation of its plant. The writer to secure reliable data sent to Glasgow for a report of the



rom the report. From July, 1894, to the first of 1895 was an experimental stage. Yet a profit is shown for even those months. For the year ending with those eleven month's operation, the gross income was \$1,132,070.80, and the gross expenditure was \$1,011,047.20, leaving a balance of \$121,023 60. This sum was used in payment to "common good," reserve fund and depreciation of capital. This was a big surprise to the doubters and once more they predicted a coming disaster. The year ending June 1896 showed this remarkable statement:

Profit ...... 8 416,336.90

This report disposed forever of the notion that the city of Glasgow, or any other city, cannot profitably own and oporate a street railway. The total number of passengers carried for the year ending June 30, 1896, was 88,462,594. In 1898, nearly 120,000,-000 were carried, and the net profit was between \$500,000 and \$600,000. Glasgow also reduced the hours of labor to sixty per week and has increased their pay. The prihours per week. The city also provides two new uniforms to the street railway employes. At the present forty per cent, of the passen-gers ride for one cent and the rest at two cents. The men belong to a friendly society and the city contributes to its funds one-half of what is given by the members. The number of members is 1,474. Glasgow has re-cently signed a contract for electrical equipments. The legal expenses of the Glas-gow street railways in 1887 was about \$320. In Chicago it was about \$200,000. The boodle bills in Porkopolis were also heavy, which of course the intelligent (?) Chicago

### HUDDERSPIELD.

public paid.

This town, with a population of 140,000, is utterly unsuited for a profitable street rail. way. It is very hilly, not compactly built, but what is called a "straggling borough," consisting of several outlaying villages and townships to which the railway is run solely for the public convenience. The city constructed the street railway completing it in 1883. The first few years there was a slight deficiency, but for the year ending 1897 the gross profit was \$61,282. About \$45,000 of this sum was placed to the sinking fund and depreciation. The hours of labor have been reduced to eight hours per day with no Sun-

The plant is also used to remove sanitary They carry some fifty tons per day refuse. The postal authorities pay the city \$1,500 per year for the use of the cars, containing boxes for the deposit of mail. The fare is two cents. The motive power is steam but with the introduction of electricity fares may be reduced to one cent with a 10 per cent. increase in wages.

### LEEDS.

The street railway was let to a company until 1894 when the city took charge. Since the city took charge the net annual profit to the city has averaged \$40,000. The city spends in wages to drivers and conductors \$25,000 a year more than the private company did. It spends \$650 a week more than the company did on its employes generally. Electricity is now being used successfully.

### MANCHESTER,

with a population of 505,000, owns fifty miles of track all constructed by the city. Since 1877 the city has derived an income of \$100,000 per year and maintains the track. The help are employed only five days in a tire system and operate it.

### LIVERPOOL

now owns and operates fifty miles of street railway. Up to 1897 she leased them to a private company for \$150,000 per year, keeping the track in repair, In 1897 she bought the lease and is now operating the road. She also has six miles of elevated road.

A peculiar thing about the street lines is that at street junctions, or where large numbers of passengers board the cars the track is curved to run to the sidewalk, enabling the passengers to step from the sidewalk to the car. There is a growing demand for the city to purchase the private owned lines.

### BIRMINGHAM

owns some forty miles of single track. They are leased to private companies for twenty years. Four per cent. on the gross cost of construction is paid for the first fourteen years and 5 per cent. for seven years. The company is compelled to transport passengers for a two-cent fare and furnish seats for all.

### BLACKPOOL

owns and operates several miles of street railway and makes a profit of about \$16,000 per year. This is a net profit of 74 per cent. on capital invested.

### REMEMBER

New Zealand, complete, February 24 Farmer's Edition . . . . March 3 Farmer's Edition . . . . . March 3
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tickets for 25 cents. Six tickets are sold for twenty years ago, gave the municipalities the 25 cents, twenty-five tickets for \$1; children choice whether they should build their own under nine, half fare. Free transfer tickets street railways or leave the work to the gen-In addition to all this the com- eral government as a part of the general railpany is obliged to remove the snow and keep the streets in repair. The company can work its employes only 10 hours per day or and small cities decided to use the privilege

control ever the company in respect to many vital matters. The company is compelled to obtained from the general government, under a guarantee, for the construction of an exmust keep its books and accounts in order, tensive system of street railways. The lines subject to the approval of the city engineer were leased to a company for 32 years, under and auditors. The lease also provides that terms by which the company maintains the In sand the highways and streets; pays the interest on the cost of construction, and forms a sinking fund that will extinguish the loan contracted by the municipalities, while the entire property reverts to the public on the expiration of the lease. Thus the great city of St. Louis had the Toronto system for her street railways, it would not to that city \$1,600,000 per yew. In company with Comrade J. F. Carey, of Mass, the writer visited the city of Toronto, in 1898. The system is a most substantial one, better constructed than most of those in our large cities. The people are largely dissatisfied with the private company operation, and there is a growing demand for city operation. The recent election in Toronto was wen by this alement and it is certain that this administration will compel the company to live up to the letter of its lease, a thing that has not been done by the preceeding administration.

ANSTRALIA.

The Australian states all own and operate the steam railways. The general government, as part of the general railway system:

New South Wales also furnishes. any improvements which the company may lines and the highways and streets; pays the

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