

Municipalities of England.



How would you like to have a street car ride for a cent. You can get it in Sheffield, where the city owns the tramways and charges different rates, according to distance. I rode from one end of the town to the other for a penny, and my short rides as a rule cost me a halfpenny. The car fares in Liverpool are a penny or two cents for the ordinary trip, and it is the same in Manchester. The rates are not different in old Chester, which was a town in the days of the Romans, and about the same in the college town of old Oxford. In Glasgow the municipality owns the trams and charges one cent a mile, or six cents for six

which turned into their tax funds \$250,000 last year as the profit of their municipal undertakings, and the extent of such undertakings is steadily increasing. I have told you how the Manchester corporation borrowed \$25,000,000 to loan to the Manchester Ship Canal Company, and how Liverpool is making a profit out of its investment of more than \$100,000,000 in docks.

Many of the city corporations are now erecting homes for their working people. They are buying up the slums and tearing down the buildings which stand upon them in order to put up sanitary tenements, which they rent at low rates. At the

lar and twenty-five cents per flat per week. Since then cheaper flat buildings have been erected; some of the rents being as low as seventy-five cents per week.

Birmingham is noted for the number of things which the city owns. It prides itself on being a business city run by business men on business principles. It makes its own gas, provides its own water supply, and has public museums, art schools and galleries. It has extensive parks, cricket fields and other pleasure grounds. It has a sewage farm of 1,200 acres, which cost \$2,000,000. It has public swimming and Turkish baths, and laundries for the poor,

of Arden, the scene of Robin Hood's adventures and of "As You Like It" and others of Shakespeare's plays. It has iron mines and coal mines not far away, and before coal was used for smelting iron the people here made charcoal from the trees of the forest and thus worked their blacksmith shops and other house industries.

No one knows when the iron-making began, and today there is a vast amount of work that goes on in small factories. The city is now perhaps the chief hardware center of the whole world. It has foundries and shops for making steam engines, heavy machinery and cannon. It makes pins and needles by the tens of millions and steel pens and buttons for all parts of the globe. It has glass works and crystal works, bronze foundries and bridge works, and its gun works are of enormous size. There are one hundred thousand factory hands in the city, and it is estimated that ten thousand of these are employed in making guns and rifles. The works were pushed to their full capacity during the civil war, when 700,000 guns were shipped to the United States, including a large number which went to help the south.

THE BIRMINGHAM OF TODAY.

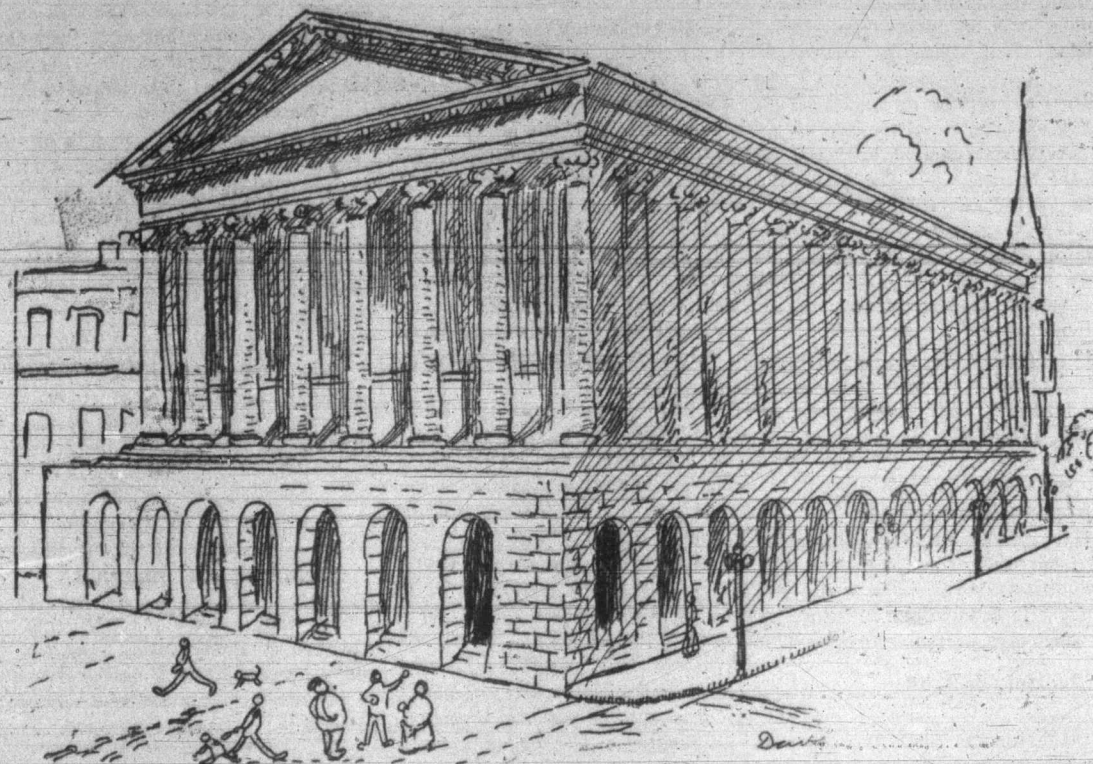
The Birmingham of today is about as large as St. Louis. It has one or two streets as fine as the better streets of St. Louis, and indeed it looks much more like an American city than an English one. The streets are well kept, and notwithstanding the foundries and factories which are scattered here and there upon them everything is remarkably clean.

Birmingham has been called the town of two great streets. Its chief business houses are on these streets, and the buildings have all been put up within the last few years. They are the product of Birmingham's principle of municipal improvement. When Joseph Chamberlain was mayor the business of the town was congested. There were slums in its heart, and it was Chamberlain who planned to wipe the slums out, to build a great street through them which should be known as Corporation street, or, in short, to practically rebuild the business part of the city. This undertaking was begun in 1875 and \$8,000,000 was borrowed to carry it out. Inasmuch as the money was needed at once and it would take time to get an act of parliament authorizing the city to issue bonds, Joseph Chamberlain

where they can have hot water and hot irons for 2 or 3 cents an hour.

It is a magnificent city building. The council house or the municipal building is one of the finest structures of England. It is a great pile built in the renaissance style in the heart of the city, with a dome rising from its center. The main entrance is at the front, and the building is ornamented with sculpture and mosaic showing the arts and industries of Birmingham, with a central group representing Britannia reviewing its manufactures.

The interior of the building contains a council chamber, the banking hall and magnificent quarters



ANOTHER FINE BUILDING IS THE TOWN HALL.

miles. Belfast charges six cents for five miles. Liverpool one cent a mile and Manchester two cents per mile. There are many of our American cities in which you can ride ten miles for a nickel, but as the most of our street car rides are short, the British on the average pay much less than we do in the United States.

The cars are mostly double deckers with seats below and also on the roof, high above which are the wires of the trolley. You ride as high up in the air as though you were on the top of an elephant, but it is delightful, although the cars do not go half as fast as our own.

The tramways are rapidly increasing in Great Britain and the tendency is entirely toward city ownership. A score of different municipalities are now negotiating for the purchase of street cars or are laying down new lines. Many cities own the tramways and lease them out to companies who manage them. In nearly every case the municipal tramways pay a profit, thus reducing the tax rate.

CITIES WHICH DO THEIR OWN BUSINESS.

I have already written something as to how the British cities are managing their own business. Manchester is making about \$400,000 out of its gas works, electric lights and markets. The markets bring it an income of \$85,000 a year, and at the same time give the best of facilities to the people. The markets have a big cold storage plant and freezing chambers connected with them. As I rode down the Manchester ship canal I went by the abattoirs, which belong to the city. They have wharves and buildings for the accommodation of a thousand head of cattle and one thousand sheep. There are slaughter houses and chilling chambers adjoining them in which twelve hundred sides of beef can be chilled in twenty-four hours.

Manchester now has its own telephone system belonging to the city in which the hello girls are city clerks. Glasgow owns its telephones and charges two cents a call or gives you an unlimited number of calls for twenty-six dollars a year. Liverpool, Nottingham, Hull, Leicester, and a half dozen other cities are now thinking of buying up the telephones or of establishing telephone systems run by the city.

I spent some time in the Sheffield markets during my stay there. These recently belonged to the Duke of Norfolk, who still owns a large part of the city, but the government bought them at a big price and is now running them at a good profit. London has control over a part of its markets, although the big vegetable and fruit markets of Covent Garden still belong to the Duke of Bedford. Bolton owns its markets and also the street cars, gas works, electric lights and tramways.

There are five towns in England

be housed in such cottages at Northbury, and forty-two thousand at Tottenham. When the improvements are completed there will be a good-sized town there made up entirely of municipal cottages.

The tenements which have been put within these cities have a large number in one building. They are, as it were, flats of two or more rooms, rented at different prices, according to the number of rooms. The cheapest two-roomed flats are to be found in Dublin, where they rent for 50 cents a week; similar quarters in Liverpool, 85 cents, and in London a little more than \$1 a week. The rents are supposed to be on a basis that will pay the running expenses and furnish a sinking fund which will recoup the city for the cost of the buildings within from fifty to one hundred years.

This city of Birmingham, where I am now writing, has been noted for such experiments. It has erected one set of buildings at a cost of \$100,000 which have lodgings for 100 families. There are shops on the ground floor, with tenements above them. The first of these structures was finished in September, 1890, and was at once rented to respectable people at a dol-

for the lord mayor. In it there are also a museum and art gallery and various city offices.

Another fine building is the town hall, designed after the model of a Roman temple. This is where public meetings are held and where the great city organ plays regularly every week for the benefit of the people.

Right back of this hall is perhaps the only monument ever erected as memorial to a living man. It is that of the Hon. Joseph Chamberlain, who has perhaps done more than any other to advance municipal ownership in the city of Birmingham. The monument bears a medallion bust of Mr. Chamberlain without the eyeglass, and upon it there is an inscription testifying to his services for Birmingham.

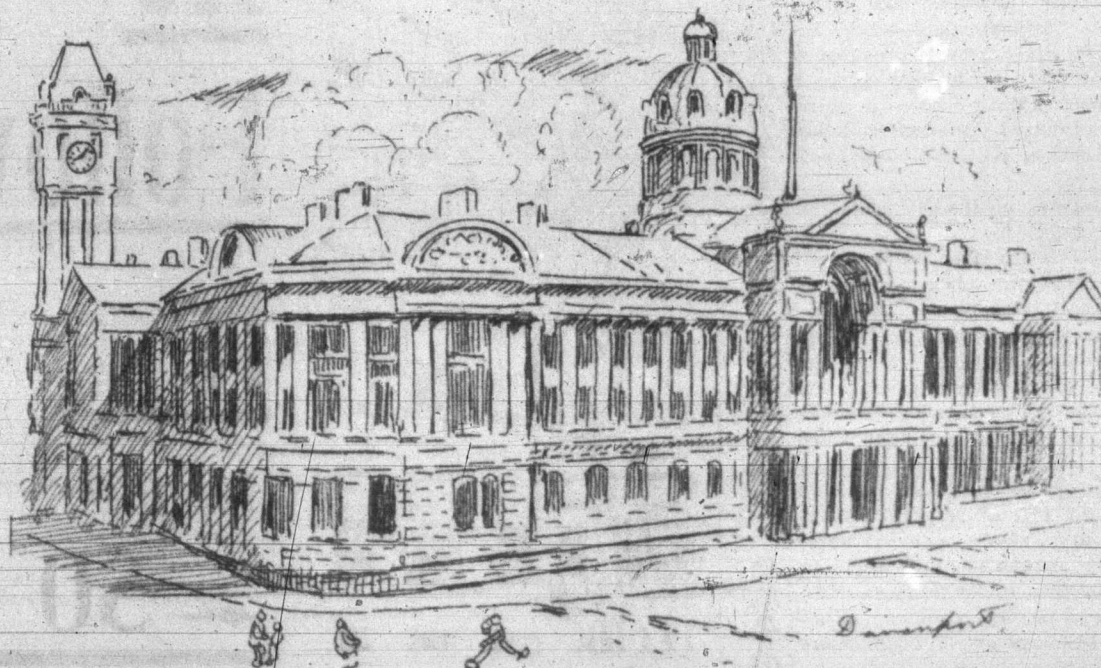
OLD BIRMINGHAM.

Indeed, the city of Birmingham has been recreated by Mr. Chamberlain and his associates within the past generation. Before I describe it let me tell you something of the Birmingham of the past. The town has for centuries been the industrial capital of middle England. It is situated where was once the forest

offered to advance \$50,000 to the city for the purpose, other Birmingham capitalists did likewise, though in smaller sums, and the work was immediately begun. The property was condemned and bought, the old houses torn down and the land leased on seventy-five year leases for the putting up of new buildings. The leases were so worded that at the end of the seventy-five years the buildings upon the land should revert to the city, so that eventually the Birmingham Corporation will practically own the best part of the municipality, and it will then probably be the richest city in the world. The holders of the leases now pay a regular rent to the city, and magnificent structures have taken the places of the old slums.

THE BIRMINGHAM ARCADES.

One of the features of the new buildings is a system of arcades which run here and there through them from street to street. These are beautiful structures, roofed with iron and glass, forming large passageways containing stores as good as you will find in England. The interior walls are of tiles and the fronts of the stores are plate glass. These arcades are filled with shop-



THE MUNICIPAL BUILDINGS OF BIRMINGHAM.

pers at the busiest times of the day, and they form a promenade and visiting place for the people. They are extremely light. Indeed, I took some snapshot photographs within them which have come out very well.

In my strolls about the arcades I saw many evidences of the American invasion. One shop was filled with American candy, another had tomato ketchup, from Philadelphia, sweet pickles, and baked beans from Baltimore, and a third jars of apple butter from Pittsburg and canned soups from Chicago.

The most important sign that met my eye as I came up from the new station to the junction of Corporation street and New street was that of the New York Life Insurance Co., and the next thing I saw was the American flag waving from the third story of a big pink building further down the way, with the words "United States Consulate" on the window behind it. A little later on I walked into the consulate, and spent an hour or so there with Mr. Marshall Halstead, who is Uncle Sam's consul and business representative in this industrial section. He was free enough in expressing his opinions about American trade, but said that he could not allow himself to be quoted, as the Birmingham people have become so sensitive on the subject of the American invasion that an interview upon such lines would do more harm than good.

It was in company with Mr. Halstead that I visited the city gas office in the council house to learn something about how these corporations manage their gas works. I find that nearly all the cities of England are now gradually buying the gas plants. Two hundred and thirty of them have already done so, and they are extending the service so that the poorest man can have his gas at low cost.

We first entered the gas counting room, where we found clerks taking in money from the consumers, and from there went on into the sales room, where all sorts of gas fixtures, from brackets to chandeliers and from gas tips to gas stoves, are sold. The Birmingham Gas Company, which controlled the business when the city decided to own it, had a fixture store and the corporation bought this, with the plant. The prices of the fixtures are about the same as in the United States, but the terms of payment are much more lenient. The city will sell you gas fixtures on time, and it will even rent them out for a consideration.

For Heirs in America

New York, Sept. 11.—The Dutch government has, according to the World, consented to the division of the Powe estate, in The Hague, valued at \$14,000,000, among nine heirs who live in America. Seven heirs live here; one at Quincy, Ill., and one in Chicago. They are all in New York now and expect that the property will be handed over to them in a few weeks.

The reported settlement of the estate is the outcome of a contest inaugurated by the American heirs about twenty years ago. The Dutch government was at first adverse to handing the money over to the Americans, but they proved their case. The property is to be divided share and share alike, and with accrued interest each expects about \$1,500,000.

Nicholas and John Powe were the forebears of the American heirs. The estate is said to consist of land reclaimed from the sea by the building of dykes.

Viewed Remains

Brussels, Aug. 22.—General Botha visited the cemetery of Ixelles, near this city, today, and saw the body of Gen. Lucas Meyer in the mortuary. Botha, who was deeply moved, stood some time in prayer, and then placed a wreath on the coffin. The body of the Boer general will remain in the mortuary for three months, when it will be taken to South Africa.

BARS NOW APPEARING

To Trouble Steamboat Navigators

Light Draught Boats Will Have the Best of the Game for Rest of Season.

The Yukon river has been falling rapidly at nearly if not all points above Dawson within the last few days. Sand bars are coming up with irresponsible pugnacity, and steamers skippers once more find their skill summoned to its fullest to combat the situation. No serious delays have been occasioned as yet, but steamers are nearly all striking frequently.

At numerous points on the river sandbars exist and are ever a worry to the navigators, so there is no surprise manifested if a steamer strikes a bar at almost countless places between Whitehorse and Dawson after September 1 of every season. The worst bars in the upper Yukon this season are at Hellgate. The government sent a crew of men there a few days ago to begin work of filling channels which allow water to flow from the main course, but it is doubtful if the work can be rushed sufficient to deepen the channel a time to save the steamers many vexatious if not serious delays.

The steamers La France and Thistle were built for low water and are the lightest draft steamers ever launched. The crews are the best paid and most competent steamboat men in the country and are all well known to travelers. Captains Matineau and Smyth have charge of the La France and Captains Henry Bailey and Marsh the Thistle. None of these men have ever delayed a boat an hour on account of sand bars at low water.

The La France draws 8 inches of water, the Thistle 10 inches. They are fitted up with every convenience for the comfort of travelers, the staterooms are large and elegantly furnished and the dining room service is equal to any first class hotel in the country. They were built in the Yukon by men who knew from experience what was required. The expense of running these boats is about \$12,000 per month, every dollar of which is paid to men who spend their money in Dawson.

Patronize these boats and you will get at least part of your money back through the avenues of trade.

Elovements Epidemic

Boston, Sept. 11.—Mrs. Geo. Phillips, an octogenarian widow of Boston, eloped with Oliver N. May, a physical instructor, aged twenty-one. The ill-matched couple are believed to have gone to Hawaii.

Wharton, N. J., Sept. 11.—Georg Stafford and Margaret Frack, who latter the wife of Oliver Frack, eloped on a hot car.

Chicago, Sept. 11.—Otto M. Theder, married man, and Mrs. Annette Young, eloped from Chicago three months ago. They found their way to Brazil and while en route from Rio Janeiro to Portugal he developed yellow fever and died within five hours. The bodies of both were cast overboard.

Before buying your winter wear call at Mrs. Anderson's, Second avenue. Outside prices—\$2, \$3 and \$4 per suit.

The Senator—at Auditorium.

Alaska Flyers

...OPERATED BY THE...
Alaska Steamship Co.

DOLPHIN AND HUMBOLDT Leave Skagway Every Five Days

SCHEDULE

DOLPHIN leaves Skagway for Seattle and Vancouver, transferring to Victoria, Sept. 11; Oct. 1, 11, 21, 31.
HUMBOLDT for Seattle direct, transferring to Vancouver and Victoria, Sept. 6, 16, 26; Oct. 6, 16, 26.

Also A 1 Steamers Dirigo and Farallon Leaving Skagway Every 15 Days.

FRANK E. BURNS, Supt.
606 First Avenue, Seattle

ELMER A. FRIEND, Skagway Agent

Stro

A First avenue, bar lines the pursuit of a constant outlook for a turn a practical job secured from the out designed to cool the patrons after the shaving operation. looks very much like a light metal and revolution speed, the motion marked by a clever A stalwart descender shop in question a have a week's growth



The remainder

moved in the shortest. The bristly stubble on the chin of the look very good to a razor, but he set his to the task of peeling operation.

The latter being and everything in reach reached to his eye the fan. Remarking a man quicker than market, he set the applied it to Ole's how in all directions landing in his eyes of which remained a process.

The astonished customer then the fan. numbers of expressions marked. "Ay tank a razor. Ay don't w with a lawn mower. The remainder of the plotted in the ordinary

When Governor the creeks, shortly from the outside line on Dominion creek. salutations the governor acquaintance country.

"First class," "How is Dominion continued Mr. How "Pome, pome," "Have you a clasp "Well, O! how an as fine a look in on the creek and the pay strike is "How was that?"

"Well, it's looks government claim been standin' to all the toime the been wurrukin' came to sink me f down about 25 feet main the bottom an an O! droppin' about 10 feet. What night O! was in the on investigation in drift which is Every yellow my claim had

Wall Paper

Cox's Wall

Second

Three Doors North