

How British Cities Manage Public Utilities

Manchester Occupies First Place in England in the Volume of Its Municipal Work—Nearly All Public Utilities Are Owned by the City

By **FREDERICK UPHAM ADAMS**

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WHEN Manchester aspired to commercial and manufacturing greatness Liverpool attempted to choke it with discriminating railroad rates. Manchester lies only an hour's ride from its older rival, but it cost more to ship freight to Liverpool than it did from Liverpool to New York. Threats, entreaty and influence were all in vain. The fate of Manchester depended on securing cheap communication with the ocean. Liverpool was relentless. Manchester declared that she would cut her way to the sea and become a port. Liverpool smiled. The citizens of Manchester formed a canal company, raised \$40,000,000 and began their titanic task. When this amount was exhausted they borrowed \$10,000,000 more. When this was expended they were at the end of their resources. The canal was not completed and no more private capital could be raised.

The city of Manchester came to the rescue. It raised \$25,000,000 from a bond issue and became a partner in the enterprise. The company could not meet its interest, and again the city came to its aid. The canal was opened to traffic several years ago and has done for Manchester all that its advocates claimed for it. The city now has invested in the enterprise \$34,000,000 and has a bill before parliament authorizing it to advance \$10,000,000 more for the purpose of deepening the canal so as to permit the passage of ships of the greatest draft. The municipality is represented on the canal board by eleven of its twenty-one members. This stupendous work when completed will probably entail an expenditure of \$100,000,000 and is likely to become exclusively the property of the municipality of Manchester. The city has already made an investment larger than any previously pledged by any municipality in the world for a specific business purpose.

Chicago's drainage canal was not designed to yield revenue, but the Manchester ship canal is primarily a business enterprise. It may therefore be classed as the most conspicuous example of municipal ownership in Great Britain or elsewhere.

Even eliminating the ship canal, Manchester easily occupies first place in England in the volume of its municipal work. It has constructed dwellings and cottages for its laboring classes. It has an extensive system of baths and wash-houses. It owns three municipal cemeteries, with burial grounds set aside for members of the Church of England, Dissenters, Roman Catholics and Jews. Manchester owns and operates successfully an electric light and power generating plant. Its municipal gas works turn a large annual revenue into the city treasury. It owns \$5,000,000 worth of markets, which are a large and steadily increasing source of revenue. Its department for the scientific handling and disposal of refuse is the most extensive in the world and has brought about a huge manufacturing plant and a farm of 3,681 acres, the whole giving employment to an army of 2,500 men. Its publicly owned and operated tramways rival those of Glasgow and excel those of the Scottish metropolis in some particulars. It has a well-organized works department which executes most of the tasks formerly let by contract, and it contemplates a telephone system, which when installed will complete the list of the ten utilities mentioned in the introduction of this article as the more popular objects of municipalization in Great Britain.

Manchester has expended \$2,000,000 and more in erecting quarters for its laboring class. Those first provided and those now under way show in striking contrast the development which has been made along this line in Great Britain. Electric transportation had not then developed to a point where it was possible for the workingman to live in the environs of the city. It was assumed that he was forever fated to live in tenement houses, and those who wished to make his life more endurable bent their energies toward planning and building the best of tenement structures.

When the time comes—and I am enough of an optimist to believe that it will come—when every workingman in Manchester, London, New York, Chicago and all populous centers shall be able to rent or own a house and a plot of ground, he will gaze with amazement at such structures as now front on Oldham road, Manchester, and the gloomy piles which London has reared in Millbank and other central sites. The tenement house is the worst single feature in a civilization which has been unevenly developed from the rapid perfection of the machine. There can no more be a "model tenement house" than there can be a model death trap, and a tenement house is a tenement house, be it next to a tannery with rent rates of \$1.50 a week, payable in advance, or dubbed "apartment house"

off Fifth avenue with "suites" calling for the payment of \$4,000 a year.

When Manchester decided to erect tenement houses her officials went about it in no half-hearted way. There was a district in Oldham road where death reaped an annual harvest of from 50 to 80 out of every 1,000 who were condemned to live there. It was a vile district, and in 1893 the city razed the hovels, purchased the land and built homes for its people. As it stands today it is undoubtedly the finest "model tenement" in Great Britain, and any criticism I may make of it is not directed against the building or its management, but against the whole system of municipal tenement planning.

So far as any scheme which contemplates housing a thousand, more or less, persons in a limited area can be a success, this one fully meets all requirements. Those who formerly lived in wretched dens now are tenants in an edifice which with the land represents an expenditure of about \$750,000. The death rate has fallen from 50 to less than 30. There is not a room in the building which does not open directly to the street or to an enormous court, and there is not a better ventilated structure in the world. No room is less than nine feet high, and the smallest rooms cover 108 square feet, or about 10 by 11 feet. Most of the apartments are of two rooms, and the rent averages \$1 a week.

The building is five stories high and is built around an immense quadrangular court about 150 feet square. This was designed for a playground, but I noticed that the children preferred the streets. The walls are of red brick, with stone and terra cotta trimmings, and the architectural effect far exceeds that of the average first class flat or apartment building in American cities. Everything in reason that money and sanitary science can render has been done, but the building is not popular, though most of the rooms are taken, and it is a paying investment from a financial point.

There is a distressing sameness about the quarters. When you have looked at two rooms you have seen all there is to see. There is too much brick and mortar. It bears the aspect of a person. It is a thousand times better, no doubt, than the quarters which were torn down, and it is vastly superior to the habitation of the average laborer, no matter what his country, but Manchester will never erect another tenement house on so elaborate a scale.

The city is now at work on a far different style of dwellings. They are not so ornate, and they are not so expensive, but in the opinion of the highest civic authorities in the world they represent the type of the future. On the edge of the city the municipality has purchased several hundred acres of land and on it is erecting cottages, which will be rented to persons of small means. Each cottage will have its garden, and there will be parks and playgrounds, schools and churches and all of the ordinary comforts of a normal existence. This may be too good for a man who simply works for a living, and it is possible that Manchester and other British cities are assuming more responsibility than normally attaches to municipal governments. I shall not argue this, but it may be set down as a self evident proposition that crime, poverty and disease flourish where houses number the more stories, where people are crowded into the smaller areas and where they are denied contact with the soil. The great cities of England and Scotland have learned this lesson and are profiting by it.

Premature Burial.

Although premature burial is extremely rare, except perhaps on the battlefield, the possibility of such an occurrence cannot be denied. It is well known that owing to this possibility, remote as it is, many otherwise strong minded persons have lived under the shadow of a great fear and have in their wills directed payments to be made to physicians who should be willing to run the risk of homicide to prevent live burial. It may safely be said, however, that the horrors of the accident are imaginary rather than real. If a person in a state of trance were to be buried while life still persisted in a latent state, it is scarcely conceivable that the victim could awake. The unconsciousness of catalepsy would simply deepen until it became fixed in the dreamless sleep of death.—British Medical Journal.

Tiger Hunting in India.

"Tiger hunting is not, as is generally supposed, a popular sport in India. It is a very expensive business and requires a lot of preparation. In the first place you must have a number of natives scour the jungle until they find a deer or animal of some sort that the tiger has killed. It is usual for a tiger to eat part of his victim, then after he gets hungry return again. When a partly eaten animal is found your servants arrange a spring mattress in one of the trees, and you lie upon this and wait till the animal comes to feed," says an Indian traveler. "Tiger hunting can never be done on foot and rarely on horseback. It is usually carried on from the back of an elephant when the method of beating the jungle for a tiger is employed."

THE "YELLOW PERIL."

Opposes Japanese Immigration to Florida

Jacksonville, April 27, 1905.

To the Editor of the Ocala Banner:

Anent the recent action of the Jacksonville board of trade in welcoming and entertaining the Japanese consul who came to inspect the Japanese colony on the east coast, with the view of enlarging it, and of establishing other colonies of Japanese in Florida, I beg to submit to you for re-publication a portion of an editorial in the Florida Sun, written by "The Korkoran," a man of extensive travel and profound thought.

He says, referring to the Russo-Japanese war:

"Now, this war is being waged because the Japanese women keep on having babies," etc.

As a Floridian, it has been and is, my boast that Florida is a cosmopolitan state whose arms are extended to welcome the peoples of the earth; but I confess that the line ought to be drawn somewhere, and nowhere better than between the white man and the colored man—especially the colored man whose every instinct is contrary and averse to our own.

If we are to harbor any colored race, let it be the black man, for, next to old dog "Tray," he has proven "ever faithful," while the very nature of the Japanese, aggravated by religious (heathen) fanaticism and contempt for the "Christian dog" is that of the serpent—subtle, scheming and toward us conscienceless, because of his instilled religious hatred.

Let Florida beware of the "yellow peril."

FLORIDIAN.

The following are the extracts from the Korkoran:

Now this war is being waged because the Japanese women keep on having babies. This is a crude way of putting it, but it is exact. The baby-bearing capacity of the Japanese women is the cause of the war, whatever may be its pretexts. The islands of Japan are not big enough to hold the Japanese people, and they must go somewhere.

What I want to refer particularly to now is the proposed increased emigration of the Japanese to Florida. It has been well and truly said, that the greatest evil that ever befell mankind was the transportation of the negro. Had that transportation never taken place we would have been spared the horrors of the civil war and would not now be confronted with the race problem. And yet, with the results of this transportation ever before us, there are many who are seriously considering the advisability of throwing open our gates to another colored race—the Japanese.

It is strange, but nevertheless true, that we never seem to take warning from the plain lessons of history. If we did we would turn with dismay from the mere thought of this influx of the Japanese—this trained Oriental, with a religion, moral code and tastes almost entirely opposed to our own. Simply because his business instincts are sharper, his civilization higher, and his skin a shade lighter than his dusky brethren already within our gates, are these good and sufficient reasons that we should throw open our arms to him, and give him an equal right in this heritage of ours, which was won for us by the courage and enterprise of our Caucasian ancestors?

THE KORKORAN.

Mrs. J. I. Singleton, of Inverness, formerly Miss Ollie Clark, of this city, passed through Ocala Friday afternoon on her way home after a visit with friends and relatives in Jacksonville.

Mr. T. Bishop, formerly with the Ocklawaha Lumber company at Silver Springs, is now with the Camp Phosphate company, having succeeded Mr. Fred Brewer.

A rattle snake measuring five feet in length was killed just east of town Friday by a colored man. It had twelve rattles and was a dangerous looking reptile.

The Florida Everglades.

No description of the physical features of the Everglades can possibly convey any true idea of their beauty and their charm, yet the one is as clear as the sunlight which brings it into view, the other as keen as the touch of an awakening love. Both charm and beauty blend in a strange, sweet sense of mystery, which one least responsive to this new mood of nature cannot possibly escape. As far as the vision can compass, grasses of gold wave over fields of silver, reaching away to a skyline of cobalt blue. Green islands, so dreamlike that they seem to float in the tremulous sea of a sleep just ready to waken, open arms of welcome to their enchanting shadows. Across the matchless blue of a summer sky the children of the storm chase each other in scudding clusters of feathery cloud; but they are only children at play, for at their worst they break into soft showers, which seem to have no purpose save to make broken bits of rainbow and to add a little to the sum of the life that is everywhere. For life is everywhere in this enchanted region where earth and water and air, plant and sea and sky, all seem to quiver and throb with its birth throes.

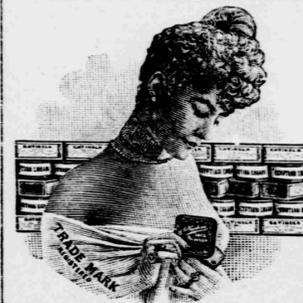
A land of mystery.
A place of wondrous life.
—Edw. Asa Dix in Century Magazine.

Mrs. Perdew's Pigeon Bill

The bill to prohibit the shooting of live pigeons, fowl or other birds, for amusement or as a test of skill in marksmanship, came up on second reading. A motion by Mr. Dorman of Sawanee to indefinitely postpone the bill was defeated by a vote of 20 to 32. Mr. King offered an amendment to exempt Dade county from the provisions of the bill, which was defeated. Another amendment by Mr. King, to include quail, doves, snipe, turkeys, chickens, fowl and other birds in the protection of the bill, and this amendment was adopted. The rules were then waived, the bill was read the third time and put upon its passage. The bill was defeated, 21 to 28. It was a humane bill and deserved better treatment.

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OCALA, FLA., Oct. 22, 1904.

Messrs. Strauss & Co. Wholesale Whisky Merchants, Ocala, Fla.

Gentlemen.— In accordance with your instructions, I visited your warehouse on the 19th, instant, and personally selected from your stock a sample of

"Strauss' Royal Reserve"

whisky, the analysis of which shows it to contain:

Alcohol (by weight), per cent.....	36.66
Alcohol (by volume), per cent.....	43.61
Degree proof, per cent.....	87.10
Residue on evaporation, p cent.....	0.660
Ash, per cent.....	0.011
Reducing sugar, per cent.....	0.225
Volatile acids, per cent.....	0.027
Amyl alcohol (fusel oil), per cent.....	0.073

The above results show the whisky to be a carefully blended brand of high grade and that it has been distilled from a clean, pure grain mash. The amount of fusel oil and of volatile acids is very low.

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