

# ABUNDANT IDEAS of the "PEEPOL" as to the DUTIES OF THE MAYOR

It May Surprise You, but Many Minneapolitans Think—

That the mayor should give you a good-paying city job, one that doesn't require too much muscle or brains or too long hours, because you voted for him.  
That you have the legal right, since the mayor is a "public servant," to call upon him, whether at his office or at his home, at any time of the day or night, and complain about anything that may have displeased you.  
That any success you may meet with in business is due to your own sagacity, and that failure (if that be the fate of your venture) is due to the fool policy of the mayor.  
That it is the function of the mayor to act as arbitrator in your dispute with a neighbor concerning the removal and interment of the body of a cat that was, or similarly petty and ridiculous matters in which he cannot possibly have the slightest interest, personal or official.

charge every man on the force in a day if he chose and the charter would uphold him. Minneapolis did have a mayor who named 100 new policemen on inauguration day, but his success was not such as to encourage others in that line of work. Usually the incoming mayor names his own chief of police, and in the course of the first few months of his regime weeds out the men he believes to be weak and names new ones. Minneapolis is the only large city where the mayor has such power over the police. It has its advantages over the civil service system. Mayor Jones, for example, can absolutely carry out his Sunday law enforcement because the whole police force is amenable to his will. If it were under civil service rule he could never carry out a policy because the civil elements in the community would

reach the policemen. They would be slack in enforcing the law knowing that the mayor could get after them only thru a commission which would conduct. All the mayor of Minneapolis needs is to be satisfied that a policeman is shirking his duty and off comes his head. It goes without saying that the bluecoats know this and they are always for what the mayor is for.

The boards which the mayor attends provide him with needed change from his routine work. The work of the park board is good and that of the library board better. On these boards the mayor takes his place on an equality with the other members. He has no veto power and only the service is of great value to the mayor, as it gives him a first-hand knowledge of what is going on in the other departments.

First Come, First Served.

The mayor's daily routine is about like that of a business man. He arrives at his office about 10 o'clock and immediately plunges into work. Before him have arrived a number of persons who have business with the office. When the mayor has looked at his mail these are let in to see him in the order of their arrival. First come, first served, is the rule in democracies, and it has always been faithfully observed in the mayor's office. A good many of these callers are persons who should have gone to other departments, and all the mayor can do for them is to direct them where to go. But they always insist on seeing the mayor.

The other day a woman waited two hours for her turn to see his honor, and when she got into the private office complained that she had been ordered by the health officer to clean a cesspool in her yard. She was a poor woman and had not the money for the scavenger, wouldn't the mayor fix it for her?

Another day Mayor Jones received a telephone message peremptorily commanding him to see to the removal of a dead dog from the street in the south part of the city. The mayor realized that he ought to attend to this matter at once, but was delayed by other items of business.

The line of visitors gradually thins out and perhaps there will be left only a complaint against a policeman or one against a saloonkeeper for selling to minors. These may be heard immediately or put over to the afternoon. The latter cases are the hardest to decide. Often the child who secured



the liquor is within a month or two of adult age and looks 22 or 23 years old. The evidence is conflicting. It is a clear case, the mayor generally revokes the license. This is the maximum punishment he can inflict.

After lunch another group of visitors of very much the same grade as its predecessor is on hand and the grind must be gone thru again. Along toward evening the mayor gets a little time to consider the papers on his desk and think of the larger matters that concern him as chief executive. He has also reports from the heads of several departments to look over such as the superintendent of the workhouse, the poor department, the city hospital. No action is required on these except that the mayor must keep in touch with them and know what is going on. If everything is right, it is easy sailing, but if anything goes wrong the mayor is responsible.

Every two weeks the mayor has a batch of resolutions and ordinances from the city council, which he must either sign or veto. Most of them are routine, quickly disposed of, but some start issues that stay with the mayor for months, like the Patterson lighting contract for example. Mayor Jones refused to act upon that because it was not, in his opinion, properly passed. He was obliged to maintain a lawsuit at his own expense to determine what his rights were as mayor of the city.

He also made several trips to cities at a distance, to inquire into their methods of lighting, etc. The city pays none of those expenses, unless the mayor takes them out of the contingent fund.

Once a month the mayor is presented with a large batch of warrants passed by the city council. He has to sign his name 600 or 700 times, as no money can be paid unless on warrants signed by him and the city clerk and countersigned by the controller.

At 5 o'clock the mayor closes his office and escapes, if his work is done. Some of the incumbents of the office have differed materially in their methods from others. Mayor Robert Pratt was very methodical and would permit nothing to hurry him. Every matter must have personal attention with

Ten minutes more and, "Are you coming home to dinner, now?"

"Yes, in five minutes."

In a quarter of an hour another call and another promise, until finally, the dinner would have to be given up and the mayor would spend two hours more hearing appeals from some of his orders or listening to belated delegations.

Mayor Jones is rapid with his work. He gives everything brought to his attention fair consideration, but then he wants it settled. He is quite a hand to ask questions, and the man who thinks to interview the present mayor is likely to have the tables turned upon him.

After Office Hours.

But it is after office hours that the mayor really begins his toil for the dear people. Everybody who is running a show, from a ball game to a church fair, wants the mayor, and takes it all if he is on hand to make them a speech. He is surfeited with banquets and cloyed with the job of



extending the freedom of the city. But very few of these invitations are declined unless they collide with some other appointment already made. The people get their money's worth out of the mayor after the business man has closed his desk and retired to his own fireside. The mayor has no privacy. The people who want things call on him at home or jump on him by telephone while he is eating his meals. Mayor Babb once said that he never in two years got thru a dinner at home without having either a visitor or telephone message about the business of the city.

The mayor now has two telephones on his desk and one or the other rings constantly, sometimes both at once.

Adventure with a Russian.

While not a humorist, the mayor has a sense of humor that saves him from getting angry over some of the absurd situations that arise.

"I have been approached by those who would have me take part in severing intolerable matrimonial ties," he said recently, "have been asked to keep the neighbor's chickens out of the next-door garden patch; to stop the crowing of an early rooster; to collect all kinds of outlaid or disputed accounts, and old jobs of that sort. But what I have regarded as the most unusual of these various visitations came from a stalwart Russian who stepped into my office in a deferential manner the other day and asked for an audience. And then his story came out:

"He had served in the Russian navy under Admiral Rojestvensky and said he had received an honorable discharge. He had come to this country to make a new start in life and had drifted into Minneapolis looking for work. The only job he had been able to find was one of porter in a Japanese curio store, the thrifty proprietor of which doubtless saw the value of his services as an advertising adjunct, but after agreeing to go to work the Russian's conscience troubled him. So he had come to me to see if I would not write a letter to the czar and get permission for him to work for one of his country's afloatmen fies. He needed the money, and yet would do nothing that would seem to impugn his loyalty to the 'Little Father.'"

"The best I could do for him was to refer him to the state department in Washington, and I never heard what the answer was."

IT IS a tribute to the universal democracy of the country that the mayor of even large cities is expected to do everything for his people. Nearly all of us came from the village where the mayor was the father of the town, ran the school board, the town marshal, the health and hustled out to fires. On the Fourth of July he shot off the arvil cannon at sunrise, and at Christmas he played Santa Claus at the Methodist church. He thus became identified in our minds with universal genius and broad powers. Hence, tho we have come to live in a large city, we still step around to the mayor's office to ask what time it is and to tell his honor what an outrageous gas bill we had last month.

Two kind of people go to see the mayor of Minneapolis, those who want to complain about something. He seldom sees the happy citizen who has a prospering business or a good job. If the wage earner gets his pay raised he doesn't go round and tell the mayor it was because of his fine 18-cent administration, but if he loses his place, he hustles immediately to the city hall with two aldermen to back him and puts up a holler for a city job on the ground that he voted at the last election. There are any number of people who make a virtue of having voted.

The business man, if trade falls off, lays it to the mayor and his fool policy. If the business is brisk it is because he is a superior business man. If the mayor of Minneapolis should happen to see a man who only wanted to shake hands with him and say he was the best mayor the city ever had and couldn't do better if he tried, the mayor would drop dead. So, also, would the visitor. He could not stand the strain of such an unnatural performance in Minneapolis.

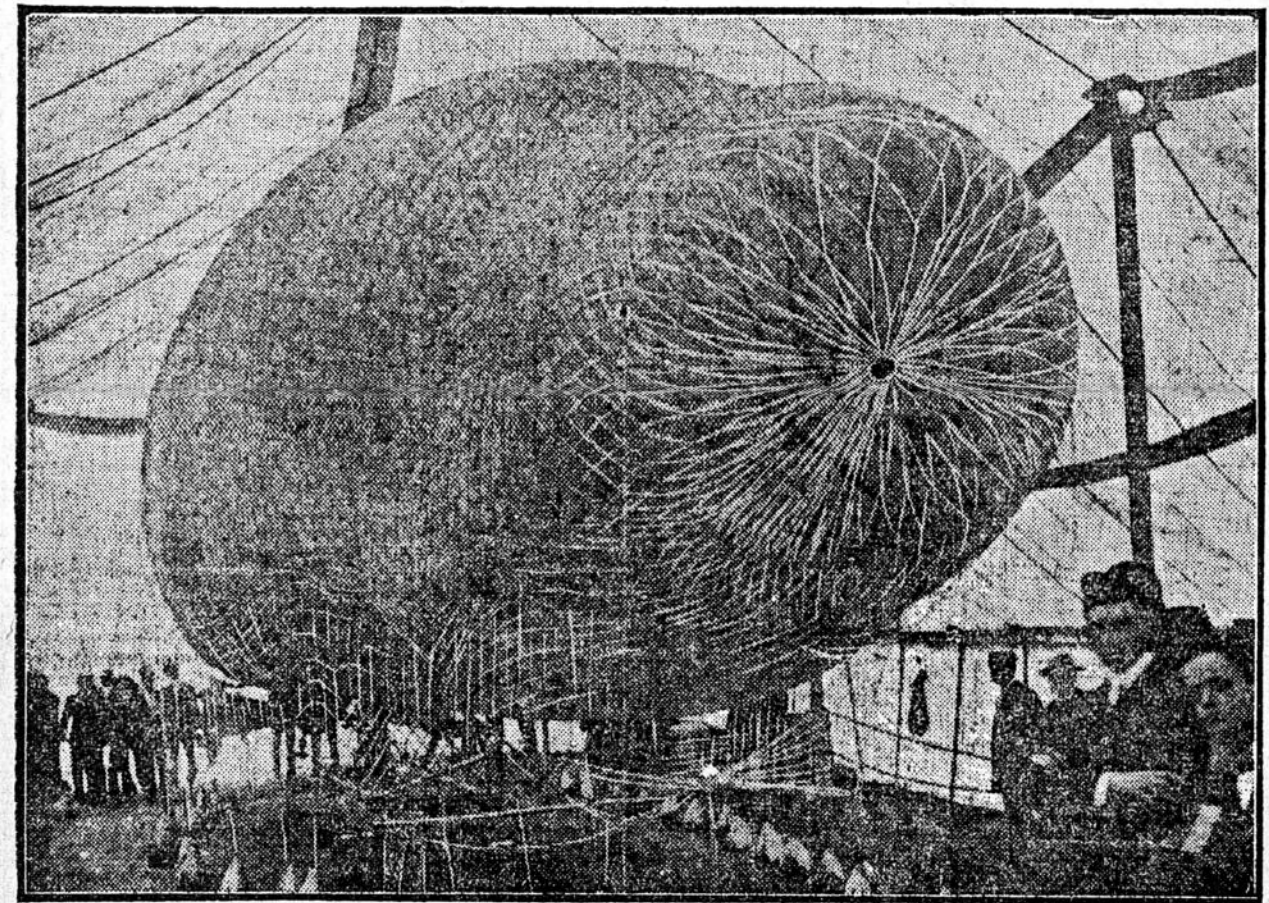
What His Honor Does.

The duties of the mayor of the city are rather loosely prescribed in the charter. He is to see that the laws are enforced and if the other officials do not cut wood he is empowered to maintain an action in mandamus against them. Whatever this dreadful



## HOW KNABENSHUE NAVIGATES THE AIR

The Airship Which He Brings to Wonderland Tomorrow Goes Far Toward Solving a Historic Problem---He'll Attempt Daily Flights.



KNABENSHUE'S AIRSHIP AS IT APPEARS WHEN INFLATED FOR A FLIGHT.

THE coming to Wonderland park this week of A. Roy Knabenshue and his airship is a real event. The American public has of late years especially been deeply interested in the navigation of the air. Demonstrations of the practicability of airships and dirigible balloons have been giving promise right along of a development into something useful. It has seemed of late as if a speedy revelation of the secret of aerial flight could be anticipated.

The experiments have been attended by an element of danger that has fascinated those who craved for the sensational. Since Santos Dumont hitched a petroleum motor to a gas bag, ballooning has become a social fad, especially in France, where numerous aeronautic clubs and societies have been formed, and in this country this summer.

There have been various types of flying machines with propellers and wings and also tetrahedral kites and because of the number of experimenters, both amateur and professional, it has been reasonable to assume that before long some one of them will have solved the mystery of stemming the air currents that are more perverse and variable than the tides of the ocean and of attaining heights not yet reached by man.

While old-fashioned ballooning has been considered perilous, the danger has been increased by the inventions

which combine the use of motors with the gas bags. A dirigible balloon is peculiarly liable to wreck from the fact that its fragile structure is forced against the wind instead of being carried gently along with it. There is also danger of explosion from the expansion of the gas which is confined so much more tightly than in an ordinary balloon.

Of all the aeronauts before the public Knabenshue has been the most successful. He will bring to Wonderland an airship in which he is said to have made 250 successful flights. Last year he astounded the people of California, New York and Chicago by cutting aerial figure-eights high above the tops of the loftiest skyscrapers, sailing against the wind and following a prescribed course instead of drifting hither and thither at the mercy of air currents as in the case of an ordinary balloon.

This summer he has given successful demonstrations at Cleveland, Washington, Soranton, Cincinnati, Buffalo, New York and he is now at the Winnipeg exposition.

To Make Daily Flights.

Atmospheric conditions cut a good deal of figure with the success of the demonstration, of course, and Knabenshue does not claim to have reached the degree of perfection that will warrant his contending against strong currents of air, altho he can make headway to a certain degree, as he has

proven. His contract with the Wonderland park management is that he shall make flights daily, if practicable, with the point in view of traveling from the park over the business centers of both Minneapolis and St. Paul, and his endeavor will be to encircle the towers of the city hall buildings in both cities.

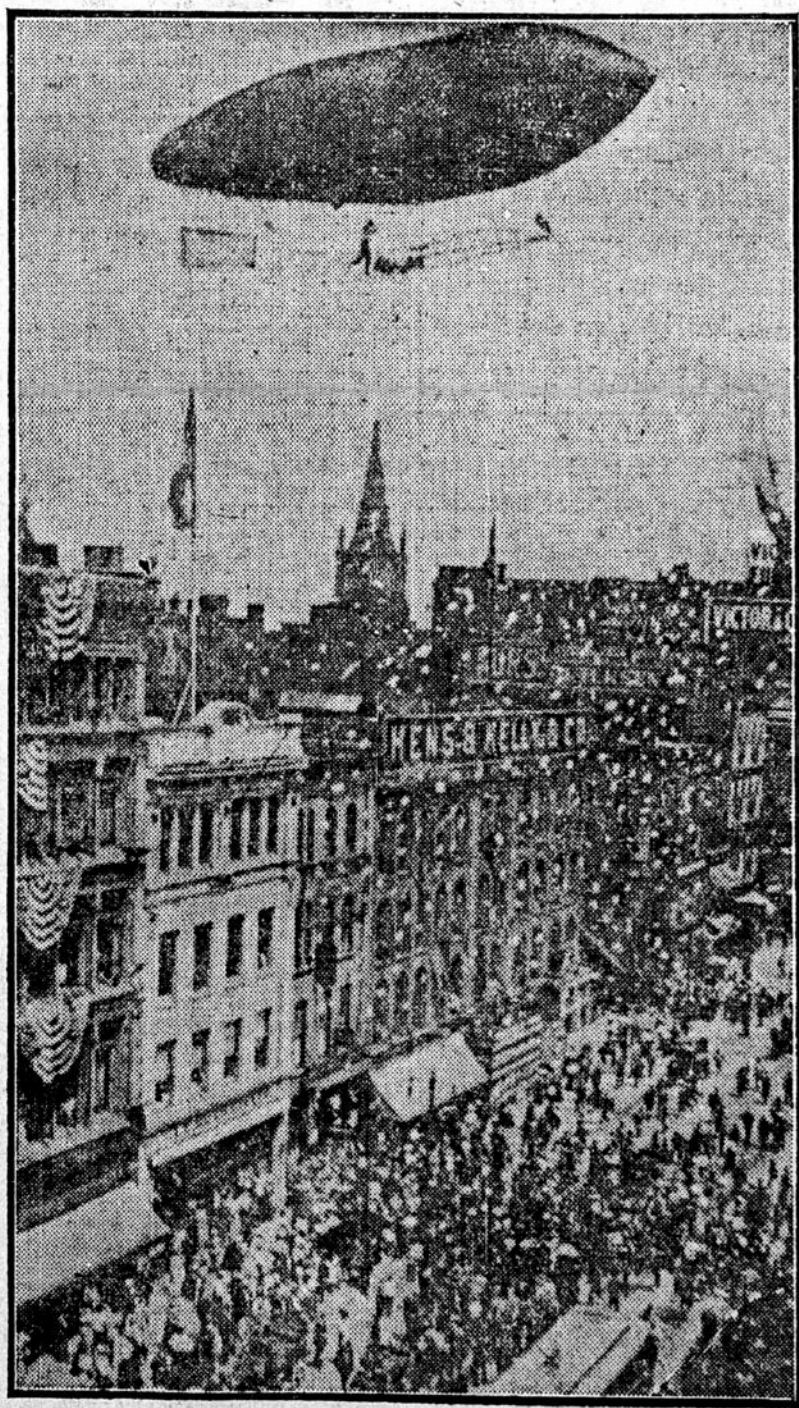
He is expected to arrive Monday and his aerodrome is to be inflated Tuesday, when his engagement begins. Accompanying Knabenshue is an aeronaut named Hamilton who has made several successful flights, and he as well as Knabenshue will make trips over the twin cities.

There is a great deal of interest in the coming of Knabenshue thruout the northwest and it is likely that several of the railroads will give excursion rates within a radius of 200 miles.

An Ingenious Machine.

The gas bag of Knabenshue's airship is sixty-two feet in length, supporting the framework carrying the motive power and the steering apparatus besides the navigator. It is cigar-shaped and is a lengthy cylinder pointed at both ends, constructed of the finest Japanese silk, which is of great strength and exceedingly light in weight, covered with a special varnish.

It requires 7,000 cubic feet of hydrogen to inflate the bag, which is attached to the framework by means of



KNABENSHUE'S AIRSHIP MAKING A FLIGHT AT BUFFALO

a net of strong cords. The weight of the bag is sixty-five pounds.

The framework is thirty-eight feet in length and consists of three parallel longitudinal pieces which form a triangle at cross sections and come together at a point at each end. The wood used is spruce with the exception of a few pieces of bamboo.

The two-bladed propeller at the bow is ten feet in diameter, the arms being twenty-nine inches in width at the outer extremity. The weight of the

propeller is seven pounds. At the usual rate of speed during a flight it makes 130 revolutions a minute and at this rate a speed of fifteen miles an hour is obtained.

The rudder at the stern is of spruce and muslin, nine feet long and five feet wide. It is worked by cords running the whole length of the framework so the aeronaut may have control of his steering apparatus, regardless of the position he may be in. The engine which drives the pro-

pellor is located about one-third of the length from the forward end. It is a four-cylinder air-cooled gasoline motor. An ordinary friction clutch is used. The cylinders are twenty-four-inch bore and three-inch stroke. The greatest rate of speed is 2,160 revolutions per minute, but this is far in excess of speed during a flight. The horsepower is estimated at ten. The weight of engine shaft, boiler and tank is ninety-two pounds.

Knabenshue in making the flight descends to earth by pointing the nose of the balloon downward and working the screw, the power of which is sufficient for that purpose. The angle of the motion forward, upward or downward, with reference to the horizontal, is effected by the shifting of the aeronaut, who is seated astride the bars of the framework so that he can move backward and forward as the occasion may require. About twenty pounds of ballast is carried.

Knabenshue says he has not solved the problem of aerial navigation, but he has demonstrated that in the absence of heavy wind it is possible, by the use of the screw and rudder, to drive and dive a balloon. The practical airship of the future, he says, must dispense with the lung gas-filled bag which offers more resistance to air currents than does the canvas of a good-sized ship.



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