

OTHER CAPITALS

How They Are Governed and How They Are Regarded.

RECOGNIZED AS NATIONAL CITIES

Aided by the State in Maintaining Their Prestige.

THE PRIDE OF THE PEOPLE

THE RECENT AGITATION of the question of the relations of the general government to the District of Columbia suggests an investigation of the municipal governments of the leading capitals of Europe, with a view of comparison, and to ascertain their relationship to the central authority.

I shall, as far as the limits of this article permit, give a summary of the form of municipal government existing in the leading European capitals, and the manner in which they are aided by the state or general government.

A description of the government of London within the limits of a newspaper article is well-nigh impossible, since it has been described as so full of anomalies and distinctions that to find an Englishman who can explain it is exceptional, and to a foreigner it presents a hopeless task.

Earl Fortescue, speaking of the relationship of London to the imperial government, strongly deprecated the idea of treating London as simply a city in England. It was, he said, "imperium in imperio," it was not prudent, nor in conformity with the general practice of other countries in different ages, to treat a capital like an ordinary town, and especially the capital of the British empire—the huge metropolis, far the largest city in the world, with its vast population of more than four million souls, crowded round the seat of the imperial legislature and the imperial government as if there were nothing very special or exceptional in its character or circumstances.

The inhabitant of a borough lives in a four-fold area—namely, in the borough, in the parish, in a union, and in a county—none of which is coterminous, unless by accident. He may be under six governments and pay rates to all of them, viz., the local board, the vestry, the union, the burial board, the quarter session, the school board and the highway district. Happily the rates are gathered by collectors, since if he had to resemble a tenant of a farm, he would be a four-fold payer of rates, and the collector would be a four-fold collector.

How London's Expenses Are Borne. In England and France the injustice of compelling the inhabitants of the capital to bear the cost of government is located, to bear its entire cost, is widely recognized, and substantial aid given. To maintain the full amount of the cost of governing the city of London is difficult. The division of the expense between the municipality and the government is so interwoven as to make separation well-nigh impossible.

We may, however, reach an approximate idea of the amount by stating the several things which are cared for by the state and paid for out of the national treasury. The metropolitan police supported by the government must be divided into two divisions, of which one division does duty on the river Thames, and five divisions care for the docks and wharves, and the other division is assigned being paid out of the appropriation for the navy. The chief receives the sum of £2,500 per annum, more than the general commanding the United States army, and as much as the Chief Justice of the Supreme Court of the United States. He has assistants, two of whom receive \$6,000 apiece; the most receive \$10,000 per annum. There are fifteen police court stations supported by the government. The chief magistrate holds court in one, the judges in each of the others receive about \$7,500 per annum. The fire brigade is largely supported by the state, and cost, in 1892, £1,500,000 to about £2,000,000. The amount the insurance companies contributed £2,000,000. There are a great many fine parks in London, some kept by the city and others by the state. The Royal Park cost £100,000. The government collects from the people a tax known as the local rate (a rate which goes to London). In 1892 it amounted to £5,500,000, or 100,000,000. The cost of governing the city of London is about £28,000,000 a year. Of this amount the government pays nearly \$40,000,000. The cost of governing the city of London is about £28,000,000 a year. Of this amount the government pays nearly \$40,000,000.

Berlin. The government of Berlin is simple and direct in all its parts and illustrates in the highest sense the intelligence of the people. The leading principle is the formation of a permanent council of aldermen apart from the town council. Now, this council of aldermen may consist of any number of men, just as the council may determine. Nearly one-half are paid members of the court and the others are unpaid, the law requiring the greater number to be unpaid members, and in the present court the unpaid members are in the majority. There are fifteen paid and seven unpaid members. Their functions are very important and their power great. The paid members consist of the mayor, the chief magistrate, the assessor, auditor, building inspector, superintendent of sewers, etc. The unpaid aldermen are the chief magistrates, the assessor, and to an outsider their business seems to be to see that the paid fellow does his duty. The aldermen are elected by a mayor (oberbürgermeister), who is chosen by the council for a term of twelve years, but his selection must be approved by the council.

He is paid about \$7,500 a year, and is an officer of great power and dignity. All power of appointment is exercised by the council, which consists of 125 members, elected by the electors. Let us see how the state assists the municipality. First, the government has given to the city a magnificent park of 600 acres (Tiergarten), which is said to be worth about \$5,000,000. Further, the government maintains a police force of 3,000 men, the whole expense of which is paid out of the public funds, and it is justified, on the ground that the person of the sovereign, the highest governing authority, the parliament and the public officials, are located there. Large sums, also, are expended on the universities and the government library. There are many excellent methods in force, the benefit of which is apparent on their face. In the last twenty years the city has received a vast number of tramways belonging to the city.

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Local Soldiers Want a First-Class Army.

WHAT MAJOR THOMPSON SAYS.

Matters of General and Personal Interest.

AN EXCITING CONTEST ON

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One Tramp's Persistence. I remember one fellow, I saw in Oregon, who was put off a way train at every station between Roseburg and Salem, but who always contrived to get aboard within a minute or so after his expulsion. He was bound to go to Salem, and frankly said as much to the train hand who tackled him, and he accompanied him to the station, where he was put off on a road, he knew all the tricks of the trade. At the start he crawled in under a car and rode on the trucks. When discovered there he walked off, and he crawled in again on the other side. He was next caught riding on the roof. Then he climbed up the rear of the tender and hid himself on the top of the boiler. He was well stopped, he mounted to the cab and impudently offered his services to the engineer as assistant fireman. Next he tried the rear of the engine.

A Leap From the Train. The manner of his final leave-taking was startling. Having been discovered on the roof of the first car just as we were drawing near Salem, he was chased by one of the angry trainmen down the roofs of the cars to the rear end, skipping from car to car like a monkey. The tail of the train he horrified his pursuer by taking a flying leap from the roof down into a gully at the side of the track. The trainman signaled the conductor, the engine sounded "down brakes" and in a few minutes we were backing to the scene of the perilous exploit.

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Both Were Warned. From the windows of our train, which had crossed the great divide on its way eastward that morning, we had seen the peculiar cloud formation strike the side of the mountain and disappear among the trees, but nobody suspected its effects. As the road had a single track, we waited at Salida several hours for the west-bound train to pass us on the siding, and then, concluding that it had been detained at the next station beyond, our conductor ventured to move us cautiously forward, whistling sharply all the while. Suddenly a man was observed to be standing at a distance ahead of us, energetically waving his coat as a signal to stop, on halting our engineer learned from him that he was one of the tramps just mentioned, and that his companion had gone eastward and was westward to warn approaching trains of their danger. He was taken aboard the train, and we went slowly ahead to the scene of the rashness. Here we found that thanks to the intelligence of our tramp's comrade, the west-bound train had been stopped, and a large number of tramps, shovels, picks and men, in a little while, had buried the track under a mass of earth and gravel, and we went on our way rejoicing, not, however, till we had lined the pockets of our protectors with plenty of cash and they had been taken aboard with the promise of a free ride as far as they wanted to go.

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RAILWAY TRAMPS

The Western Article is Different From His Eastern Namesake.

TROUBLE THEY GIVE RAILWAY TRAMPS

Some Interesting Experiences on a Trip Across the Plains.

NERVE AND PERSISTENCY

THE CALIFORNIA newspapers say that the Southern Pacific railway managers have resolved on more vigorous measures to rid their road of the tramp nuisance. I do not know whether or not they are, on top of the cars, hanging to the platforms, riding on the cow catcher—everywhere, in short, where human fingers could close a grip. They were more decently clad and better looking, as a rule, than the tramps we see in the east. I was told by an experienced railroad man that most of these tramps are mechanics and laborers of respectable antecedents, who have drifted westward in search of work, spent their money and been compelled to resort to this ragged-edge sort of life in order to make their way home again. Some of them by-and-by acquire a habit of tramping and a taste for it, so that they are untripped for steady employment, but others strike a job, then settle down and become respectable and well-to-do. In the newly settled communities of the west coast a disposition to pry into one's neighbor's past is not encouraged, and the man who begins as a ride stealer does not have to live down his record, as he would at this end of the country. A member of Congress from a western state, who has made something of a national reputation for himself, once told me in confidence that as a young man he was a champion tramp and train nuisance.

One Tramp's Persistence. I remember one fellow, I saw in Oregon, who was put off a way train at every station between Roseburg and Salem, but who always contrived to get aboard within a minute or so after his expulsion. He was bound to go to Salem, and frankly said as much to the train hand who tackled him, and he accompanied him to the station, where he was put off on a road, he knew all the tricks of the trade. At the start he crawled in under a car and rode on the trucks. When discovered there he walked off, and he crawled in again on the other side. He was next caught riding on the roof. Then he climbed up the rear of the tender and hid himself on the top of the boiler. He was well stopped, he mounted to the cab and impudently offered his services to the engineer as assistant fireman. Next he tried the rear of the engine.

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TOO BRUTAL FOR ENGLAND. Foot Ball in America Made More Dangerous Than Abroad. It appears to be the fact that the foot ball mania in the states is even more ardent than it is here, says the Manchester Guardian. The great danger is that between Yale and Princeton are played in New York, and the game money at the last match amounted to \$50,000. The brutal victory with which it is played in the states cannot justly be laid at the door of Rugby. The Americans have spoiled and brutalized the Rugby game by a change which would make an old Rugbyman exclaim with horror—"this is the 'interference principle' or the 'flying wedge'."

A Counter Foe. From Puck. Primitus—"We hear much about the absurdities of fashion; but most fashions have some basis in reason." Secundus (sarcastically)—"Why, what may I be the philosophy of carrying our canes upside down?" Primitus—"That's easy. It's to break duces of the habit of sucking them."

Ceres Flour

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