

this history when he reads these words of Froude:

To make money—money by any means, lawful or unlawful—became the universal passion.

In politics it is the same story. Lincoln Steffens' book, "The Shame of the Cities," describes a condition among us very like that which Froude described when he said:

The elections were managed by clubs and coteries; and, except on occasions of national danger or political excitement, those who spent most freely were most certain of success.

If Rome had her mob maintained at public expense, so has New York. The New York Times states that during the first nine months of this last year fifty thousand men sought shelter in the municipal lodging houses, and it was estimated that 500,000 people in the metropolis alone were dependent upon charity for their Christmas dinner.

The great economic question in the Roman Republic was the land question. "To rescue the land from the monopolists," that, according to Froude, was the aim of Rome's patriotic statesmen. In that they failed, and for that reason more than any other Rome perished. We have the same land laws that Rome had. Unless we mend those laws so as to prevent a private monopoly of the Nation's resources, we are as certain to suffer the fate of Rome as like effects are certain to follow like causes. We believe there is yet time for us to improve upon the Roman civilization by solving this basic problem of the ownership of the Nation's soil.

We believe there is yet time, but we know there will not always be time.

#### THE TREND TOWARD GOVERNMENT OWNERSHIP.

The especial interest of the following article rests in the circumstances of its publication. It is the leading portion of a Washington letter from F. E. Sullivan, staff correspondent of the Chicago Chronicle, and appeared in the place of honor on the first page of the Chronicle of April 15. The Chronicle is a Republican paper, and is owned and controlled by John R. Walsh, president of the Chicago National bank, and one of the leading railroad financiers of the West.

President Roosevelt's purpose to demonstrate the utility of a railroad owned by the government has not the indorsement of all of his official advisers. These gentlemen are afraid that a practical trial of the government ownership idea will result in unfortunate political complications, which, if they do not destroy the Republican party, may leave it in a badly demoralized condition for many years to come.

"If the Panama railway is operated on government ownership lines the immediate result on the public mind will be to create a demand for control by the government of other railroads and there will follow chaos in our finances as well as our politics," said a gentleman, who, notwithstanding that he enjoys the president's confidence, is not in harmony with his plans for the Panama railway.

"Government ownership is not a new theory," this gentleman continued. "It has had ardent advocates for a great many years, but in the past the men who have urged the desirability of government control of our transportation facilities have not been regarded seriously. The recent election at Chicago, resulting as it did in a comprehensive, clean-cut victory for municipal ownership, is a clear indication of the trend of public sentiment in the direction of ownership of all public utilities.

"Mr. Bryan is traveling about the country speaking for government ownership and obviously he proposes to be the candidate of his party upon a government ownership plank in 1908. That is going to be one of the great issues of the campaign of that year, perhaps the overshadowing issue.

"If President Roosevelt persists in carrying out his programme to operate the Panama railway, with its steamship connections on the Atlantic and Pacific, as a competitor of the existing transcontinental lines, it is conceivable that he will add fuel to the flame which Mr. Bryan is now nursing with such infinite care.

"If the Panama railway will carry freights cheaper than the transcontinental roads, it will immediately become the popular transportation route between the Atlantic and the Pacific coasts. Shippers will hail it with acclaim. They are looking for cheap freight rates. Undoubtedly they will offer the road all of the business it can carry, and perhaps more. The public will be told that the experiment has been a great success, and perhaps truthfully. The public, however, may not care to look at the other side of the picture—the destruction of values in the stocks and bonds of competing transcontinental lines and consequent losses to the thousands upon thousands of investors who hold these stocks and bonds.

"That is the dark and threatening side of the government ownership idea at this time, and, when one takes into

account the temperamental characteristics of the American people, it is easy to foresee that the dark side of the picture is not apt to be lightened once the government ownership idea takes a strong hold upon their imaginations."

Secretary Taft, it is understood, is the only member of the president's cabinet who is in complete accord with his purpose to operate the Panama railway as a competitor of the transcontinental systems. The secretary believes that the president is right in his determination to cut freight and passenger carrying charges almost to the bare cost of operation.

It was his idea to double-track the line across the isthmus so that the movement of trains would not be hampered by the necessities of construction. The secretary is in favor of constructing a third and even a fourth track if the demands upon the facilities of the road should warrant such expenditures. It was also his idea that the terminal docks at Panama shall be enlarged to accommodate four or five times as many ships as can safely be moored alongside the existing docks.

Secretary Taft has his eye upon the Philippine traffic, and also upon the traffic of China, Japan and other Asiatic countries. All of this traffic at the present time is carried across the continent by the Canadian Pacific, the Great Northern, the Northern Pacific, the Union Pacific, the Santa Fe and the Southern Pacific lines. Ever since the United States assumed control of the Philippines the trans-continental roads have been vying with each other to enlarge their Asiatic tonnage, and, without exception, have increased their Pacific fleets.

The Panama railroad, under the terms of its agreement with these lines, has not undertaken heretofore to carry freights destined for Asiatic points, except in rare cases where permission to do so was first obtained from the other railroads. The president and Secretary Taft are of the opinion that the government, in its capacity as owner of the Panama road, can shortly build up an enormous trans-Pacific business by delivering freight destined for Asia on board of steamers prepared to receive it at Panama.

It is inconceivable that the railways can successfully meet this competition. Practically all of the Panama Railway company's haul would be by wa-

ter. The 47-mile haul across the isthmus by rail would be an insignificant item by comparison with the overland haul of its competitors.

The president has been informed that the Asiatic rates upon American manufactures and other products can, through economical operation of the Panama railroad, be cut at least 50 per cent. The railroads cannot make such a cut without destroying their capacity to earn dividends.

#### "BOYVILLE": CLEVELAND'S FARM FOR CHARACTER CULTIVATION.

J. B. Vining, Secretary of Charities and Correction Division of Cleveland's Public Service Department, in the Chicago Commons for Feb. 1905.

Two and one-half miles north of the quaint village of Hudson, O., there is growing up a unique home for Cleveland's unfortunate boys. Hudson's glories lie in the past. As a seat of learning since the establishment of the Western Reserve university, in 1828, she is proud of her record. Since the removal of the college to Cleveland, in 1883, and the closing of the Western Reserve academy, in 1902, the college buildings are falling into decay, the campus is grown with weeds. It would seem, however, that she is still not to be without distinction, for the building of the Cleveland Boys' Home, which is always spoken of as being at Hudson, the old town is again coming into prominence which will perhaps outshine her former renown.

"Boyville," as it is coming to be known, contains 283 acres of wood and meadow, hill and vale, of surpassing beauty. Giant maples are scattered along either side of Chapman road, which cuts the farm through the center from east to west. Living springs are abundant, and the creek which flows through the lowland is never dry. One large spring found in a maple grove, half a mile from any building, flows at the rate of 180 gallons per minute, winter and summer, standing at 48 degrees Fahrenheit throughout the year. The water in this spring is absolutely pure, containing lythia and other medicinal properties. In the past this water has been sold in the city of Cleveland for domestic use, and has the possibilities of a paying enterprise in connection with the home in case it is found advisable to put the water on the market.

The initiation of this school lies with Harris R. Cooley, for 21 years pastor of the Cedar Avenue Disciple church of Cleveland, and a man who has given social questions deep study, both at home

and abroad. Coming into the position of director of charities and correction during the first term of Mayor Johnson's administration in 1901, he took up the establishment of this home with vigor, so that by the fall of 1902, he, with the help of others having similar views, secured from the city council authority and funds by which 123 acres of land were purchased. The same fall, a contract for the building of the administration cottage, now known as the "Washington," was let. This was finished the following summer.

On the 18th of June, 1903, Rev. A. G. Lohmann, with his family, took up the work, he having been appointed by the board of public service as head master. He entered upon a pioneer work, for the one cottage not being yet completed, he was obliged to live with his family in tents and barns until it was ready for occupancy. Through his devotion and untiring efforts, improvements of all kinds have sprung up as if by magic.

Later 160 acres, an adjoining farm, were added to the original plot, thus giving a farm one-half a mile wide and a mile long. There is now, besides the administration cottage in which the head master lives, called the "Washington," the "Adams," the "Jefferson," the "Madison," the "Monroe" and the "Jackson." All these are completed with the exception of the "Jackson," which will be ready for use during this month.

The farm contains, besides the maple grove in which the large spring is located, a tract of about 30 acres of forest, upon which all of the original trees are still standing, consisting of white wood, beach, hickory and oak, besides a sugar bush of some 1,200 trees.

A bakery and store room have been built; also an ice house, adjoining the pond, so arranged that the skid upon which the ice is gathered makes a fine toboggan for the boys in winter and a shoot-the-chutes for swimming time. This is on the edge of a pond, which was made by throwing a dam across the creek, and gives a body of water 200 feet at the widest part, from four to six feet deep, and extending up to the road some 30 or 40 rods.

The water from the large spring has been piped from the woods to a tank over which is built the engine, pumping and boiler rooms, and in which also is to be established an electric light plant. This spring will furnish water to a standpipe that is erected on a knoll overlooking the farm. The standpipe is nine feet in diameter and 36 feet high, and affords not only an abundance of

fresh water, but also fire protection: A four-inch water main has been laid with fire hydrants at each cottage. Later a hose cart will be added to the equipment, and the boys will be organized into a fire company.

Back of the standpipe a gymnasium is under process of erection, containing two bowling alleys and a large room in which the boys can exercise during the stormy weather.

The place is well stocked with eight head of horses, a herd of 40 cows, 100 thoroughbred sheep, besides pigs, chickens, dogs, doves and other animals. The herd of cattle have been provided with a number of Swiss bells, ranging in size from a five-pounder to one weighing a few ounces. These are made to ring in harmony, and on the summer evenings make beautiful music for the ears of boys who have all their lives been accustomed to the noise and din of the dirty city.

After more than a year's trial this home is now beyond the experimental stage. It is universally acknowledged to be a step in the right direction, and meets with general approval.

The entire cost up to the present time of land, buildings, furniture, stock, implements and everything that has entered into the making of this home, is about \$50,000 a little more than the cost of an ordinary building in any of our state institutions, and about one per cent. of the amount that is oftentimes expended for the building of a magnificent jail. Considering the results, this is a small sum indeed, for here we touch boys at a time in life when they are easier helped and when more lasting good can be done them than ever again in after years.

After all, to get the true idea of the value of this work, it is necessary to learn something of the attitude and thought of the boy himself towards this home. A few days ago, when Judge Callaghan, lately of the Juvenile court, was laid to rest, 12 of these lads came in as a special escort at his funeral. These lads had last parted with Judge Callaghan in the court room when they were mingling their tears and lamentations with those of their parents. They had left him thinking he was a great and terrible man, who was banishing them to some forlorn country; and yet so touched by the new life were they, that in coming to his funeral they felt that they were doing honor to a friend whom they loved. Returning from the burial, Director Cooley said to me: "Those boys leading the march in Judge Callaghan's funeral made one of the most beautiful scenes that I have ever