

AROUND THE WORLD WITH WILLIAM JENNINGS BRYAN

Problems of Civilization as Suggested by Observation in the Various Countries Visited, With Some Comment on Their Various Aspects and Conclusions as to Their Possible Solution

LINCOLN, Oct. 18.—(Special Correspondence of The Bee.)—Each locality has its questions of interest; each state has subjects which arouse discussion; each nation has its issues of paramount importance, and the world has its problems. There are transient questions which come and go and questions which, like Tennyson's brook, "go on and on forever." Each generation, in each country, meets the issues presented by conditions, but all the nations of the earth are constantly grappling with problems universal in their scope and everlasting in duration. In his famous oration at Gettysburg, Abraham Lincoln spoke of an "unfinished work," which those buried there had promoted, and to which the living should dedicate themselves. Every generation finds unfinished work when it enters upon life's stage and leaves the work unfinished when it departs.

The work of civilization is ever an unfinished one for the reason that new problems present themselves as soon as present ones have been solved. In our trip around the world we have had an opportunity to note some of the problems which most concern all people at all times. The first concerns the legitimate sphere of the government—what should the government, acting for all the people, do, and what should be left to the individual? This subject is under consideration in every civilized nation, and no two nations have reached the same solution.

Extremes of the Problem

At the two extremes stand the individualist and the socialist—the former jealously guarding the individual and opposing any encroachments upon his sphere of action, the latter emphasizing the work of the state and seeking to convert the work of production and the work of distribution into state functions. Between these extremes stand the mass of the people, governed more by the exigencies of each individual case than by the theories put forward by individualist and socialist. In some directions the countries of Europe and Asia have extended the sphere of government beyond anything known in the United States; in some respects our government has enlarged the sphere of the state beyond anything attempted in the Old World, but everywhere the tendency is to extend rather than to diminish the sphere of the state's activities.

In the United States the public school is probably the best illustration of extensive co-operation on the part of the public. We regard the education of the people as a matter of public importance—so vital a matter, in fact, that we no longer depend upon the private school. The private school has its place, and its establishment is encouraged by localities and regarded with favor by the government, but the people, acting as a whole, insist that the school door shall be open to every child born into the country. In the last quarter of a century much advance has been made in the establishment by the public of technical schools, such as law schools, medical colleges, dentistry schools, industrial schools and agricultural colleges. Probably the greatest comparative advance has been made in the matter of agricultural colleges and experiment stations. In Europe the public school system is spreading more rapidly in northern than in southern Europe, but not less surely in southern Europe. In Asia the people are just beginning to recognize education as a public function—a part of the state's work. In Japan public instruction has for some years been modeled after the systems employed in the United States and Europe. In Asia the public school is of a more modern origin, but some idea of the rapidity with which the public school is spreading in China may be known from the fact that 4,000 public schools have been established within five years in the district of one of the viceroys.

Municipal Ownership Phases.

Municipal ownership presents another phase of this subject. A century ago comparatively few cities in this country or Europe owned their own waterworks. Now it is the exception that any city of any size relies upon a private corporation for its water supply. City lighting is having the same history, although municipalization began later than with the waterworks. Now comes the question of street car lines, and as the same principles apply, the same inevitable trend toward municipal ownership is noticeable. The experience of all the cities has been practically the same; first, liberal franchises to induce the establishment of water, light or street car plants; second, efforts at regulation and restriction, made futile by the corrupt influence of the franchise companies; third, municipal ownership as a protection to the people and as a means of purifying politics. In the extent to which municipal ownership has been carried Great Britain leads the world, although in other countries some cities like Vienna have rivaled the cities of Great Britain.

In nearly all of the countries of Europe and Asia the telegraph lines are now owned by the government, and in most of the cities the telephone system is also owned by the public. It is hardly necessary to say that in all countries of any standing the mail service is now in the hands of the government. There is very noticeable growth in the government ownership of railroads. Many years ago the government ownership of railroads was tested in various European nations, and the tendency toward the extension of government mileage and the diminution of the mileage of privately owned roads has been constant. In some countries there is still competition between the government lines and the lines owned by private corporations, but experience leaves no doubt that the lines owned by the government will ultimately supplant the roads in private hands. Switzerland has within four years purchased the main railroad system within its territory; Japan has within a year extended the government railroads by purchasing some of the roads in private hands, and the Indian government is planning to absorb more of the privately owned lines. In France a number of the railroads hold fifty-year charters, which have now more than half expired and which provide for the surrender of the lines to the government at the end of that period, the government in the meantime guaranteeing a fixed interest and an annual contribution to the sinking fund.

While local considerations and local conditions have much to do in the determination of each case, there is one general principle which is becoming more and more clearly outlined as the question of government ownership is discussed—namely, that when a monopoly becomes necessary it must be a government monopoly and not a monopoly in private hands. In other words, the principle now most familiarly applied is "competition where competition is possible; government monopoly where competition is impossible." I have not space for the discussion of details; many different methods have been employed in different countries for the acquiring of private plants by the city or state and different methods have been employed in different countries for the elimination of the political element from public service. Those who have faith in the intelligence and capacity of the people have confidence that they will be able to reduce to a minimum any dangers attendant upon a course which they believe to be necessary to their own welfare. The fact that after more than a quarter of a century of experience, no retrograde movement is to be observed, furnishes some proof that the dangers anticipated have not in practice been shown to be insurmountable.

Woman in the World Question.

Another world problem is to be found in the effort to fix woman's place in the social economy. No one can travel around the world without noting the wide difference that exists between the treatment of women in different countries. In the orient woman has, until comparatively recent years, occupied a very inferior position. In no respect has the influence of the west upon the east been more marked than in the elevation of woman. Even in Japan, where for half a century the ideas of America and Europe have found vigorous growth, woman's position is not yet equal to man's. The education of boys received attention before the education of girls, but the girls' schools are now multiplying in number and attendance.



JAPANESE WOMEN IN NATIVE COSTUME.



CHILD-MOTHER OF INDIA—SHE IS BUT 12 YEARS OLD.



SWISS WOMEN MANAGE THE MARKETS.

Traveling in the country one still sees the blackened teeth, it formerly having been regarded as the proper thing for a woman to make her teeth black after marriage, but among the young generation the custom is unknown. In China woman has not only lagged behind man in education, but she has been subjected to a torture known as foot-binding, which is to be found nowhere else. Societies are now being formed to discourage the practice, but it is sad to learn how slowly this reform has grown. In both Japan and China plural marriage, or what has been equivalent to plural marriage, has been common. The man has been allowed to take unto himself as many wives as he could support without asking the consent of former wives—a practice which seems strange to those who have been brought up to regard the marriage vows as mutually binding, and to consider man and woman as standing upon an equal plane when entering upon the relation of husband and wife.

In India child marriage is one of the worst customs that has afflicted these unhappy people. Girls have been given in marriage when only 9 or 10 years old, and a widow of 12 or 13 is not unusual. Remarriage of widows is not permitted under Hindu custom, suttee, or the burning of the widow, formerly being regarded as the proper thing. In both India and Arabia the women are still veiled and excluded from the society of men. It is difficult to estimate the loss that has come to society from the failure to recognize the mutual stimulus which man and woman find in co-operation in the work of civilization.

Even in Europe woman's position is not as good as it is in the United States, although in the Christian countries her rights are more respected and her good influence more appreciated. Max O'Reil, the witty French lecturer, used to say that if he was going to be born a woman he would pray to be born in the United States. It was a

Taking a Census for Year 1920

IF IT is a delicate job for the weather bureau experts to forecast the changes of atmospheric conditions a few days in advance, or for the political experts to give good reasons for their ante-election predictions, an obviously much more difficult task it must be to forecast the amount of talking over the telephone wires the American people will be doing thirteen years from now. Yet that is a line of prediction upon which the engineers of the Bell companies of the United States are just now working. As a means of discovering just how the needs of the future can best be met, step by step, the telephone census has become an accepted part of modern telephone engineering. It is probably the only one of its kind to be taken from ten to twenty years in advance, with absolute completeness of detail.

The plan of work is thorough and painstaking. Locality by locality the engineers of a company go over their territory and find out how many lines will be needed, say in 1920; where each one of these will probably be located; where each exchange should be placed; how many square feet of floor space will be required; how many busy operators will be handling calls thirteen years from now; what rest-room facilities these will need—everything, in fact, regarding the plant down to the minutest details is carefully forecasted. Guesswork it might seem to the outsider, but it must be guesswork so remarkably good that no serious mistakes can be made in the new construction, year by year.

The telephone engineer has, for a starter, the carefully tabulated statistics of the growth of his company in recent years, showing how rapidly the number of lines and of subscribers has increased; how the revenue has been affected by extensions of service, by reductions in rates and other causes; how the average number of messages, originating day by day at each telephone station, has varied; how the toll traffic has grown in relation to the local traffic. These and an immense number of other statistics form a basis for mathematical calculation.

But office work alone does not satisfy the modern telephone engineer's desire for thoroughness. The problem must be seen face to face. Accordingly he sends his young men out into every street of every town of his territory. These observers make notes as they go about, just as carefully as an assessor would cover his district, but always with an eye to the probable future as well as to the actual present. From the data they have gathered and brought to the office every house and every vacant lot is plotted on a map. Facts regarding the improvement or deterioration of neighborhoods are noted. Residences are divided into three classes: The first, those that may fairly be expected by 1920 to have an average of one telephone line to each house; second, those which an average of

one line to every other family may be predicted; third, those in which an average of one line to every six families may safely be predicted. Similarly, the places of business are classified into single wire groups and two-party wire groups.

Out of the "character map" thus formed an estimate can be made of the whole number of lines which each exchange district should have in 1920. This count is made, not simply on the basis of the yearly increase of the telephone traffic, but also on studies of the growth of each city and town in the district. While it is assumed that a manufacturing center will continue to be a manufacturing center, and that a place whose importance is determined by its being a main distributing point will continue to hold that character, efforts are made to get a line on the probable standing of each place a decade or more hence. Not all towns of equal population are going to be alike as regards capacity for telephone use. Data are gathered from real estate men and others specially interested. The quality of the population which is moving into different cities is considered. One place, it is assumed, will have in 1920 an average of fifteen telephone lines to 100 of population. Another, perhaps, of the same size, having a different character of population, will be good for only ten lines per 100 of population.

The number and location of exchanges has to be predetermined. The web of lines which may center at a single switchboard is now about 10,000 and it is not thought that this number will be greatly exceeded while the length of the operator's arm remains as nature established it. Many new exchanges, therefore, must be built in thirteen years, and many a city now having but a single exchange will be placed upon a "multi-office basis."

The switchboards, furthermore, must generally be so located as to incur a minimum of expense for wire mileage. Such a location cannot always be secured. Once it has been determined approximately where a new exchange must be opened some years hence, a study of the real estate conditions of that neighborhood is made. The land, perhaps, on the street where the exchange theoretically should be is already so expensive that it will seem cheaper in the end to pay a little more for the extra wire mileage and locate the building a few blocks away. Such considerations have constantly to be balanced against each other.

For every sizable city a conduit study must be made, for wherever public support of the telephone justifies the much more expensive form of construction, the wires are being laid under ground. Many cities, of course, which now have the overhead

happy expression, for surely there is no other country in which so high an estimate is placed upon woman or where she more fully shares in both the joys and responsibilities of life. For the superiority of her position she has Christianity and education to thank; Christianity has ever recognized woman's equality with men and education has fitted her to be a real helpmate in life.

Labor's Part in the Debate

A third question which one meets everywhere is the labor question. In Europe it is a question between labor and capital and the laborer is organizing for the advancement of his welfare. The guild and the labor organization have long sought to enlarge the laborer's share of the joint profit of labor and capital and to improve the conditions which form his environment. The efforts of these societies have mainly been directed, first, toward the improvement of sanitary conditions; second, toward the shortening of hours, and, third, toward an increase in wages. It looks like a reflection on mankind in general to say that laboring men should have to ask legislation to protect their lives while at work. It would seem that employers would of their own accord regard the safety and the health of employees as of paramount importance, and yet it has been necessary even in the United States to compel the building of air shafts in mines and to force the use of safety appliances on railroads and street car lines and in the operation of machinery. Still more strange is it that it should be necessary to fix a minimum age at which children can be employed. The very sight of little boys and girls working in factories at the expense of their physical growth is so revolting that one can hardly understand how such legislation can be necessary, and yet, throughout Europe and the United States, the laboring men, through their organizations, have been compelled to fight for the protection of the children of the poor. In Asia the inauguration of factories has not yet been followed by the protection of the children.

Reforms advance in groups. It is seldom that one real reform is achieved alone, so the limitation of hours of labor has, as a rule, accompanied legislation for the protection of children and for the improvement of sanitary conditions in mines and work shops. Those who now enjoy the eight-hour day can remember the nine-hour day and the ten-hour day, but can hardly recall the days of twelve or fourteen hours. In the factories that are starting up in the orient long hours there is attendant degradation of the toiler. The demand for the eight-hour day is an international one and the laboring man is gradually winning his fight, partly by an appeal to conscience and partly by proof that the highest efficiency is inconsistent with long hours.

In the raising of wages two factors have been at work—the labor organization and the higher efficiency that has come with more universal education. The educated workman can earn more than the ignorant one and he soon demands a compensation commensurate with his services.

Effect of the Machine

The labor-saving machine has played no unimportant part in increasing the workman's compensation. It has raised the quality of the work done, and has brought into use a higher grade of skill than was formerly employed. While the labor-saving machine is by some regarded as antagonistic to the welfare of the laborer, no far-sighted observer can fail to note that it has increased rather than diminished the number employed at the work into which it has been introduced, while it has introduced a higher skill, which, in turn, has secured a higher compensation. The handling of a locomotive requires more skill than the handling of a freight team, and the engineer commands higher wages than the teamster. The railroad, by vastly increasing commerce, has multiplied the number of persons engaged in the handling of passengers and freight, and it has at the same time improved the character of the work done and raised the intellectual standard of those employed. The same result has followed in other kinds of work. It might be stated thus, labor-saving machinery, as it is called—although it might more properly be called labor-multiplying machinery—has created a demand for a higher grade of labor; universal education has supplied this demand, and the labor organization has secured for these higher grade laborers larger compensation and more favorable conditions.

One thought has grown upon me as we traveled—namely, the dignity of labor. In no other country is so high an estimate placed upon the wage-earner as in this country. In the orient there was, until the advent of western ideals, an impassable gulf between the prince and his people, and there is even now in a large part of the orient a gulf so wide that one who toils with his hands cannot look across it. The royal families have lived by the sword and they have forced from those beneath them a tribute sufficient to support themselves and their armed retainers. The masses have been the prey of the governing classes, no matter what tribe or family held the throne.

In Europe the extremes of society have been brought nearer together, although there is still a gap between the aristocracy and the masses. This gap, however, is growing more and more narrow, education and popular government being the most influential factors in bringing about this result. With education now more and more within the reach of all, the poor boy is forcing his way to the front in business, and with his fortune thus acquired he is leveling ranks. In the political world, too, the champion of the weak and the oppressed is making his influence felt and his political power is opening before him doors, which until recently were closed. In France deputies, senators and even presidents have come up from the people, and in England a labor leader, John Burns, has fought his way into the cabinet. Who will say that the European laboring man is not making progress when labor's foremost representative in Great Britain becomes the guest of the king?

Opportunities in America

Yes, America leads the world in the recognition of the true worth of the man who toils, and yet, even in America, there is room for still further advancement. Our national life is full of instances of rise from office boy to merchant prince, from plowman to governor, congressman and senator. We have had a rail-splitter made president—and no president ever bore himself better or served amid more trying times—while another president looked back to the days when he followed the tow-path on a canal. And yet, with these illustrious examples of poverty overcome and manual labor, there is still much to be done before the producer of wealth will receive the consideration which he deserves. The dignity of labor will not be appreciated as it ought to be until our young men are taught that it is more honorable to contribute by labor to the sum of the world's wealth than to spend in idleness the money that others have made.

Tolstai contends that people cannot be kept in sympathy with each other unless all perform some physical labor throughout their lives. He says that contempt for those who do the drudgery of life is natural if we put that drudgery upon others and reserve for ourselves only intellectual pursuits. Whether this be true or not, it is true that we cannot view labor in its proper relation to life unless we measure life by a standard different from that which is now ordinarily applied. So long as we measure life by its income rather than by its outgo we shall seek those occupations which yield the largest pecuniary reward. When we measure life by what we put into the world rather than what we take out of it we shall seek those occupations which offer the largest field for usefulness.

Enough has been said to indicate that the world's work is broad enough to enlist all who are willing to work, and that the variety is sufficient to allow each to follow his taste and select his field, provided only that he is actuated by a purpose to render to society a service which will be more than an equivalent for all that society has done for him.