

EXTENT OF FEMALE EMPLOYMENT IN GREAT BRITAIN.

From the Canadian Labour Gazette is taken the following table which is based on returns made by employers to the Employment Department of the English Board of Trade:

	Estimated Number of Females Employed.
Industrial occupations	2,133,000
Government establishments	2,000
Commercial occupations	496,000
Professional occupations	67,500
Banking and finance	9,500
Hotels, public houses, cinemas, theatres, etc.	176,000
Agriculture, permanent labor (Great Britain)	80,000
Transport (not municipal)	17,000
Civil service	66,000
Local government (including teachers and transport workers under municipal au- thorities)	184,000
Total	3,231,000

THE EARNING POWER OF A MUNICIPAL TRAMWAY.

The splendid success of the municipally owned electric car system of Glasgow (Scotland), is well illustrated in a recent report which shows that all the capital expenditure—principally incurred in changing from horse to electric traction, and amounting to over \$19,000,000, has been wiped out—practically in sixteen years. Our English contemporary, the Municipal Journal, gives the story in an editorial which makes instructive reading to those who would know the value of a municipal franchise to private companies. The article reads as follows:—

As a result of the re-arrangement of Glasgow's tramway finances the department is now not only free from debt, but has a balance of £119,000 at the credit of the depreciation and permanent way renewals fund. Glasgow's trams, which were previously run by a private company, were taken over by the Corporation in 1894, and started as a horse traction system. That system was superseded in 1901 by the adoption of electric traction, and all the capital expenditure which that change involved, as well as the cost of the developments which have taken place in the intervening period, has been wiped out within sixteen years—a wonderful record. In a memorandum which was submitted to the Tramways Committee a few days ago, the general manager, Mr. James Dalrymple, stated that as the total amount of the accumulations of revenue now exceeded the amount of capital indebtedness, it was proposed to transfer from the depreciation and permanent way renewals fund to the sinking fund such a sum as would make the sinking fund equal to the capital expenditure. The total amount of capital expenditure was £3,835,156 16s. 10d. The net amount owing to the Common Good was £2,328,889 15s. 4d. The proposal was that this sum should be taken out of the depreciation and permanent way renewals investment account. The total sinking fund already applied in reduction of debt was £1,506,267 1s. 6d., which, added to the £2,328,889 15s. 4d., would make the total sinking fund £3,835,156 16s. 10d., being the exact amount of the capital expenditure. The effect of this arrangement would be that the sinking fund would equal the capital expenditure, or, in other words, the whole of the debt would be wiped out, and there would remain a balance of £119,055 14s. at the credit of depreciation and permanent way renewals fund.

GOOD ROADS CONGRESS.

The Good Roads Congress which was held last month in Ottawa was a splendid success and must have convinced the executive that their efforts had been appreciated. The papers and addresses were even an improvement on those of last year and anyone visiting the sessions could not help but feel that a keener interest was being taken in good roads by the layman. This was seen in the discussions which were lively and instructive. In our June issue we hope to publish the whole of the proceedings.

LONG AND SHORT BALLOTS.

New Jersey Municipalities are publishing an interesting series of articles under the general title of Practical Democracy, from the pen of Mr. H. S. Gilbertson, Sec. of the United States National Short Ballot Organization. The third article, "Ballots and Human Nature," is particularly instructive, as showing that the absurd lengths to which the system of election of public officials in the United States has gone is defeating the real object of democracy. In part the article reads as follows:—

We were to explain in this article why the long ballot never fails to produce a boss or political machine. In Winthrop, Mass., some four years ago, the people were voting in their primary election. The Progressive Democratic party put up a partial ticket, but omitted to name any one for representative in the General Court (legislature). One unknown voter, to complete his ballot wrote in the name of "James O'Connell." Inasmuch as no other nominations were made this vote constituted the highest number of votes on the ticket for the particular office. The secretary of state accordingly had this name printed on the official ballot for the district. "James O'Connell" received 735 votes at the regular election, and thirty-seven votes more in Winthrop than the regular Democratic nominee.

When the returns were in it was discovered in the town clerk's office that no such person as "James O'Connell" existed, and yet 735 men had voted for him, and he had received 37 more votes than one real man!

An elected state official of New York committed suicide a few years ago. When the papers printed his political history, which was anything but a brilliant one, the people of the State were astonished to know who their state treasurer had been—and yet over a million men had gone over his name on the ballot when he was elected.

The people elected this state official?

Well, now did they? Or did they just blindly and automatically place their cross marks opposite the names of a lot of men of whom they knew absolutely nothing. And how did those names get on the ballot? If the voters did not pick them out they could have gotten there in only one other way. Somebody must have picked them out "by hand," appointed them.

That is principally what political machines are for; to tell the voters whom to elect, and the "boss" is simply the head machinist.

Contrast these conditions with those in England. There the city voter elects a member of Parliament once in five years, a member of the borough council and two auditors once a year. Through these he controls his government both national and local. Nobody in England ever dreams of asking to elect any more. Nobody has the slightest desire to try to pick sheriffs or dog-catchers or bailiffs. And nobody in England ever saw a political machine or a boss such as we know in this country.

The Short Ballot idea is to approximate conditions in England, that is, to elect a few conspicuous officials at any one time, but give them power and responsibility and keep them where the voters can see them all the time. This would give us government based upon humanity just as it is, and not upon humanity as some enthusiasts for the "people's rule" think it ought to be.

BIG PROFITS FROM CITY CARS.

Out of a total revenue of close on \$3,750,000 last year the Liverpool city tramways made a profit of \$1,180,555, from which \$625,000 is being applied in reduction of the general rates of the city.

**CANADIAN MUNICIPAL PREPAREDNESS
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