

## THE INVESTOR'S REVIEW, (English Journal,)

Reports an eminent American citizen and politician, who is prominent in the great steel organization, as saying, "We have the mines and the mills, and the railroads connecting them, and the shipping facilities, and many subsidiary enterprises, and we are going to manufacture our steel with economies that will make it cheaper than before, and cheaper than it is anywhere else in the world. But we are going to raise the price. In the past we have had to make concessions to our workmen. As long as the mills were competitors, when one gave way as to hours or wages the others had to do the same. But there is an end to all that sort of thing now."

MAYOR JONES, Toledo, Ohio.

"In Great Britain, where they are older than we, they have come to understand that the good of the individual can only be found and conserved by seeking the good of all.

When Glasgow, Leeds and Plymouth adopted public ownership of the street railways, they bettered the service, reduced fares, shortened hours of labor and raised the wages of men.

Every city in this or any other country that municipalizes its work of improvement substitutes day labor for contract, gets better work, pays better wages and usually shortens the hours of labor, not only making money, but what is infinitely of more importance, making men."

GAZETTE, St John, N. B., September, 1899.

"We might well take a leaf out of the German book and try progressive taxation. On the basis that those who have plenty should pay generously, it seems not unwise to graduate taxation on income,—so that if incomes of \$1,000, pay 1 1-2 per cent., then \$2,000 incomes should pay 2 per cent., \$3,000 should pay 2 1-2 per cent., and gradually increase the rate as the income becomes larger.

We trust some spirit in the Common Council will consider this question and see that the new law, so urgently demanded by the people, embodies some of the features outlined above.

DAILY GLOBE, St. John, N. B., October, 1899.

"The gross receipts of the Toronto Street Railway for the year ending August 31st, 1899, were \$1,291,086.

The City of Toronto, under its arrangement with the railway company, is entitled to 8 per cent. of the gross receipts up to one million and to ten per cent. in the gross receipts over a million.

Under this the receipts of the year just closed were \$109,108 a very good addition to the city funds, and a gain of \$14,821 over the receipts of the previous year.

In St. John the Street Railway Company contributes nothing to the city funds, but it ought to do so. That it does not is due very largely to the lack of business management and skill of the entire corporation which allowed itself to be stampeded with hurriedly closing a bargain.

In this way mistakes are often made.