

## The Toronto World

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## TELEPHONES IN TORONTO

Municipal ownership of telephone is the best system; competition among private telephone companies is the worst.

These are the points that ought to be borne in mind in considering the telephone situation in Toronto.

A great deal has been said about the inconvenience of having two or three separate telephone systems in one city.

All this is an excellent argument for municipal ownership, which would give one system under public control.

It is not an argument for private monopoly, because the evils of private monopoly are worse than those of free competition.

We should have either free competition or public ownership.

And if we cannot have public ownership to-day, we should do everything in our power to pave the way to public ownership, which is the only sound system, the only one that will protect the rights of citizens.

Therefore every contract with a telephone company, the Bell or any other, ought to contain a clause, allowing the municipality to take possession of the system on reasonable terms.

The same clause ought to be inserted in all agreements for electric traction, electric power, lighting by gas or electricity.

In fact the legislature ought to make such a clause a condition of every agreement under which a municipal franchise is granted.

In the meantime, the municipalities should protect themselves.

In the present case, the municipalities should be compelled to agree to a purchase clause, but so ought the Bell Telephone Company.

The charge is now made that the conditions imposed on the new companies are so burdensome that they simply entrench the Bell in its monopoly.

The only way to meet this is to place all the companies on an equality, and to compel the Bell to submit to the same conditions as its intended competitors.

Especially its intended competitors, the Bell should be compelled to agree to sell out, just as it is proposed that the other companies should do.

If no value is to be attached to the franchise in one case, no value should be attached to it in any case.

If that provision is unreasonable, it ought to be modified for all.

If by reason of possessing the long distance connection, or because of the state of the law, or for any other cause, the Bell has advantages over its rivals, so that we do not possess the same freedom of contract with it as with others, we must resort to the remedy of competition, and encourage rather than discourage companies desiring to compete with the Bell.

Of course that competition must be in good faith. It is surely not very difficult to ascertain whether the intended competitors are mere fakirs or charter-monopolists.

If we are assured on that point the amount of the deposit becomes a matter of secondary importance.

But the main point is to keep municipal ownership steadily in view, and to make everything subsidiary to municipal ownership. No contract should be made, with the Bell Company or another, that does not provide for the city taking over the system on reasonable terms.

Public ownership should be regarded as not only possible, but the probable future of the telephone business, and no obstacle should be placed in the way.

The common sense plan is government ownership of trunk lines and municipal ownership of local lines.

The pottering and haphazard methods now in vogue should be abandoned, and in the extent that they hinder the coming of a rational and businesslike system.

## THE WEST WANTS GOVERNMENT OWNERSHIP

A protest against the Grand Trunk Pacific has been signed by 21 Winnipeg business men, who are described as old-time Liberals.

They declare that the measure embodies on a gigantic scale the very evil which genuine Liberalism is fundamentally opposed to, the sacrifice of public good to private greed.

The eastern section is an remedy for the congestion of traffic, or for the lack of adequate facilities in handling western products.

The western section closely parallels lines already in operation, or approved of by the public.

The terms and conditions destroy the usefulness of the project as a means of obtaining lower railway rates or improved car supply.

It is declared, also, that the line will be of little benefit to eastern merchants and manufacturers, "those who imagine that the G. T. P. loaded with enormous overcapitalization, and with that great and costly folly, the eastern section, will be anything but an additional incubus to interprovincial trade, are nursing a grievous delusion."

It might be added that, the two ministers of railways in the Laurier government were eastern men, neither of them has been able to justify the bargain. One retired from public life rather than do so, and the other has maintained silence in regard to a measure of which he ought to be the chief parliamentary spokesman.

## TWO CENTS A MILE

Toronto News: An agitation has been conducted for some time by Mr. W. F. Maclean, M.P., for a two-cent a mile passenger rate on the railways.

From his seat in the house of commons and in The World newspaper he has urged the case for a reduction with characteristic energy.

For instance, the demand for the reduction in the Canadian Southern Railway. There is no defence possible for a three-cent rate on that 225 miles of road.

Connecting with the New York Central at Buffalo, the road gives a two-cent rate at either end of the system, while charging three cents a mile on the Canadian division.

A passenger leaving Buffalo Creek for Buffalo travels for two cents a mile.

One leaving Windsor for Buffalo pays three cents a mile.

That anomalous condition has existed for years. Now that the Canadian Southern is seeking to reduce its rate to two cents, it favors at Ottawa, Mr. Maclean is trying to have the passenger rate reduced to two cents.

Every principle of equity favors the reduction, but we doubt if one railway should be subjected to special treatment.

The large demand for a two-cent rate throughout the Province of Ontario is eminently reasonable.

At least the railway companies should be called upon to show cause why the rate ought not to be lowered.

The onus of proving the present charges to be fair rests upon the companies.

For half a century the railways have been assisted by parliament and municipalities.

Branch lines have been subsidized to the present day by absorbed by the two great systems.

In this way subventions of land and money have been secured by the trunk lines to extend their operations and increase traffic.

The result has been the growth of railway earnings from \$5,000,000 in 1881 to \$25,000,000 in 1902, an increase of 400 per cent.

In the same period the operating expenses increased 184 per cent.

A better index of the financial position of the companies is found in the net earnings. In 21 years the net earnings increased 228 per cent.

In the 21-year period dealt with above the number of passengers carried increased from 7,000,000 to over 20,000,000.

In 1902 the railways carried 100 passengers per mile of road, against 965 per mile of road in 1881.

These figures alone justify the demand that has been made. But that is not all.

Concurrently with this enormous growth of traffic has been a steady decline in the price of materials and supplies required on railways.

Capital outlay in the home market, and equipment and roadbed are made lighter by the reduced prices.

The cost of steel rails today is about one-third the price of 1881.

Almost everything, with the exception of labor, is lower now than formerly.

Besides, labor has been introduced by which large economies in construction and operation are possible.

A modern engine, which draws from 75 to 90 cars on the Canadian Southern Railway, does the work of three locomotives of the type in use 21 years ago.

Not only has traffic increased enormously, but by the adoption of new inventions and improved methods the business is handled at lower proportionate cost.

The reduced rate would mean increased traffic, which would mean increased revenue.

The only difference to the companies would be that the coaches would be full instead of empty.

Experience teaches that the lower the price of a commodity falls the greater is the demand.

The same principle applies to railway travel more than to articles of merchandise.

There can be no doubt that the reduced rate would mean increased traffic.

The great cost of railway tickets, taken by that section of the population which is the backbone of the country, would be reduced.

The fact that they stay at home when their inclination would lead them to visit at a distance.

From a public point of view the question is viewed the case in favor of a two-cent a mile passenger rate is strong and reasonable.

## RELIGIOUS EDUCATION

Editor World: In The World of today I notice that The Canadian Baptist calls attention to the unrighteousness of taxing the general public for the support of denominational schools.

I am in sympathy with this position, and I heartily endorse your declaration of unrighteousness.

Nevertheless, there is more to be said on this matter.

Partisanship is as great an evil in religion as in politics and has borne as bitter fruitage, not the least of which is the compulsory support of an educational system which violates the conscience of the taxpayer, as in Great Britain at the present time.

In view of this fact, and as one who believes that the broadest liberalism is non-partisanship, I submit that the spirit and discipline should prevail in the churches, I submit that the religion of the churches should be the religion of the state.

The Canadian Baptist is not merely the abolition of public grants to schools controlled by the churches, it is necessary for the government itself to undertake all necessary ethical and religious teaching in the schools.

The churches supplement this teaching, they wish, but above all, let them give practical demonstrations of faith, justice and peace; let them exemplify the loving and obedient spirit of the religion which they profess.

The complete discipline in the beautiful art of fair play and some of the principles of religion to God and His Kingdom of righteousness and peace, and there will be no need of the separate existence of the Baptists and the Methodists, or of the publication of the Christian weeklies, such as The Canadian Baptist and The Christian Guardian.

A. D. Watson, Toronto, May 26.

## An Offer From New England

Mr. Walter James Brown, the principal of the Canadian Correspondence College, has been offered the presidency of one of the largest educational institutions in New England.

This is the second offer that Mr. Brown has received from the United States within the past year.

## \$500,000,000 Proposition

Send for pamphlet: St. Louis World: The Fair, issued by the Grand Trunk City Office, northwest corner King and Yonge-streets, J. W. Ryder, city passenger and ticket agent.

## 11:50-Atlantic City and Return-11:50

On account of the meeting of American Academy of Medicine at Atlantic City, the Grand Trunk City Office, 11:50, King St. East. M 27, 28, 30

## Four Daily Trains to Detroit and Chicago

via Grand Trunk Railway at 7:40 and 8:40 a.m. and 11:20 p.m. Finest equipment and perfect road-bed. Tickets and reservations at city office, northwest corner King and Yonge-streets.

## Must Fence Out Trespassers

Two foreigners were before Magistrate Denison yesterday on a trespass charge, preferred because they rode bicycles on the parade ground at the Armouries. There was no fence between the area and the roadway, and the culprits were dismissed.

## A Cheap Sport's Game

Yesterday, at the Woodbine, Thomas Kelly was down on a winner. His ticket was worth \$53. He gave it to E. J. James to cash. James only returned with \$20. Detective Cuddy was told about the transaction. He found James and locked him up.

## Presented For Pastor

Rev. Mr. Atkinson of St. Giles' Bible Congregation Farewell.

A large congregation assembled at St. Giles' Presbyterian Church last night to take part in the farewell to Rev. Mr. Atkinson, pastor for over five years, who is going to Chesley, Rev. Mr. Turnbull presided.

Messrs. Atkinson and MacLellan presented Mr. Atkinson with a purse of gold from the congregation, and Mrs. Atkinson with a gold watch.

Mrs. Atkinson with a gold watch, and Mr. Logie, on behalf of the choir, presented a large and handsome framed picture of the choir, and the Chinese Sunday school class presented a silk table cover and two cushions, elaborately hand-worked by Chinese women, giving an eloquent address, which was a feature of the evening.

The children of the Sunday school gave Mrs. Atkinson a Bible last Sunday.

## SOLD TICKET FOR 40 CENTS

Was Gotten Thru Charity and "Scandal" Charge May Ensnare.

John Denning, who claims Cincinnati, Ohio, as his home, came to town yesterday. He was broke and wished to go to Palmerston. He said he could procure employment there. R. M. Perre, immigration agent at the Union station, gave him a ticket to the railway town. Then Denning, it is claimed, sold the ticket for 40 cents to a man at the Junction. He was a regular man at the Junction who purchased the ticket, will, it is thought, be prosecuted on the charge of ticket scalping.

## TRINITY CONVOCATION

The Easter term convocation for conferring degrees in all faculties will be held to-morrow at 4 p.m. in the hall of Trinity College, after the examinations in music.

First examination—Class I, none; Class II, Miss D. M. Groves, Miss E. M. Smith, Miss E. Easton, class III, Miss I. Gibson, Miss L. B. Crisfield, E. G. Edde, Miss E. Tafts, Miss E. C. W. W.

Second examination—Class I, J. T. Symons, O. James, G. E. Holt; class II, C. D. MacLennan, C. T. S. Carman; class III, Miss A. A. Ferris, T. H. Parry.

Final examination—None passed.

## CALLED TO LUCAN

Lucan, May 26.—Rev. E. F. M. L. Smith of Milton has been called to the Presbyterian Church here.

## 140 Goats Worth \$40,000

New York, May 26.—One hundred and forty goats, valued at \$40,000, were being brought to country arrived from South Africa yesterday by the British transatlantic steamer, the Cape Colony.

They are of the Cape Colony breed and are said to have cost \$40,000. The goats were purchased by the Cape Colony government, and were being brought to South Africa before the fact that he had already contracted for the goats was known.

The goats were taken from the Cape Colony and were being brought to South Africa before the fact that he had already contracted for the goats was known.

## Business Openings

The Passenger Department of the Great Northern Railway has issued the fifth edition of "Business Openings," a descriptive booklet giving a detailed list of the opportunities for business in the west for large and small investors in every line of business along its lines.

Send two cents in stamps for "Business Openings" Along the Line of the Great Northern Railway" to F. I. Whitney, G. P. &amp; T. A., St. Paul, Minn.

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## CHEAPER TO SHIP GRAIN THAN MAKE FLOUR IN WEST

Will Eastern Canada Become Manufacturing Centre for Products of the West?

Brandon, May 26.—(Staff Correspondence.)—Will eastern Canada become the manufacturing depot for the product of the western grain fields to the exclusion of the industry around Winnipeg? This is one of the interesting problems developing out of the new conditions related to the latest trade relations of the Dominion. To-day the Ogilvie mill is one of the great concerns of the wheat belt; manufacturing, flour right at the door of the producer and distributing it in Ontario. The quality of the article is by no means equal to that produced by the smaller mills of Ontario, and there are many reasons to believe the business will rapidly be transferred to the eastern section of the Dominion.

For instance, there are economic conditions that make it difficult for even the great Ogilvie mill to compete with connections reaching around the world, to compete with the Ontario millers, who are in a position to export surplus wheat to the United States, and to export surplus flour to the United States.

This is one of the present industrial problems that press to the front in the near future an added interest in the agricultural products of the west.

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