Heating of The High School

Final Acceptance of Work Delayed Because of Alleged Faults.

This the Decision at Meeting of School Board La Night.

The most important business transacted at a brief business session of the School Board held yesterday evening consisted in the reaching of a decision to notify Mr. Andrew Sheret, the contractor who put in the plumbing and heating apparatus of the High school, that final acceptance of the job would be delayed until the terms of the contract had been strictly complied with and the specifications closely followed.

Chairman Drury presided, and there were present also Supt. Eaton and Trustees Jay, Hall and Boggs.

Gordon M. Grant acknowledged with thanks the board's permission of the use of the High school room for meetings of the Alumni.

The plumbing inspector reported having examined the Spring Ridge school and made some recommendations.

Supt. Eaton said the matter had already been attended to.

The principal of the High school informed the board that the use of the building for lecture purposes at which an admission fee is to be charged was requested by several parties—R. E. Gosnell among the number. Mr. Gosnell proposed giving a lecture on "Pacific Coast History."

The matter was left in the hands of the chairman and superintendent, with power to act.

The Superintendent of Education wrote as follows:

Victoria, B.C., March 16th, 1903.

F. H. Eaton, Esq.,
Secretary of School Board.
Victoria, B. C.

Sir:—I beg to acknowledge receipt of a letter signed by the chairman of your board, dated the 13th inst., and enclosing a copy of a suspensory clause to the by-laws of the Victoria School Board now under consideraion by your trustees to the effect that by the unanimous consent of all members of the board or by a two-thirds vote at a regularly called and constituted meeting of the board any of the provisions and regulations contained in Sections. I, II and III are relating to the "organization of the board," "meetings of the board" and "general rules of order," may be suspended; and to advise you in reply that the Honorable the Minister of Education to whom the communication now under acknowledgment has been referred sees no reason why this suspensory clause should not pass provided such is the desire of your board.

I enclose herewith a copy of the by-laws referred to.

ALEXANDER ROBINSON
Superintendent of Education

The letter was received and the contents approved.

Trustee Jay reported with some satisfaction that the heating plant in the Boys' school was now working satisfactorily. The sum of $125 had been appropriated for the work and the latter had been done in a very competent fashion.

Applications for positions on the teaching staff were received from Miss Laura Simpson, Mrs. E. J. Taylor, H. B. Marchant and Miss E. B. Murray.

Regarding the contract for the heating of the High school, the matter had been discussed with the architect, Mr. Rattenbury, who in February last had informed Mr. Sheret, the contractor that he had put in insufficient radiation—1,000 feet short of what was required by the specifications. The boiler was not up in capacity to what was required by the specifications. Mr. Sheret had not attempted to dispute what Mr. Rattenbury had said, so it was apparently admitted that Mr. Rattenbury was correct. All that the board was desirous of doing was to see that the contract was lived up to. A final certificate has not been issued to Mr. Sheret by the architect, and was therefore not entitled to his final payment. The building and grounds committee advised the board that Mr. Sheret be not settled with until he had completed his contract, and that he be so informed.

The recommendation was adopted.

Trustee Boggs reported that the building and grounds committee had arranged for the filling in of the High school ground at 35 cents per yard.

The question of printing the new rules of order was referred to the finance committee.

Trustee Jay reported that a movement was on foot in England to have a system of correspondence inaugurated between the High schools in London and the High schools in the various colonies. He favored the scheme, as it would prove of much benefit to all the scholars interested.

The matter was referred to the superintendent.

The superintendent advised that the plumbing inspector be requested to inspect all the schools. Adopted.

Regarding the attitude of the board as to the expediency of having more male teachers in the schools, Trustee Hall said it was never intended to be conveyed that female teachers were to be dismissed to make way for male teachers.

Chairman Drury explained that in respect to the question of the desirability of having a larger proportion of male teachers on the staff, an erroneous impression prevailed that there was a disposition on the part of himself and other members of the board to get rid of the services of female teachers to make room for male teachers. There was not the slightest justification for such a belief. He wished also to make it clear that the cullings from Eastern newspapers which had appeared in the local press in connection with the question of the desirability of more male teachers were not handed to the reporter by him, nor did the views of the Eastern newspapers which had been quoted meet with his entire endorsement, as might otherwise be supposed.

On Trustee Jay calling attention to the matter the board determined to cancel the privilege of photographers going to the various schools to take pictures of the scholars.

The board then adjourned.

TRADES AND LABOR COUNCIL.

Lengthy Meeting Held Last Night Deals With Many Matters.

It was 11:30 when adjournment was reached at the Trades and Labor Council last evening. In addition to the large amount of business, considerable time was taken up discussing the present C. P. R. strike, and listening to addresses by Mr. Estes, president of the U. B. of R. E.; Thompson, president of the British Columbia Steamboatmen's Union, and the president of the local Steamshipmen's Union, Mr. Burly.

President Bolden occupied the chair, and about fifty delegates were present, representing twenty-seven unions.

CREDENTIALS.

Credentials were received as follows: Walter Bailey, for Painters and Decorators' Union; August Herberzer, Machinists' Union; Thos. McLaren, Journeymen Plumbers; Geo. C. Anderson, Street Railway Employees' Union.

FISH TRAPS.

The special committee on fish trans reported that they had forwarded the following to the fishery commissioners and others at Ottawa:

The Victoria Trades and Labor Council in regular session on March 4, 1903, upon recommendation of a committee appointed at the previous session to inquire into the matter of the introduction of fish traps, purse seines and gill nets (of a greater length than at present allowed by law), unanimously agreed that objections to the use of fish traps, purse seines and gill nets, of greater length, were based entirely on sectional grounds, and that the reasons advanced against their use cannot be sustained by actual facts. Moreover, that the fishing industry as at present carried on on the Fraser river is degrading to white labor, because of the advantage taken of cheap Asiatic and transient foreign labor. It was therefore resolved that the committee be instructed to draft a memorial to Sir Wilfrid Laurier, Prof. E. E. Prince, Mr. Geo. Riley, M. P., Mr. Ralph Smith, M.P., Hon. Raymond Prefontaine and Senator Templeman, embodying the views of the Victoria Trades and Labor Council, insofar as provisions being made in the interests of the white fishermen and white workers of British Columbia.

MEMORIAL.

1. That no licenses for fish traps, purse seines or gill nets, be issued to Chinese or Japanese.

2. That no Chinese or Japanese be allowed to work on fish traps or with purse seines or gill nets.

3. That Chinese and Japanese be excluded from working upon or taking any part in the construction or maintenance of fish traps.

4. That no Chinese or Japanese be employed on any boat, scow or conveyance used in the transfer of fish from the traps to the place where the fish are canned or cured.

5. That persons securing fish trap licenses shall operate same within a reasonable time after said licenses have been granted.

6. And also that the Dominion government shall endeavor in some manner to encourage the employment of white labor more extensively in the canneries.

A NEW CHARTER.

By request, Secretary Draper, of the Dominion Trades and Labor Congress, wrote explaining the position the Victoria Trades and Labor Council will occupy under the charter recently taken out from the central national legislative body of Canada. Mr. Draper stated that the functions of the congress are legislative, not mandatory, but permissive. The object of having trades and labor councils in Canada is to retain control of the trades union movement, legislatively.

PROFIT SHARING.

The Street Railwaymen's Union wrote complaining of the council's action in turning over the matter of profit sharing of the B. C. Electric Railway to the Laborers' Union instead of sending it to the Street Railwaymen's union. The council maintained that the Laborers' Union was the authority to whom the matter should be sent.

INCITING CREW OF CHARMER.

At this juncture Mr. Estes, president of the United Brotherhood of Railway Employees; Mr. S. Thompson, president of the British Columbia Steamsnipmen's Union, and Mr. Burly, the president the local Steamshipmen's Union, entered the hall and were well received. Called upon to speak, Mr. Estes stated that he had expected to leave for Vancouver at 8 p.m., but the C. P. R. had interfered and afforded him an unexpected pleasure of being present at a meeting of the Victoria Trades and Labor Council.

Mr. Thompson also addressed the meeting, and the speakers were given a vote of thanks for their addresses.

TURPLE'S WAYS.

The executive committee reported that their efforts towards having Turple's shipyard placed on the fair list were meeting with success, and it was expected that in the near future the matter would be straightened out. Mr. Turple was very anxious to employ union labor only.

The secretary of a joint committee O. B. C. and B. R. Y., Vancouver, asked the council to protest to the Dominion government against the proposed arbitration bill of Hon. Mr. Mulock. The request will be granted.

Hon. E. G. Prior acknowledged the receipt of petition from the council praying for the re-enactment of the disallowed Oriental legislation. The Premier went fully into the matter, giving a resume of the conference held at Ottawa with Sir Wilfrid Laurier and his conferees. Other members of the provincial legislature also wrote promising to give support to the readoption of Oriental legislation disallowed by the Dominion government.

A proposition to call a convention for the formation of a Provincial Federation of Labor, went over to the executive for report at next meeting.

The council will meet weekly hereafter, adjournment of the present session being taken till next Thursday.

FORTUNATE DISCOVERY.

British Columbian Who Has Saved Fruit-Growers Much Money.

From Vancouver Ledger.

The discoverer of the peach worm which is devastating the orchards of California and is costing the state $300,000 a year, was Thomas Cunningham, British Columbia provincial fruit inspector, and Mr. Cunningham certainly deserves recognition from the province in having prevented the worm finding a habitation in the orchards of British Columbia.

In speaking of the matter, Mr. Cunningham said: "Some two years ago I was called upon to inspect a quantity of pears that had been shipped along with a carload of peaches from California. We were not inspecting peaches then, but after I had passed the pears I thought I would take a look at the peaches, and was astonished to find in them a small, but destructive worm. I then went through the whole car and condemned and burned 1,100 boxes I telegraphed throughout the province to take similar proceedings. Some objection was taken to my action by fruit merchants, but I contended at the time that, although no specific instructions had been given to examine peaches, a dangerous worm had been discovered by me which must at all cost be prevented from getting into the orchards or British Columbia. I, therefore, have been inspecting peaches ever since for the worm, and have condemned and buried thousands of boxes. The worm, when it cannot find peaches, will destroy plums, so it is for this reason a double dangerous pest, and has been found in plums in British Columbia.

The following article, taken from an exchange, is a sufficient justification of my action in this matter:

"One of the really good things that we enjoyed at the Fruit Growers' convention in Spokane, was a lecture on the 'Peach Worm' by Professor Woodworth of the Berkeley experiment station of California. The professor stated that in Placer county, California, there were about 1,000,000 peach trees. The peaches raised on these trees are mostly shipped in a green state, as it is called, though there is an incongruity in speaking of ripe fruit as being in a green state. The worm became so bad that the loss in this county alone amounted to $300,000 annually. The experiment station of Berkeley was approached to help check the ravages of this insect. Professor Clark was sent there in the winter and remained some months to investigate the habits of this worm and to devise remedies to check its ravages. The worm spends the winter in the crotch of the peach tree where it burrows into the wood and has woven itself a silken covering. Professor Clark was surprised to find that in this condition it could not be killed even when the twig containing the worm was immersed in kerosene for hours. This was in conflict with the teachings of some entomologists that it could be readily killed in the winter if sprayed with kerosene emulsion. He tried the experiment of wearing some of the infected twigs inside of his clothing and found that in four days the worms cut their silken covering and could then be easily killed. Twigs kept in his office for six days were found in the same condition. He advised the growers to delay their spraying till spring and then spray with sulphur, salt and lime, just as the bloom began to open. Those who followed his instructions saved their crops and did not lose one per cent of their peaches. Those who did not spray at all or sprayed in the winter, lost in some cases as high as 75 per cent of their peaches. Hence, Professor Woodworth recommended the spraying of peach orchards affected with this insect just as the bloom begins to open. Such lessons are invaluable, for we have this peach worm in Washington, although ravages are not serious except on early peaches."

THE LATE LADY LENNOX.

Lady Henry Lennox, whose death occurred the other day, was one of the most generous and hospitable hostesses in London. She came comparatively late into the social world, when she induced her second husband, a wealthy manufacturer of Glasgow, to buy a large house in Prince's gate, and began entertaining on a colossal scale. The methods by which "Mr. and Mrs. White of Arddarroch"—for so they styled themselves—established their social position were adventurous and, I should think, original.

One day a young gentleman who had just come up from Oxford, and who happened to bear the same name as an eminent publicist, was surprised and pleased by receiving a large card which notified that Mr. and Mrs. White desired the honor of his company at dinner. He promptly accepted, and on the appointed evening duly presented himself in Prince's Gate. He found himself in a party of twenty people, not one of whom he had ever seen before, and though a social tyro he was sharp enough to see that his host and hostess were at least as much surprised to see him as he was to find himself in their house. But the surprise, though evidently felt, was not expressed in words, and therefore there was no opportunity for explanation. During dinner our young friend revolved the possibilities in his mind, and after dinner, "flown with insolence and wine," he told his hostess that he felt confident that he had not been expected.

With benignant grace Mrs. White replied that this was true, and added the explanation—she had been expecting the synonymous publicist.

Young Oxford, thankful to find that the mistake was not his, ventured to say:

"I should have thought that any one who knew the other would have known that his Christian name was 'Billy,' whereas my invitation card had 'George' on it all right."

"Well," replied the hostess, "the fact is, we don't know him, but we heard he was a pleasant person and fond of dining out, so we asked a friend for his address, but he seems to have given us yours instead. As he is a celebrity we asked these other people to meet him!"

From that day forward "Billy" always referred to his younger rival as "that infernal fellow who ate my dinner."

INFLUENCE OF CHILDREN.

Childhood in its weakness is often a strength that resists the strain of all the passions, and that holds even when deep hatred exerts its power to drive asunder. "If it were not for the child I would not live with you another day," I heard an angry husband say to his wife, when righteous indignation drove him almost to distraction.

That was quite a number of years ago, and now they have two more children to strengthen the bond between them. This little episode of domestic infelicity was recalled by some statistics that recently emanated from Berlin and which speaks volumes.

These statistics have been carefully gathered from the divorce courts, and show that out of 1,000 divorces 540 were granted where there were no children, 214 where there was one child, 139 where there were two children, 60 where there were three children, 25 where there were four children, 12 where there were five children, and 10 where there were six children.

QUEER WAY TO KILL FISH.

Natives of the Torres straits have an original method of killing fish. In places where turtles and large fish are wont to congregate they erect platforms and as soon as a great turtle or fish appears the man on the nearest platform throws a harpoon and almost invariably strikes the animal.

After this is done one of the other men jumps from his platform with a rope, which he fastens around the tail of the captured fish. One end of this rope remains tied to the platform, and thus the fish or turtle is soon safely secured.

It is likely, however, to plunge about a good deal, and, therefore, those men who are within reach of the rope are obliged to take care that it does not trip them up with it.

The Bank of England began operations on January 1, 1695, at Grocers' hall, Poultry. In 1696 it stopped payment altogether for a time. In 1745 it had to pay claims in sixpences in order to keep afloat.

TRAIN WRECK AT GUELPH.

Guelph, Ont., March 18.—One of the most serious accident which has occurred on the Wellington, Grey & Bruce branch of the Grand Trunk railway took place today, seven miles North of here. The morning train was running at its usual speed, when one of the trucks jumped the track, then over went the coaches. The last coach went off over a trestle above a creek, taking a drop of ten feet into the water, which was swollen by the spring thaw, and filled the car one or two feet deep when it turned on its side. The mail car was almost completely turned over. The passengers in the last coach suffered the most seriously. Mail Clerk Andrew Cheney was very seriously injured, his chest being crushed in. The only passenger seriously injured in the last car was P. Farrelley, of Peel. The stove in the smoker fell over on him, and he was badly burned. A family named Hustin, of Thessalon, were on their way to Kincardine. A 2-year-old baby got caught under the seats, and before the baby's injured parents could acquaint anyone with the fact that there was a little one missing, it was drowned. The father was badly hurt about the face, and the mother was almost drowned and is suffering severely from the shock. All the passengers had their clothes torn.

VANDERBILT ESCAPES.

Sentence of Two Days' Imprisonment in Paris Annulled.

Paris, March 18.—The case against W. K. Vanderbelt, sr., in connection with the excessive speeding of his automobile last year, was discontinued today, and the nominal sentence of two days' imprisonment annulled in view of testimony showing that he was not in the car at the time. The case against the chaffeur was called later.

FATAL HEAD-ON COLLISION.

Washington, N. J., March 18.—In a head-on collision between a passenger train and a freight train on the Delaware, Lackawanna & Western railroad near here, A. Sutton, of Hoboken, engineer of the passenger train, and T. A. Covey engineer of the freight train, were killed.

WESTWARD HO!

Seven Hundred Immigrants For Wheat Belt Arrive at Halifax.

Halifax, March 19.—Steamer Arcadia, of Hamburg-American line, arrived this morning from Hamburg and Boulone, and landed 700 steerage passengers for the Canadian Northwest. They are clean and healthy looking.

Opening of Fishing Season

TOMORROW the fishing season opens, and from then on until the dog days may be expected all kinds of increase in current fiction. Shawnigan lake, Cowichan river, and the near-by pools and streams will each and all contribute its little quota to unsanctified history as chronicled by the gentle romances of the tribe of Izaak Walton of saintly memory.

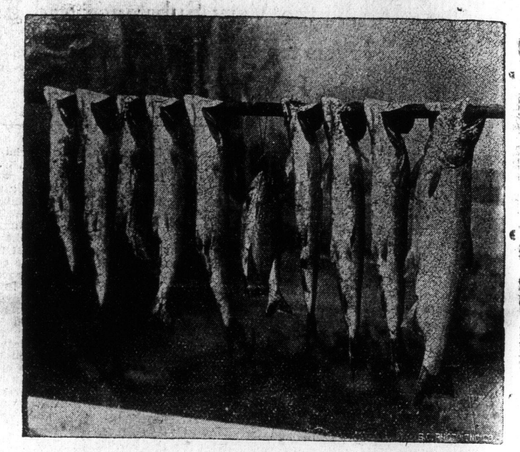
Last season, taken as a whole, was a fairly good year from the fisherman's point of view; many good baskets having been taken at nearly all the favorite resorts. This applies with particular emphasis to Cowichan river in particular. In spite of the great to-do made anent the weirs in that stream old hands say that quite the average luck was had during 1902 as at any previous time, and it was a pretty generally accepted fact that to log running in the stream and not the weirs must be attributed the comparatively small catches made in the Cowichan river latterly as compared with 15 or 20 years ago.

Speaking of weirs and lumbering recalls the fact that during the recent investigation of the former subject by the commission appointed from Ottawa the need of a more effective game fish conservancy was very strongly brought out. Some steps should be taken and that at once to prevent the destruction of young trout which now goes on with what must ultimately prove to be disastrous results. It is a notorious fact that many of the "heavy" baskets so prominent in rhyme or story, but which are, as a rule, never produced in evidence, are composed for the most part, of minnows and for this reason are not shown. All are practically agreed that there should be a law regulating the size of trout to be taken, and such a law should be strictly enforced.

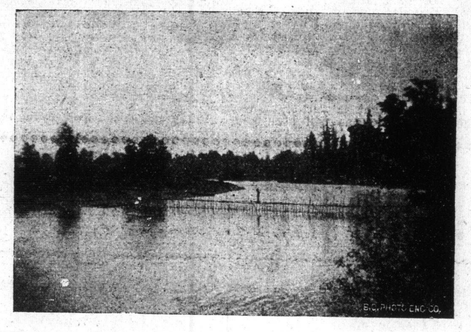
Then, again, a more thorough system of patroling the streams during the fishing season should be undertaken in order to prevent illegal practices. Salmon roe is used almost indiscriminately, nor is it the so-called "pot-hunter" fisher alone who is to blame for this shameful and flagrant breach of the laws. Fly fishers and old hands, who claim to be true sportsmen, are not above using salmon roe on the quiet. And this was most conclusively shown upon a not very remote occasion at Shawnigan lake. A raft upon which two well known fishermen "who never used anything but flies" had been fishing all day, and which was absolutely clean in the morning, was found next day with ample trace of salmon roe upon it.

The snow water at present running into the streams will have a tendency to chill the trout and drive them to the bottom, the surface water being colder at this time of the year.

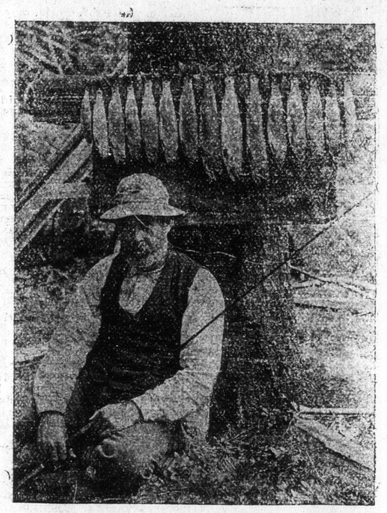
There is much indignation over the wholesale decimation of trout at Shawnigan lake through the fishing that has been going on all winter for the market, Chinamen peddling trout from door to door. This open evasion is due to a supposed flaw in the regulation by which, it is assumed, that the provisions do not cover trout on this coast. This presumption s entirely erroneous For some inexplicable reason, no prosecutions have been instituted. The result of this wholesale depletion of trout in the streams is that the season opening toworrow is not expected to yield any good piscatorial returns. Last season was poor, due to the same violations of the regulations, but this season will be worse, because the illegal fishing has been carried on to a greater extent during the winter months. In some cases, throut have been brought into the market full of roe ready to spawn. Those who have hung up their rods during the winter feel the situation very keenly, especially as those evading the Act have boasted of their catches, as high as thirty and forty having been the reward of a morning's operations in Shawnigan and Prospect lakes. A petition is now being drafted and will be presented to the Fisheries department in the hope that the flagrant transgression against the close season regulations will be punished and checked.



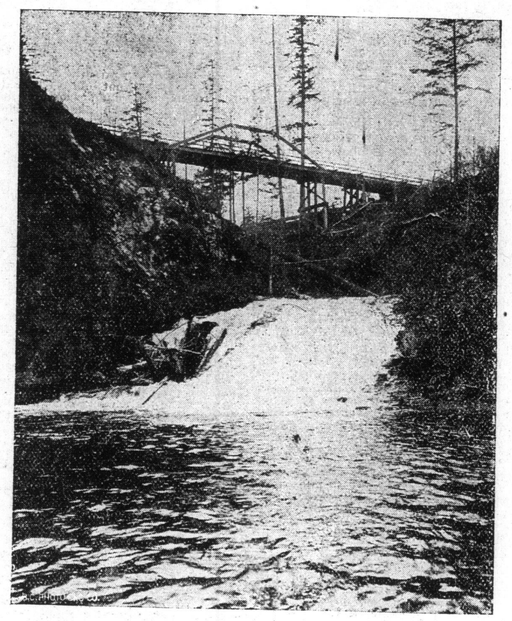
CAUGHT IN AN AFTERNOON AT TRIAL ISLAND, VICTORIA.



THE FISHERMAN'S PARADISE—Cowichan River Near E. & N. Ry.



A FINE BASKET—Result of an Hour's Work with Rod and Fly Before Breakfast.



WHERE TROUT DO MOST ABOUND—Stream Near Shawnigan Lake.

TROLLING—In the Straits Off the Mouth of Victoria Harbor.

PUBLIC UTILITIES CONVENTION

Public Franchises Discussed at an International Meeting of Savants in New York City---Toronto's Remarkably Low Water Rate.

The first paper was read by Prof. Joseph F. Johnson. It was "Recent History of Municipal Ownership in the United States," and had been prepared under the direction of the late Charles Waldo Haskins, Dean of the New York University School of Commerce. The paper first called attention to the backwardness of this country in municipal ownership, and in the matter of gas lighting said that Philadelphia was the only large city which owned its gas plant. Of street railways, the paper said that out of 928 companies reported in this country, only one—in Grand Junction, Col.—was owned in the municipality.

The experiences of Detroit and St. Louis in seeking to municipalize public utilities were related by reference to the newspapers of the time, and the tendency of other municipalities to attempt similar courses was brought to the notice of the convention by the limitation of franchises and the regulation of transportation fares for school children and the like.

"The movement has not accomplished very much as yet," continued the paper; "but the tendency is highly favorable. The experiment of the larger cities with gas and electricity have not demonstrated that the service is better or cheaper than when held in private ownership; on the contrary, it has been found that municipal ownership is more expensive. In Philadelphia municipal ownership was a failure."

"The demand for municipal ownership is finding an outlet in the growing agitation for franchise taxation. Dr. Whalen, the sociology librarian of New York, in a published discussion of this subject, states there are but two bases of taxation—net income and actual value. Two noticeable efforts to increase the taxes of corporations are the Illinois Supreme court decision of October 24, 1901, authorizing the Board of Equalization to assess gas, traction, and other corporations at fair cash value, thus increasing the returns demanded by the Chicago Teachers' association; and the work of Tom Johnson's new board, which raised the assessment of railway, gas, and electric companies $17,000,000, resulting in a reduction of the tax rate from 3 per cent. to 2.6 per cent.

"There is, apparently, no reason to expect at least in the immediate future, any marked development in the direction of so-called municipal socialism in the United States. If the private companies should refuse to yield to the pressure of public opinion, and maintain the existing conditions without amendment, a radical departure from American precedents might possibly be looked for. In all reasonable probability, however, the owners of public service corporations will recognize the necessity of conciliating public opinion, and will thus prevent the necessity of an experiment whose successful result is not entirely assured."

James Urquhart, mayor of Toronto, was one of the speakers. He said with evident pride that the city of Toronto was blessed with the best water on the American continent—and the cheapest, too. The result, he said, had been obtained by municipal ownership, the rate being $4.20 for a ten-room house. He continued:

"The city some years ago took possession of the street railways and leased them to a private company for thirty years. Better results would have been obtained had the properties been operated by the city. The company issued stock at 10 cents on the dollar, and paid 5 per cent. dividends on it at par. Had the city operated the lines we could have had the benefit of these dividends and lower fares.

"As to our gas, we are obtaining it at 80 cents per thousand feet, but we want it lower. A movement is now on foot to take possession of the gas plants and have the city operate them."

In closing, Mayor Urquhart said:

"I am looking to the time when the Dominion Government will take possession of trunk-line telephones and permit all municipalities having systems of their own to use the long-distance wires."

The following is an extract from a paper by Robert P. Porter, on "European and American Methods, and Results Compared," read at the meeting:

The rush of English municipalities into speculative enterprises has resulted in an enormous increase in local indebtedness. Law after law sanctioning borrowing, amounting in the aggregate to no less than $144,677,465, and the average amount added in each of the last three years has been only just short of $125,000,000. Never before has there been any approach to these figures.

In 1891 the sum was $37,021,495; while the average for some years previously had been about $25,000,000. In 1875 the English local debt was about $20 per head of the population. It is now over $50. While local indebtedness in the United States has increased from $1,500 in 1875 to $1,460,320,000 in 1900, and stands at $1,560,000,000 at the present time, per capita increase of from $20 to $50 per head of population, the aggregate per capita debt of the 137 largest cities in the United States has decreased from $56.62 in 1880 to $48.05 in 1902.

Omitting New York, where the per capita debt has remained about stationary, while the assessed value of the property has more than doubled, Mr. Porter states that in the 35 principal cities of the United States the net per capita debt has decreased in 22 and increased in 13, the increase in 4 out of the 13 being only slight. In the same period the value of taxable property has more than doubled in many cities, and has in some increased threefold. A similar comparison of a like number of the principal British cities shows an increased debt per head of population in nearly every case. It seems evident that the results of municipal trading in England have greatly increased debt, not only actually, but relatively to the assessed rateable values and per head of population.

The excuse offered for the enormous increase of local debt in England is that a considerable part of it has been contracted for productive industries. But the profits from many of these concerns, under municipal management, are small. The only reliable estimate on these profits may be found in a paper by the president of the Royal Statistical Society, in which he showed that on a borrowed capital of $416,895,000, with an average annual income of $44,490,000, upon which only the sum of $469,835 had been set apart for depreciation, or about ¼ per cent., there was an average net profit for the five years ended March, 1898, of $1,851,705,000, or about ½ per cent. on the outstanding debt, which the Local Government Board then put at $359,415,000.

GAS SUPPLY.

Local authorities in the United Kingdom own 240 gas undertakings, with a capital of about $157,500,000, and supplying some 1,767,464 customers; private companies own 453 plants, representing $357,500,000, with nearly 2,000,000 customers. The reduction in price of gas made by private companies in England has been as great, if not greater.

The street railways of the United Kingdom are about equally divided between the local authorities and the private companies, the former owning 700 miles of lines and the latter about 625. With a few exceptions, these tramways are not comparable in equipment or service with the 20,000 or more miles of line developed in the United States by private enterprise. The United Kingdom should have had by this time 4,000 or 5,000 miles of first-class electric railways, and it would have had this mileage had it not been for the stifling effect of municipal trading.

Several million dollars have been invested in vast housing of the working classes, much of which has been productive of harm instead of good, and has been carried on at the expense of the ratepayer. In one locality in London it is stated that only a few of the 5,000 occupants of the houses which were pulled down became tenants in the new county council buildings. The same story is told all over the country. In Liverpool, where $9,700,000 have been spent in housing schemes, the proportion of former tenants who occupy the new houses is comparatively small. The general effect of municipal house-building has been to stop all private enterprise from undertaking the erection of workmen's dwellings.

It has been demonstrated over and over again that a municipality can do the work no cheaper than private enterprise. * * * Aside from the business merits of the case, there is another view of the subject that has been strongly brought out by the London Times, namely, that "municipal enterprise" and "progressive municipalities" are really being made the stepping stones to the collective state. Towards this end it is claimed that the British Socialist is working with all the force at his command. Once create large municipal staffs, put down plants, erect buildings and purchase land, create vested interests with subtle ramifications, and it will not be easy to rectify a series of mistakes. * * * The Birmingham city corporation now employs over 7,000 men, and the street railways, if taken over by the city would employ 1,500 more. Employees and officials of the Glasgow corporation are put down at about 15,000. Well organized, such groups must have great influence in municipal elections. The establishment of enormous bureaucracies and the creation of a privileged class of employees would constitute a menace to the public weal.

Robert Donald, of London, on the subject of "Municipal Ownership of Tramways in British Towns," said, in part:

Almost all the large cities (Great Britain) not only own but operate their own tramways. The London County Council is operating 72¼ miles and is building 100 miles. Glasgow owns and operates 101 miles, Liverpool 90. Edinburgh owns lines and a company operates them. Companies are confined to the smaller towns in England and Scotland. One of the elements which helped forward the municipalization movement was the bad management of companies which allowed their undertakings to become dilapidated towards the latter end of their leases. They paid their workmen so disgracefully that there were serious strikes. Cars were dirty, horses bad, service irregular.

The advantages of municipal ownership are considerable. It regulates fares, provides for workingmen's cars, and fair treatment to employees; all this besides towards rental when the lines are leased. Local civic pride and jealousy, however, prevent co-operation between municipalities on a large scale. In Glasgow the aim of the municipality has not been to make a profit in relief of local taxation, but to carry the greatest possible number of persons the longest possible distance at the lowest possible fare. By the end of the present year most of the municipalities will have complete systems of electric traction, and in almost all large centres of population municipal ownership of street railways is likely to be extended. The scope for private enterprises will be confined chiefly to linking towns together and opening up rural districts.