

prerogatives and the giving up of self-control in favor of private corporations, are, when analyzed down to their first elements, a cowardly shirking of the responsibilities of citizenship, and a hiding behind the skirts of private corporations who can be blamed when things go wrong. Corrupt aldermen and extravagant civic rule are the direct distillation of apathetic citizenship, and a low conception of responsibility to neighbors; and the citizens who put ignorant and corrupt men to rule over them can be just as sure that their representatives will carry on evil practices of as costly and disreputable a nature through the medium of private corporations as where the city itself is the victim of spoil. There is this great difference in favor of municipal ownership: corruption is not an incurable disease, it can be remedied by heroic treatment under public ownership in a single year, whereas under private ownership it may linger for a generation. Not only so, but, what is still more to be deplored, a corrupt body of aldermen may fasten upon a town or city, under private corporate rule, shackles which a century of repentant, watchful effort cannot break.

Gentlemen who hold civic franchises should not be set down as thieves and plunderers. They are men who, as a rule, want to earn honestly a dividend on their capital, and are in many cases men of immeasurably higher character than the stamp of men which a careless electorate set up to tempt them by sinister means from doing full justice to the public. The point is that utilities of a public nature such as water-works, sewage, lighting, telephones, street railways, etc., affecting public health, transportation and communication, should be directly controlled by the citizens whose interests they affect. They are in their very nature a public trust, and responsibility for their administration is not at an end because they are given into private hands.



—Montreal at the opening of the present century is an instructive example of what a city may have to pay through giving up its franchises to private control. No important city on the whole continent is more favorably situated for the application of cheap electric power to its various public needs and to the development of its industries, and yet the prices it pays for its public and private lighting, and other civic services are higher than in many cities of Canada and the States that are a thousand miles from a coal mine and have no hydro-electric power. For many classes of power, owners of factories in Montreal pay double the rates charged in Toronto where power is generated by steam. In a vain endeavor to get effective competition and cheap rates, encouragement has been given in the past to private companies, but one after another opponents have been absorbed by capitalists and manipulators who influence the legislation of the province as well as the city, and the result is that Montreal is a city of 300,000 where it might be a city of 900,000 if its natural advantages were administered for the benefit of its citizens and manufacturers instead of for the benefit of a handful of capitalists. The Montreal, Light, Heat & Power Co., which now owns the 100,000 electric horse-power at present available for transmission to Montreal, has total nominal assets of over \$26,810,000, inclusive of its capital stock of \$17,000,000. It owns the Montreal Gas Co., the Royal Electric Co., the Montreal and St. Lawrence Light & Power Co., the Imperial Electric Light Co., the Lachine Rapids Hydraulic and Land Co., the Standard Light & Power Co., the Citizens Light & Power Co., and the Temple

Electric Co., all absorbed successively in the last ten or fifteen years. Just how much money was spent in the process, or how much water is in the present aggregate capital it is impossible to say, but that it is a large amount is self-evident from the fact that even with the economy of management achieved by the present single control, it is impossible for the company to pay dividends on its expanded stock without charging the citizens and manufacturers such rates for power and light as have driven numbers of them to supplying their own light and generating their own power by steam. There are now fourteen companies and private firms that have recently gone to the expense of erecting their own lighting and power plants, and in eight of these cases it is simply because the cost of maintenance and the interest on the investment, though expensive items, would still be less expensive than paying the rates charged by the big company which controls the city's public power and lighting. When the present syndicate was formed one of the baits held out to the city was that by the reduced expenses and the economy of administration incident to the amalgamation, the citizens would benefit by reduced rates, but the contrary has been the result. No sooner was the syndicate fairly seated in power than by a readjustment of schedules, the company made an increase of 25 or 30 per cent. in lighting rates; and for power there appears to be no publicly understood schedule, but customers are charged according to their ability to pay, or on the plan of getting "all that the traffic will bear." In reviewing the history of privately owned franchises in Montreal, and in estimating what the city will have to pay when it assumes its self-control some day, it is hard to imagine a reign of extravagance under public ownership that would be more costly to the people.



McDOUGALL 26-INCH ENGINE LATHE.

The lathe here illustrated is manufactured by the R. McDougall Co., Limited, Galt, Ont. It is made from new patterns throughout and shows exceptional points of strength where same are essential to rigidity while at same time combining a perfectly proportional appearance. The head stock is exceptionally heavy, carrying a spindle with hole to pass 2½-inch stock. The end play of the spindle is all taken up at the back end, and the bearings are all dust-proof and self-oiling. The cone has five steps for 3½-inch belt, and is of such size as to give about one-third more belt power than is the ordinary custom. The back gears are engaged and disengaged from the front end of the head stock without use of a wrench, and the gearing is well guarded to prevent accident to belts or operator. The tail stock is proportionally heavy and is made to reach over carriage and yet remain perfectly rigid. It is clamped to the bed by two heavy bolts, and the sleeve has also two handles to the clamping arrangement, thus facilitating rigidity. The bed is of ample strength, well bridged and is made either with inverted V-bearing for saddle or with box pattern square flat surfaces.

The carriage is very convenient and well arranged; the cross slide is extra heavy and is made to form a pan to catch water dropping from tool, and the droppings are discharged from the side into a trough which conveys drip through the centre of bed. The carriage is provided with a special dial and indicator, for the purpose of catching up the screw at any point when screw-cutting, obviating the necessity of reverse belt on countershaft and making the machine much more convenient to operate than has hitherto been the case. In screw-cutting the carriage may be run back rapidly, and the thread caught up at the right point by simply observing the dial, thus materially increasing the value of the machine for screw-cutting. The change gears are fastened on the end of the lead screw and the stud by