

THE HAMILTON TIMES

WEDNESDAY, FEB. 12, 1908.

REGULATE, BUT BE JUST.

The Toronto Globe notes that on all hands it is announced that railways have been cancelling their orders for rolling stock, although in recent years there has been much complaint that the rolling stock they possessed was inadequate for the business offering. It would be a matter for regret, if the roads did not keep up with the requirements of the traffic. There are, however, considerations that should not be overlooked in this connection. The rolling stock costs money—many millions of it. Somebody must furnish it, and that "somebody" is the shareholders. They do not find the money growing on bushes, and they are not in business for philanthropy. The financial stringency has had its effect on the railways, and they must suit their expenditures to it as well as to prospects of traffic. Then, the "anticorporation" socialist craze which has obsessed so many people of late has tended to make capital timid, and has been, very naturally, a warning to railway investors to go slowly. While the railways had been strenuously exerting themselves to rise to the occasion, and had been spending millions upon millions of private capital to furnish the facilities for public accommodation, many communities, under the influence of this anti-railway obsession, have been busily at work, seeking to increase railway taxation, to rigidly limit their opportunities, to arbitrarily restrict the charges for their services, and in every way possible to destroy their ability to cater to increased needs, and to make it difficult for them to obtain the money necessary to do so. To many of these people the earning of a dividend for its shareholders by a railway was proof positive of a gross outrage upon the country. In this Province—to our humiliation be it said—we have had legislation, boasted as "Big Stick" bills, avowedly intended to place on railways discriminatory taxes and disabilities should they exercise their right to do what the constitution, the law, and public policy warranted them in doing!

This course is far from patriotic. It does not tend either to justice as between the railways and the public, nor to the good service which contributes to national prosperity. In the United States, in some parts, it has led to the abandonment of important railway extensions and the reduction of construction and operating staffs, to the enforced idleness of many thousands of men. It has not been so bad in Canada, but it is to be feared that only the smallness of the influence of the Billy Maclean accounts for their: their will is the same, and their object passes the limits of healthy regulation. It cannot be said that our railways have not been making progress. According to the Dominion Railway Commission, our railways last year added 1,099 miles of new track, while 3,000 miles were under construction. The average passenger earnings per mile, of 28 lines, was 2.232 cents. They did not fail to make progress in rolling stock, too. They added last year 573 locomotives, 16,949 freight cars and 323 passenger cars. They had 5,218 freight cars for every 1,000 miles of railway. We had some complaint of car shortage here, and it is due to the railways to say that the situation in the Northwest was aggravated by other causes than those in the railways' control. The commissioners say the Manitoba Grain Act was damaging in its effect on traffic, while the Lord's Day Act reduced the handling capacity of the C. P. R. by 21 per cent. Lack of warehouse accommodation also hindered grain shipping.

It is just as well to bear in mind that while the railways owe the public reasonable service, there is an obligation upon the public also; that is, to deal justly with them, and to do no wrong to those whose money has been invested in this great branch of national development. There was once a danger that public rights might suffer at the hands of the railways. It is to be feared now that from a great many of our people, the danger to be apprehended is that they may be too willing to depart from the canons of justice, and apply arbitrary and oppressive laws against the railways, and by adopting such a policy we shall surely suffer. Let us seek only justice.

ABOUT THE SNOW.

Mr. Jeffs, the Police Magistrate, is reported as saying that the snow by-law "is one of the best by-laws on the books." Under that by-law a man may clean his sidewalk, and yet have to wade through snow along the sidewalk in front of his neighbor's premises. He may clean his own sidewalk and yet have to plow his way in slush and snow over the street crossings. He may do this morning, noon and night, and yet the by-law cannot or will not help him. He may clean the snow off to the best of his ability, yet ice will form. When it thaws, if he is not at home to shovel off the loose ice, he is in danger of being fined a couple of dollars for the neglect or rather inability to comply with the by-law. If he hires another to do the work of snow cleaning and the other neglects to do it another fine awaits him. If he takes an axe and chops the ice off he will destroy the cement and run the risk of another appearance in the Police Court. He may do as Dr. Philip swears he did—and nobody would imagine that the doctor is a liar—shovel the snow off his sidewalk and yet be fined for it, because a policeman's word is better than his, according to the Magistrate. And we are quite willing to admit that the policeman is just as truthful as is the

doctor. But it's pretty hard on the doctor to be branded as a man who swore to a lie. For we suppose he kissed the book. We have said in the foregoing that a man may do this and that and yet suffer. We now make it positive, and say that men do all these things and the by-law gives no aid. Now these things are known to all the citizens. The Mayor must know them, and the Magistrate must know them. Both the by-law and its enforcement are unsatisfactory. If there is a better way of dealing with the surplus snow we should have that better way. If the Ottawa plan works satisfactorily, Hamilton should investigate and see. We should have the best. Were Toronto, for instance, to make a move and adopt some civilized plan in connection with snow removal, Hamilton would want it too. Why wait for others to move? Blaze the way.

PUMPING MACHINERY.

In view of the approaching installation of electric pumping machinery, in connection with our waterworks system, it may be of interest to note the experience of the New Albany Water Co., which supplies New Albany, Indiana. It has recently installed at the bottom of a 70-foot deep concrete shaft (this being the variation of the water level in the Ohio River) a four stage vertical turbine pump. This is directly connected to a Stanley, 250-h. p. 2,000 volt, 60-cycle motor with a speed of 720 r. p. m. The pump was built to deliver 2,600,000 gal. per day, and maintains an efficiency of 70 per cent. (at pump coupling). In a recent test made the following average readings were recorded: Speed, 685 r. p. m.; pressure, 120 lb.; vacuum, 11.75 in.; discharge 2,404 gal. per minute; voltage, 4,000; amperage, 372. At this time the motor was developing 245 h. p. against a head of 290 ft. (head varies from 240 to 295 ft.), and the pump was delivering at the rate of 3,460,000 gal. per day or a third more than its rated capacity. To operate a 2,000-volt motor with a 4,000-volt current would seem to be pressing the pace, but the performance of the pump was highly satisfactory.

EDITORIAL NOTES.

The women suffragists are most insufferable.

Now that China is looming up as one of the Great Powers, who is to claim it as a noble ally?

The proposal to tax the incomes of the civil servants is enough to make them uncoil.

The opposition the Radial Bill is meeting with at the Railway Committee is a sample of Tory statesmanship.

The valentine street railway people have sent the city re railway improvements may be only a "comic."

Germany proposes to make the supply of electricity a Government monopoly. Will somebody please carry the news to Adam Beck?

Sir Wilfrid has a majority of at least fifty-six in the House. That is quite a nest egg with which to go to the country, and there will be no getting over it.

Hon. Mr. Graham says he will see that the municipalities are protected from the Province. He should also see that the provinces are protected from the municipalities.

The Mayor can find out all about the Ottawa method of removing the snow from the sidewalks by dropping a postal card to the Capital City Engineer. Why not do it?

The Board of Education asks for \$196,210.37. The Public School requirements are \$156,562.73. Last year they were about \$138,000. The tendency of expenditures is steadily upward.

There need be no alarm over the fear that those out of work or in needy circumstances will be allowed to suffer. A telephone message or postal card to Mr. McMenemy will bring the needed relief.

The Radial bill obstructionists no longer pretend to any object but delay. Yesterday Mr. Foster threatened to obstruct because the promoters had included in the preamble of the bill reasons for asking to be placed under Dominion jurisdiction. Last session they insisted upon these reasons being included!

A Toronto lawyer's bill of \$7,500 for defending a bank manager in a suit, a work which employed some days of his valuable time, has been cut down by a judge to \$2,000 and \$400 costs. When courts fix the value of a man's services they do not always place the same estimate upon his achievements as he does himself.

The Home Journal, under the guidance of Editor Acton, in making a place for itself among the Canadian magazines. It deals in great measure with questions affecting the home, and in an uplifting way. Its special articles and addresses are all well worth the reading, and its general make-up should commend it to the reading public, especially in the rural districts.

The granting of the timber and minerals to the actual settlers was provided for in a motion by Mr. C. N. Smith, of Saul Ste. Marie, last session, but was denounced as baldheaded by Premier Whitney, and was voted down by the solid Tory majority. Now the Government proposes to introduce a measure in accordance with that policy! Whitney may have a majority, but it seems to be the Opposition that is shaping legislation. The two really important

measures yet foreshadowed this session, the one referred to above, and the Law Reform legislation, are the product of the Liberals, and have been promulgated in toto by the Government.

It may be interesting to note, as disproving the assertion of our contemporary, the Herald, that Sir Wilfrid had receded from his position regarding the production of original documents in the House, that when Mr. Lake on Monday moved for original papers regarding certain timber limits, he accompanied his motion with the assurance that they were required to enable him to do justice to the subject, as the copies did not furnish him the information he wanted. Sir Wilfrid, in view of Mr. Lake's statement, agreed to the production of the papers, they to remain in the custody of the Clerk of the House, and he returned to the Department, immediately after the inspection. This is a very proper course, and ought to meet every honest requirement in the public interest by any member. It is in accordance with Sir Wilfrid's original contention.

There is reason to fear that with examination stress ever before him the pupil will have little thought for mind culture as a chief end of education. * * * Only that which is absorbed through the reasoning faculties can be of highest value in education, and there is much that is of greatest educational value that is not thus absorbed or even taught now, largely because of examination stress.—Spectator.

But no such "stress" troubles the pupils of our Public Schools. As we have it, a pupil may pass from the lowest form in the Public School to the highest without a single examination! And if he takes the entrance examination and proceeds to the secondary schools, he may go to the highest form in the High School without the terror of a single examination. Surely there is no hardship in that! A lot of turgid nonsense is talked about "the examination evil." If it ever existed, it has not existed in recent years. The greatest danger to our Public Schools now is to be feared from the extension of non-essential studies, to the crowding out of those essential to all.

OUR EXCHANGES

Up or Down. (Guelph Herald.) They are still squabbling over the Hamilton Radial Bill, and so will continue until the railway will go up in the air or underground.

Object to the Scenery. (Toronto Star.) The railways, we understand, have no objection to snow per se, but they complain bitterly when the winter scenery gets on the track.

A Comparison. (Toronto News.) According to The Literary Digest, a writer recently remarked that it is safer to be a murderer than a brakeman in the United States, because the death rate among murderers is lower.

Has Two Sides. (Toronto Telegram.) Splendid in its snow, glorious in its cold, the present winter is a delight to all with health in their bodies and coal in their homes.

Labor and the Tariff. (Golewin Smith.) Among the manufacturers undoubtedly there is everywhere an agitation for what is called protection, that is an increase of duties to all for the benefit of their class. What face can they present against any action for the unions for the purpose of increasing the price of goods all that a Protectionist policy costs. The Protectionist are sure to be militant, as those of the United States and England have been, and to run us into a war.

Money and Exchange. (Yesterday's N. Y. Herald.) Money loaned on call on stock Exchange columns at 1/2 per cent, with the last loan at 1 1/2 per cent.

Commercial paper was 5/8 a 6 per cent, for sixty days and 3/4 a 6 per cent, for ninety days, 1/2 a 6 per cent, for one hundred days, 1/2 a 6 per cent, for one hundred and twenty days, 1/2 a 6 per cent, for one hundred and fifty days, 1/2 a 6 per cent, for one hundred and eighty days, 1/2 a 6 per cent, for two hundred days, 1/2 a 6 per cent, for two hundred and fifty days, 1/2 a 6 per cent, for three hundred days, 1/2 a 6 per cent, for three hundred and fifty days, 1/2 a 6 per cent, for four hundred days, 1/2 a 6 per cent, for four hundred and fifty days, 1/2 a 6 per cent, for five hundred days, 1/2 a 6 per cent, for five hundred and fifty days, 1/2 a 6 per cent, for six hundred days, 1/2 a 6 per cent, for six hundred and fifty days, 1/2 a 6 per cent, for seven hundred days, 1/2 a 6 per cent, for seven hundred and fifty days, 1/2 a 6 per cent, for eight hundred days, 1/2 a 6 per cent, for eight hundred and fifty days, 1/2 a 6 per cent, for nine hundred days, 1/2 a 6 per cent, for nine 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