

## The Toronto World

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### MUNICIPAL OWNERSHIP WINS

Municipal ownership on Tuesday won  
the greatest victory yet recorded for it  
on the American continent, and so de-  
cisively that nothing can detract from  
its significance. Chicago it was that  
administered this, the most sweeping  
blow monopolist companies have ever  
received, and it is a warning to every  
city which will not let itself be en-  
gaged in a public right against private  
interest. It is not without instruction  
to note that this extraordinary abili-  
tation of public feeling has arisen over  
the street car service, thus reversing  
the history of British city ownership.  
There the traction service was the last  
of the civic franchises to be transferred  
to the control of the town council.  
Water and lighting supply had been  
proven success there before the cor-  
porations ventured to grapple with the  
transportation problem. The western  
cities have been slower to move. They  
have borne with defective and expen-  
sive water, gas and electric supply  
largely because these did not produce  
the same individual discomfort as an  
irregular and inconvenient car service.  
What illustration and argument failed  
to surmount, practical experience has  
accomplished.  
For some time Chicago, like Toron-  
to and other communities nearer home,  
has been groaning under the burden  
of a miserable traction service, whose  
deficiencies could not be remedied un-  
less great concessions were made to the  
monopolist company. Among the de-  
mands made was one for a ninety-nine  
year act, the effect of which would  
have been to bind the city hand and  
foot for a century. Under these cir-  
cumstances bitter complaints on the  
part of the citizens were evoked and  
resulted in a firm determination to free  
themselves from the growing incubus.  
The means for giving expression to  
what had evidently become a settled  
conviction was afforded by the Mueller  
act, which authorizes cities in Illinois to  
construct, own, operate and lease street  
railways and to provide the means  
therefor, and the adoption of this act  
was one of the main questions set be-  
fore the Chicago electorate. It carried by  
a majority of no less than 123,839,  
the vote to endorse the law being 125,434,  
and against the law only 20,104.  
Two dependent questions was also  
submitted at the ballot. The first asked  
whether the council, upon the adoption  
of the Mueller law, should proceed to  
acquire ownership of the street rail-  
ways, and this was answered by an en-  
phatic "Yes," the vote standing for  
immediate ownership 120,744 as against  
50,893, a majority of 69,851. The second  
substantial question asked whether the  
council, instead of granting franchises,  
should license the street railway com-  
panies until municipal ownership can  
be secured, and compel them to give a  
satisfactory service. This, too, car-  
ried by a majority of 72,125, the figures  
being: For license, 120,181; against,  
48,600. The size of the majorities, par-  
ticularly that on the Mueller law, suf-  
ficiently indicate the extent to which  
the citizens have become converts to the  
principle of municipal ownership of  
public franchises.  
Although the decisive mandate of the  
citizens of Chicago cannot become im-  
mediately operative, further legislative  
power being necessary to enable the  
city to provide the necessary capital  
the immediate effect of this great vic-  
tory of public right cannot be gain-  
said. Attempts are being made to  
minimize it on the ground that the ma-  
jority of the voters did not understand  
what they were voting for. But what-  
ever truth there may be in this asser-  
tion as regards the proposal for im-  
mediate municipal ownership, it cannot  
apply to the adoption of the Mueller  
law, which raised the main question in  
an absolutely plain and simple form.  
Then the proposition on which Chicago  
was asked to vote was not sprung sud-  
denly upon the electorate. It had been  
thoroughly canvassed and discussed  
in the various city organizations  
and received from them a prac-  
tically unanimous support, while  
the press were almost a unit in its  
favor. The fact is the theoretical argu-  
ments in favor of municipal ownership  
of public franchises are so unanswer-  
able that opposition can only be plausi-  
bly offered on two grounds—one being  
that the experience hitherto had of  
municipal ownership is unfavorable.  
This, in view of the extraordinary suc-  
cess attending the municipal traction  
service in Great Britain, has lost  
all its force, and the defenders of pri-  
vate monopoly have now fallen back on  
their last entrenchment—that similar  
results are impossible in America on  
account of the impossibility of secur-  
ing capital and disinterested adminis-  
trators and of preventing the service  
from being used as an instrument of  
corruption. Such an objection is the  
counsel of despair. If there is corrup-  
tion in the city councils of America, it

has been largely the work of the mono-  
polist corporations, and with their dis-  
appearance will come the opportunity to  
elevate and purify civic life.

The history of municipal ownership  
in the cities of Great Britain is a long  
record of successive experiments, each  
of which has resulted in enormous bene-  
fit to the communities concerned. Nor  
are these of recent date. Glasgow has  
supplied itself with water for fifty  
years and with gas for over thirty.  
Electric power is now an old story—  
the tramways have been in the town  
council's hands since 1884, have been  
continually extended and now include  
many miles of line outside the city's  
boundaries altogether. After paying  
all costs and charges, providing for  
the sinking fund and an annual pay-  
ment to the common good exceeding  
the rental paid by the tramway com-  
pany, huge profits have been realized  
notwithstanding reductions in fares,  
improved length of stages, improved  
service and the position of the em-  
ployees substantially ameliorated. These  
are facts beyond challenge, and there  
is no reason why these vast public  
benefits should not be enjoyed by the  
citizens of Chicago or Toronto. They  
have it in their power to re-appropriate  
it if they will, and the campaign of edu-  
cation must not be stayed until these  
benefits have been achieved.

### THE UNIVERSITY QUESTION

The minister of education is to be  
congratulated on the promptness with  
which he fell in with The World's sug-  
gestion that the powers of the presi-  
dent of the university ought to be in-  
creased. The amendment which he in-  
troduced on Wednesday provides that it  
shall be the duty of the president to  
make recommendations, touching the  
appointments, promotion or removal of  
professors, lecturers and other instruc-  
tors. The word "duty" is used, not the  
word "power," but the one idea really  
involves the other. In fact, the act  
of 1901 treats the two as identical.  
Section 9 is headed and margined  
"Powers of President," but the section  
itself begins "It shall be the duty of  
the president." It is in advocating the  
therefore to quarrel about the word.  
Wherever the power is the responsibility  
ought to be; and wherever the responsi-  
bility is the power ought to be. In  
The Globe of yesterday, the word duties  
and the word powers are used indiffer-  
ently.

We gather from The Globe that these  
powers, or duties, were omitted from the  
act of 1901 inadvertently. What is not  
wanted is a united effort by the gov-  
ernment, the faculty of the university,  
the alumni, and we may add the City  
of Toronto to advance the interests of  
the institution. Now that the govern-  
ment is in a consenting mood, had it  
not better reconsider its refusal to make  
provision for the new physics building?  
The building must be erected some day;  
why not begin now? In advocating a  
railway subsidy yesterday, Mr. Ross  
said: "We are large enough to grapple  
with large problems. Surely the ade-  
quate equipment of the provincial uni-  
versity is not too large a provincial  
problem to be dealt with to-day."

### EDUCATIONAL IDEALS

Mr. Adam Carruthers and other  
members of the Educational Association  
protest against the utilitarian or  
bread and butter view of education.  
We cannot of course neglect bread and  
butter. If in Canada and the United  
States we err on the utilitarian side,  
older countries err on the opposite side,  
and do nothing in particular, or at  
least can make no use of their at-  
tainments, and whose culture only  
emphasizes the sordid miseries of  
poverty.

Education should be a preparation  
for all the duties of life which would  
include those incident to bread-win-  
ning and to citizenship. It should be  
also a preparation, for leisure; the  
hours spent out of the office or work-  
shop are as important and as full of  
opportunity as those of the working  
day. But this is included in the idea  
that education should send the stu-  
dent forth with a trained mind and a  
broad outlook.  
No doubt a sound educational system  
should discourage the idea that the  
main object of life is money getting.  
But the question involved here is not  
identical with the question of the re-  
spective value of scientific and classi-  
cal studies. A man who is bent upon  
money-getting will not pay much at-  
tention to either, and the scientists  
who make fortunes are as few and  
far between as the great poets.  
We have no desire to minimize the  
value of language or classical studies,  
and a great deal that is said about  
"time wasted" in this way sounds ab-  
surd, when one considers the time that  
is really wasted in frivolous, vulgar  
and vicious pursuits. But a contro-  
versy in which the champions of classi-  
cal and scientific studies were mar-  
shaled in hostile array would be sug-  
gestive of the old and somewhat un-  
profitable battle between the ancients  
and the moderns in literature.

### CANADIAN STEEL RAILS

From Wall Street Journal, April 4.  
The present plans for the construction  
of the Canadian Pacific railway by the  
United States Steel Corporation have  
been so thoroughly canvassed and dis-  
cussed in the various city organiza-  
tions and received from them a prac-  
tically unanimous support, while the  
press were almost a unit in its  
favor. The fact is the theoretical argu-  
ments in favor of municipal ownership  
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trators and of preventing the service  
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tion in the city councils of America, it

in Toronto, who was well acquainted  
with the re-organization scheme which  
Mr. Clergue is now pressing before the  
Ontario legislature, believes that once  
the agreement goes thru the legislature  
steel rails will be turned out in large  
quantities at the Soo.  
Perhaps at last, after twenty years'  
talk, we are to have Canadian steel  
rails for all Canadian railways. The  
country will await the declaration of  
the policy of Mr. Ross in this respect.

### THE WORST OF ALL TRUSTS

New York World: The facts pre-  
sented to the house judiciary committee  
by the representatives of the News-  
paper Publishers' Association regard-  
ing the oppression of the paper trust  
will acquaint the public with a state of  
things that might fairly be called in-  
credible. The paper trust has delib-  
erately schemed to produce and main-  
tain a condition of chronic famine. It  
shut down its mills, has no more than  
a reasonable supply of paper on  
hand, and made the resulting shortage  
excuse for raising the price of paper  
down to the point where it was impos-  
sible for the publisher to obtain the  
size of the sheets. It names the mill  
from which each newspaper must get  
its paper, and it undertakes to regulate  
the size of the press to fit the rolls of  
paper it chooses to furnish. Not content  
with attempting to dictate the manage-  
ment of its customers, it tries to  
direct their editorial policy. It attempts  
to force upon them the editorial con-  
tents, and there are plain indica-  
tions that in some cases it has suc-  
ceeded in its purpose. The paper trust  
has actually been allowed the use  
of editorial columns for its active ad-  
vertising, and the administration has  
each an obligation in this matter—  
congress to remove the duties on  
woodpulp and paper, the paper trust  
to proceed against this illegal con-  
tracting, and the administration to  
destroy the Northern Securities Com-  
pany.

### WAR NOTES

Seoul, April 7.—Telegrams have been  
received here saying that the Russians  
are occupying six of the largest border  
towns on the Tumen River, in North-  
eastern Korea. A Korean prefect sent  
in a report that the Russians and Chi-  
nese were busy at Yungnam, Korea,  
have withdrawn to Antung, across the  
Yalu River. Only a few merchants re-  
main at the border place. The Japanese  
authorities have no confirmation of a  
reported engagement between Russians  
and Chinese.

Chicago, April 7.—A cablegram to The  
Daily News from Tokyo says: "Reli-  
able reports were received here to-day  
that the Japanese fleet, under the com-  
mand of Admiral Yamamoto, has crossed  
the Yalu and established itself in strong  
positions there at several important  
points."

Shanghai, April 7.—The Russians  
have planted submarine mines off the  
coast of Takushan (about 50 miles  
west of the mouth of the Yalu River),  
as well as in the estuary of the Yalu.  
St. Petersburg, April 7.—The Rus-  
sian volunteer fleet steamer Kazan,  
damaged during the first bombardment  
of Port Arthur, has been converted into  
a hospital ship.

St. Petersburg, April 8.—(6 p.m.)—  
The admiralty has received a telegram  
that a Japanese squadron has been  
cruising off Port Arthur since yesterday.

St. Petersburg, April 7.—In The Amer-  
sky Kral it is reported that there is  
a lack of locomotives and other rolling  
stock for the Chinese Eastern  
Railway.

St. Petersburg, April 7.—A corres-  
pondent of The Vostokny Vestnik  
states that many of the slightly wound-  
ed during the first bombardment of Port  
Arthur died as a result of the gaseous  
gases emanating from the Japanese  
shells.

Tokyo, April 7.—A despatch from  
Seoul, Korea, says that the Japanese  
supply steamers are safely entering  
the estuary of the Yalu River and are  
loading and unloading at various points  
on the Korean shore.

St. Petersburg, April 7.—General rain  
thruout Russia marked the inaugura-  
tion of the Easter holidays, an augury,  
according to the popular legends, of  
bountiful crops. Business and all gov-  
ernment work was suspended.

### HIS FINGER CREWED

Stratford, April 7.—A farmer named Bully  
from Niagara, who gave evidence of can-  
didate tendencies yesterday, is before  
the police magistrate this afternoon. He,  
with several others, was drinking in a  
lounge, and discussing with some amu-  
sant, it is claimed, suddenly leaped upon  
a man to whom he had been talking and  
broke him to the floor, where he lay for  
some time before he was removed to the  
other occupants of the room tried to  
assist him.

Before this could be accom-  
plished the man who had been talking  
to the other man had been seized and  
carried off. The other man had almost  
lost his life.

The injured finger was dressed by a doc-  
tor, and he will all right if blood poison-  
ing does not set in.  
The police were notified and the litter  
was removed to the hospital.

Yesterday afternoon a case of dam-  
age to property and intended assault was  
heard before Police Magistrate O'Leary. It  
was a case of a man who had been  
admitted into a rooming house and  
was being held for trial.

Fatal Train Wrecks in Fog.  
Chicago, Ill., April 7.—Sixty-three  
Inlanders in a special train en route  
to Washington to see President Roosevelt  
and later participate in a show at New  
York, were killed by a train from  
here to-day during a fog. Three were  
instantly killed, three fatally injured  
and twenty more or less seriously hurt.

Sandusky, O., April 7.—In a collision  
between freight trains in a fog, two  
trainmen were killed and three injured.

George Said to Be a Bad Egg.  
Detroit, Mich., April 7.—A large con-  
gregation, mostly colored people, gathered  
at the A.M.E. Church this afternoon  
for the funeral service of Mrs. Eliza  
Williams, a aged white woman, mur-  
dered in her home. A chain of cir-  
cumstantial evidence, which lacks no-  
thing in strength or completeness, has  
quickly won belief around Jonathan  
George, the old negro believed to be Mrs.  
Williams' slayer.

It has been known for some time that  
George had been a bad egg. He was  
often flared up, said an acquaintance.  
"I have known George for a long time,"  
said Chief Willis. "He's been up time  
and again for vagrancy, and has not  
worked for a long time."

A Pleasant Evening.  
The members of St. Clement's Club  
spent a most profitable and pleasant  
evening in the room on William-street  
last evening. President A. V. J. Leitch  
was in the chair, the speaker of the  
evening being T. C. Robinson, K.C.  
His theme was the Monroe doctrine.  
The meeting was well attended and  
the discussion, vocal and instrumental  
music was supplied during the  
evening by the president, Messrs. George  
and William Booth.

Chas. Brantley of Montreal wants to  
install an electric railway at Brandon,  
Man.

## ARRESTS EXPECTED TOURN BOSTON MURDER CASE

Driver Found Who Passed the Scene  
of the Tragedy Early on  
Morning of Deed.

Weston, Mass., April 7.—Arrests in  
connection with the murder of Miss  
Mabel Page in her father's home here  
on Thursday last are expected hourly,  
and it is said the number of the prison-  
ers may not be limited to two, on the  
strength of information gleaned by  
the police late to-day.

State Detectives Whitney and Dun-  
ham and Chief Constable Vittum to-  
night were closed with Joseph H.  
Hunt, a driver employed by George H.  
Ellis of Newton, and the body later with  
another witness, who, it is believed,  
gave them a clue they regard as the  
most important they have had since the  
investigation was begun.

It is understood the state and local  
police now have a reasonably close idea  
as to what sort of person it was who  
stabbed Miss Page to death, and that  
whereas the driver of the motor car was  
seen they will have the murderer in  
custody, they at least will have under  
surveillance persons whose stories con-  
flict, and who may lead to a speedy solu-  
tion of the mystery.

Gallant's story does not necessarily  
conclude the case of the murder, but  
action to be adopted by the police, but  
it is looked on as interesting, and, in-  
stead, at any rate, highly important.

Frank House of Tragedy.  
Ellis has a big dairy, and Gallant  
every morning drives a two-horse wagon  
filled with milk to the city. The house  
is in Weston. He drove by the Page  
homestead between 3 and 3.15 o'clock on  
the day the murder was committed.

He said he did not see the murderer  
to-day, and was jogging along slowly  
when he was startled by the sudden  
appearance of a man he was sure was  
Edward Page, who was driving a motor  
car. Mr. Page dashed out of the house  
and, running up to Gallant, halted the  
driver.

"What's the matter?" asked Gallant,  
stopping his team.

"Have you just seen the two men  
who went down the road?" asked Mr.  
Page, excitedly. "The girl's father ap-  
parently was in a state of great agita-  
tion. He was driving a motor car, and  
as if much depended on them."

"What two men?" asked Gallant.  
"Have you seen the words out of his  
mouth when he was driving the motor  
car?" asked Mr. Page. "The stranger  
asked me to stop the motor car. He  
said that if I did not stop the motor  
car, he would shoot me. He said that if  
I did not stop the motor car, he would  
shoot me. He said that if I did not  
stop the motor car, he would shoot me."

"Yes," replied Mr. Page, and calling  
Gallant started his team. At the time  
Gallant said to Mr. Page again,  
made no reply. When they came up to  
the two men, Mr. Page immediately re-  
turned to the house and the other  
man drove on to Newton.

Altho he wondered what the trouble  
was, Gallant did not think it worth his  
while to stop. He said he had seen the  
persons to whom the old man had re-  
ferred.

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## KNOX COLLEGE CLOSING

Hon. S. H. Blake Gives Advice to the  
New Ministers.

Hon. S. H. Blake, K.C., was the chief  
speaker at the closing exercises of Knox  
College, at the College-street Presbyterian  
Church, last night. In opening, he took  
occasion to express his deep affection for  
the venerable principal, Dr. Caven, which  
was his chief reason for appearing at the  
ceremonies. He was much impressed with  
the solemn character of the meeting, when  
so many young men were being set aside  
for the work of the ministry. While he  
had always strongly favored foreign mis-  
sions, he was beginning to have a very  
strong feeling of regard for the men who  
were going to the farthest ends of the  
earth, to the fields of China and Japan, and  
to the desolation of the Arctic regions.  
He gave the graduates some practical  
advice, saying first that if anything  
was to be done for the world, it should  
be done by the graduates of the college.  
He said that the graduates should be  
able to obtain many ideas from the  
difficult readings of the world.  
Every young man should take a great in-  
terest in public schools, and educate pa-  
trials to the belief that the Bible should  
be the most honest text book.  
The anything more than the necessity  
of this, it had been the scene in Mass-  
achusetts Hall at the recent Bible Society  
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