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**THE CANADIAN ANNUAL REVIEW**  
Contemporary annals are naturally, perhaps, better appreciated by our successors than they are commonly by ourselves. This is possibly truer today than it was at a time when newspapers were few and their contents scanty and imperfect. But in a measure the multiplicity and enlargement of daily and other periodical sources of information have brought with them the disadvantages of their own. No single man can keep track of even the more important happenings in those parts of the country and in those departments of public affairs which specially appeal to him. And as for events and occurrences outside that personal sphere of interest, it has become still harder to keep in intelligent touch with the doings of each day, to separate multifarious details, arrange them in a systematic manner and thus construct a reliable compendium of the progress of a community in all the main branches of its collective life. Fortunately, so far as Canada is concerned, that task is being admirably performed by Mr. J. Castelli Hopkins in his Annual Review of Public Affairs.

It was a happy thought that led Mr. Hopkins to assume the role of contemporary analyst. The Review, now in its sixth year, is an indispensable adjunct to the library of every Canadian interested in public affairs, and is no less useful to public men of other lands, who desire to know what the country of the twentieth century is doing. The Dominion, stretching from ocean to ocean and comprising provinces forming a continuous belt from the Atlantic to the Pacific, presenting every variety of natural resources and developing each along its own individual lines, could not but benefit by the compilation, in terse and accurate form, of a record of the notable movements and transactions of the passing years. Not only is such a record invaluable as a permanent record of constantly needed information, but it is of equal importance on the educational side. To encourage the true spirit of nationhood it is essential that the constituent provinces of the federation realize to the full their communal interest and the nature of the influence each gives and receives. In that way they learn their interdependence, the benefits of united action and mutual support and the manner in which the experience of each can be made to serve the common good.

The Review just issued deals with the complete calendar year 1906 and in several respects is a marked advance on the earlier volumes. This not so much as regards the editorial judgment and skill, which have always been high, but more in the matter of logical arrangement of sections and completeness of explanatory matter. Everything of importance enough to indicate the trend and character of federal and provincial activity, is touched upon without bias, and, indeed, discrimination and impartiality—these necessary qualities in an historian of his own times—are as prominent as ever. The volume opens with a succinct account of the development of the natural resources of the Dominion and passes on to consider the advances made in transport-

ation and in the utilization of water and electrical power. Then financial and insurance affairs are treated and succeeding sections deal with municipal progress and conditions, immigration, labor, commerce and industry. Special attention is given to public affairs in the provinces, naturally followed by an account of interprovincial relations, and that again by a record of Dominion public affairs, the purview closing with a retrospect of Canada's relations with the empire and with the United States. Like its predecessors, the volume for 1906 is excellently and profusely illustrated and reflects the greatest credit on Mr. Hopkins and his staff.

**RESPONSIBILITY FOR ACCIDENTS**  
Somebody is responsible for the loss of life at London on Tuesday evening. The contractor, the owner of the building, and the man who was making the repairs, are each and all of them more or less responsible; so perhaps also the city officials are responsible.

It is the duty, therefore, of the public authorities to have a rigid investigation and to place the responsibility exactly where it lies. If this responsibility for the loss of life can be located, then the law, whether it be on the civil side or the criminal side, must be enforced so that those responsible may be properly punished, and those who sustained damage sufficiently compensated.

When we find a way of fixing the responsibility for accidents, especially when those responsible for them have to pay damages, preventable accidents will speedily diminish in number.

**EXPROPRIATION THE BIG STICK**  
Miles R. Malbie, one of the members of the new public service commission for Greater New York, was one of the committee of experts nominated by the National Civic Federation of the United States to investigate the results of municipal ownership and operation of public utilities in Great Britain and other European countries.

In his report now published he expresses the opinion that the municipal services give a superior article at a relatively lower cost, as compared with the services operated by private companies.

But a point made by him is of greater interest and importance for Canada and for Toronto in particular. It is this: The power to operate, if necessary, or desirable, given to British municipalities in many instances has been as effective as actual operation—the mere fact that a city has the power to step in and operate an undertaking itself often makes the exercise of the power unnecessary. In his own words, "It has been found in Great Britain that no system of control or regulation is complete without the power in the hands of the municipalities to purchase and operate."

This is the point which The World, alone amongst Canadian newspapers, has persistently and directly advocated. The power of compulsory acquisition and operation is the "big stick" which, in the hands of a vigorous and progressive municipality, can compel a public service corporation to fulfill its duty to the people. Without that power, regulations for control are for practical purposes inoperative. With that power corporations, in self defence, must make at least a fair attempt at fulfilling their responsible obligations to the public.

**PEASANTS SHOT DOWN.**  
Russian Police Exact Lives for Cutting of Grass.

RIAZAN, Russia, July 18.—Peasant disorders on the Kholchevnikoff estate resulted yesterday in a sanguinary conflict with the rural police.

A number of policemen were despatched to the estate upon receipt of news that the peasants had begun arbitrarily to cut down the grass on the manor's estate.

Upon their refusal to desist the police fired a volley, which killed or wounded a total of 11 of the countrymen.

**Surrendered Ringleaders.**  
KAZAN, Russia, July 18.—The Cortal estate, the buildings of which were burned down by peasants recently, was visited today by Gov. Shizhewsky.

He found the peasants in a penitent mood and they surrendered to the authorities a score of the ringleaders in the disorders.

**CHINAMAN GETS DEGREE.**  
BERLIN, July 18.—The degree of doctor was conferred by the University of Berlin today upon Madoyun, a Chinese student.

This is the first time a Chinaman has received a degree from a German university.

**Telegraphers Refuse Concessions.**  
OAKLAND, Cal., July 18.—The striking telegraphers, at a regular meeting today, refused by a standing vote to accept concessions as framed by their national executive committee. The Western Union and Postal Telegraph Companies' concessions were declined. The Western offered 25 per cent. increase of pay after the telegraphers were at work and would take back all but three of the strikers. The Postal would reinstate 80 per cent. of the strikers.

**Dead at 107.**  
SCHENECTADY, N. Y., July 18.—John Keldershouse died here this morning, at the age of 107 years. He was a native of Livingston Manor, N. Y., and was the father of 13 children.

**Looking for Rowdies.**  
The police are searching for a brace of rowdies who have been inflicting lonely lacerations in the vicinity of Montrose-avenue. Attempts have been made to assault women in a ravine in that locality and the plainclothesmen in No. 7 division are searching for the offenders.

## POWER OF EXPROPRIATION AS GOOD AS OWNERSHIP

Municipalities Are Thus Enabled to Control Public Service Corporations, Is Report of Member of Investigating Committee After Tour in Europe.

NEW YORK, July 18.—Municipal operation of public utilities in Great Britain, as observed by a committee of experts sent abroad last year by the National Civic Federation, is treated at length in a series of reviews by members of the committee, which were made public today. These reviews of the experts' reports, written by Miles R. Malbie, Walton Clark, vice-president of the United Gas Improvement Co. of Philadelphia, and Charles L. Edgar, president of the Edison Electric and Illuminating Co. of Boston, are divided in opinion as to the success of the undertakings as a whole. Mr. Malbie finds, as one of the members of the newly created public service commission for Greater New York, that the public utilities companies, which are the public financial profits of the undertakings. Second, there is the desire to keep the city from being mulcted by the corporations; and, third, the general demand for better service at lower rates.

He mentions also a fourth cause, which has played a prominent part in the United States, and which is not unknown in Great Britain, namely, opposition of the privately operated public utilities companies to the wellfare of the city. A fifth factor has been the belief that municipal operation would permit the co-ordination of public services in a way that is not possible, where different services are operated by private companies.

Messrs. Edgar and Clark favor some form of regulation of private companies rather than the adoption of the municipal ownership idea. They declare that actual ownership and operation is not necessary for the success of the municipal ownership idea. He says that the power to operate, if necessary, or desirable, in many instances, has been as effective as actual operation—the mere fact that a city has the power to step in and operate an undertaking itself often makes the exercise of this power unnecessary.

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## THREE DOLLARS PER WEEK INCREASE FOR PRINTERS

Newspaper Employers Come to Agreement With Typographical Union.

The negotiations which have been in progress for some weeks between a committee of typographical employers, No. 91 and the newspaper employers, have resulted in an agreement, which was signed yesterday.

The new scale practically eliminates the bonus except to fast machine operators, and increases the pay of machine operators, ad. men, make-ups, bank messengers, and head proofreaders \$3 a week all round. These will receive, on morning newspapers, \$3.50 a night of 7-12 hours, or \$21 a week for 56 hours of overtime. The agreement provides for bonuses as follows:

Bonus or larger, on matter over 55,000 ems per night, bonus price 9 cents per thousand; old bonus line 11,800 ems.

Minimum 39,000 ems; bonus price 8 1-2 cents per thousand.

Nonpareil, 41,000 ems; bonus 8 cents per thousand.

On evening newspapers, ad. men, make-ups, bank men, head proofreaders and head proofreaders will receive \$3.17 cents per day of eight hours of 12 per week; overtime 20 cents per hour. The bonus line is increased from 55,000 to 59,500 ems a day for brevity; bonus rate to be eight cents per thousand. Minimum, 41,000 ems, bonus rate 7 1-2 cents per thousand. Nonpareil, 45,800 ems, bonus rate seven cents per thousand.

Each office is permitted to have one apprentice for each five journeymen. In the future, 25 men are employed one additional apprentice for each ten men.

The general conditions of the agreement do not deviate materially from the old one.

The new scale is to remain in operation for five years from July 1, 1907.

**WOULD POSTPONE TRIAL.**  
Coal Strike Litigation Further Involved by Affidavits.

HALIFAX, N. S., July 18.—There was a new move in the coal strike litigation today. Notice of motion was given by the coal company, returnable Saturday, before Judge Longley, to postpone the trial. The motion is founded on the affidavit of James Ross, president, and George H. Duggan, manager, of the coal company.

Mr. Ross states in his affidavit that he was approached after his return from Europe by a number of shareholders representing 187,000 shares, to stop the litigation and that it would have been accomplished at the annual meeting on the 5th inst. if the meeting had not been postponed, and he requests that the trial be adjourned until after the 5th inst., when the shareholders will have an opportunity of expressing their views.

Mr. Duggan's affidavit is, that relying on the fact that litigation would be stopped, two important witnesses, Hon. Robert Drummond and Prof. McDonald, of the province, and their evidence is not available.

Separate counsel file notice of motion on behalf of B. F. Lemay, a shareholder, to oppose the trial on the ground that the majority of the shareholders desire the litigation to cease.

**DIAMOND SMUGGLING IN WEST.**  
U. S. Custom Officials Think a Gang is Busy.

WINNIPEG, July 18.—There is a rumor that United States customs officials who have of late been devoting considerable time and endeavoring to detect and corral alleged diamond smugglers who were suspected of basing under shade of respectability on the name of the great chief of the Hurons, "Musquado," signifying "clear sky," and the district well merits its name. It is stated that ever since the new Canadian customs law came into force last May, the trade in diamonds at the Winnipeg postoffice has increased at an enormous rate, and United States officials have every reason to believe that the trade has been one of a series of bases systematically operated by a clever gang in a gigantic conspiracy to smuggle gems across the border into the United States.

Under the United States customs laws diamonds pay a high duty, so that smuggling is a profitable undertaking.

The way to go is conceded to be the Grand Trunk—the pioneer line that has made Muskoka a household word. It is a pretty ride along Lake Simcoe shore, through Barrie and Orillia, to Muskoka Wharf, thence up Muskoka Lake to Beaumaris (Little Pittsburgh), through the Indian River and Port Carling locks into Lakes Rosseau and Joseph.

Trains leave Toronto 11.20 a.m. and 2.40 a.m. ( sleeper 4.40 p.m.). Round trip rate \$4.55 to \$6.35. Tickets should be secured at Grand Trunk tourist office, northwest corner King and Yonge-streets.

**RAILS FOR THE TRANSCONTINENTAL.**  
OTTAWA, July 18.—The National Transcontinental Railway Commission has awarded contracts for 65,571 tons of steel rails and fastenings.

The Soo company will receive over 22,000 tons for the Abitibi section, the first half to be delivered on Nov. 1, 1908, and the other half in 1909. The balance of the rails, over 43,000 tons, go to the Sydney, N. S., company. The first half will require to be delivered in November, 1907, and the balance in July, 1908.

Delivery will be at Edmonton, Quebec and Lewis. In round figures the cost will be about \$1,850,000.

**C-B. CONVERTED.**  
(Canadian Associated Press Cable.)

LONDON, July 18.—The "all Mail Gazette" says there is no probability that the government's decision as to the all-rail route will be adverse. It declares that Sir Henry Campbell-Bannerman is converted to the idea as an alternative to preference.

**What is Muskoka?**  
The word "Muskoka" is derived from the name of the great chief of the Hurons, "Musquado," signifying "clear sky," and the district well merits its name. It is situated about 100 miles above sea level and the principal lakes are Muskoka, Rosseau and Joseph, and 800 islands are scattered throughout the lake.

Some 900 cottages, many of which are handsome residences, have been built, and as all have their canoes or launches, it is a picturesque sight to see the "life" in Muskoka. One hundred or more hotels and boarding houses are situated along the shore, and the tourist or vacation seeker to be made comfortable, according to his means.

The way to go is conceded to be the Grand Trunk—the pioneer line that has made Muskoka a household word. It is a pretty ride along Lake Simcoe shore, through Barrie and Orillia, to Muskoka Wharf, thence up Muskoka Lake to Beaumaris (Little Pittsburgh), through the Indian River and Port Carling locks into Lakes Rosseau and Joseph.

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