

THE DAILY NEWS

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H. F. McRAE, EDITOR AND GENERAL MANAGER

DAILY EDITION

Saturday, March 28, 1914

Public ownership of public utilities is one of our modern questions. It is only within the last few years that it has jumped into such prominence. Being economically sound, it was grasped at so hurriedly that people never waited to see whether or not in certain conditions it might prove a failure. In most of the British cities it has been tried, with a good deal of success, and in some cases with exceptional returns. Most people will remember, however, that the invited representative from Glasgow advised the citizens of Chicago to stay as they were.

Public ownership has been tried with varying success throughout the cities and towns of Canada. The experience of several western cities in that capacity is now coming to the surface. The most recent city to find a street car system an expensive luxury is Brandon, Manitoba, one of the solid towns of the middle west. It is also reported that some of the public utilities of Calgary and Edmonton are at this date also in a rather precarious state.

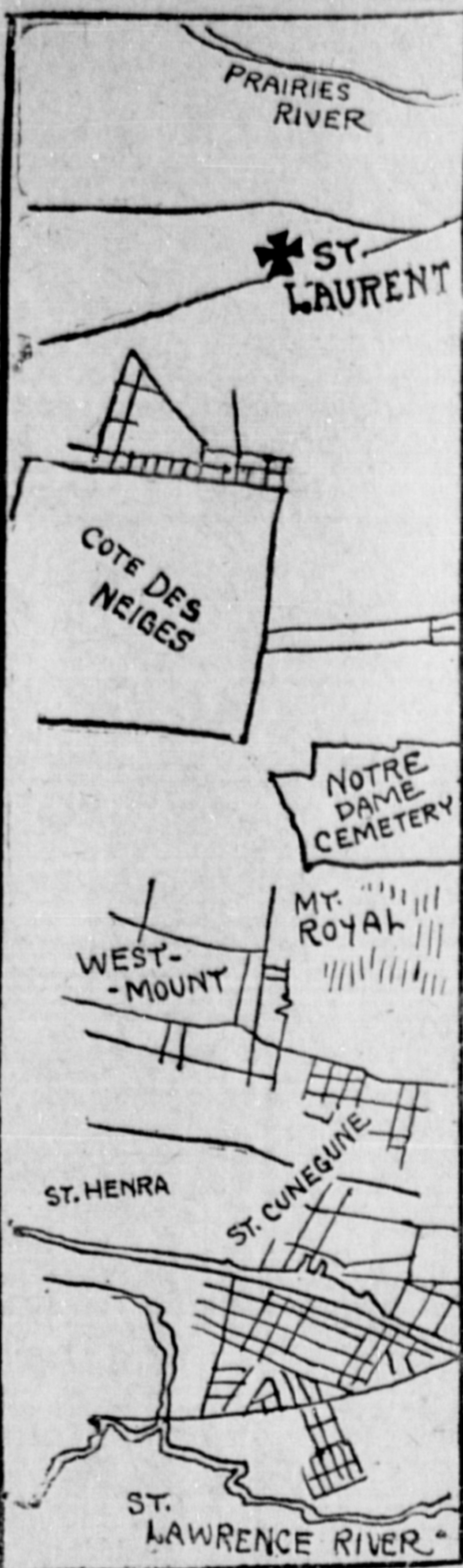
A year or so ago Prince Albert shouldered the same problem that Prince Rupert has recently done. They wanted to own their own power plant and operate it in their own way, although perhaps they would not go as far as some of Rupert's business men, who would prefer their own plant if it cost them twice the money.

But Prince Albert had not considered that they had other pressing utilities for which

they would require their credit, and now they are stranded with a half completed plant and with all their public utilities waiting for a possible solution. It is to be hoped that Prince Rupert's council does not succumb in stranding this city in the same way, although that was what deterred the sanest minds in the city from supporting the project.

The city council of Prince Rupert has not shown any extra business acumen to date. They refused to change their debentures to twenty-year sixes, even although a splendid offer was made for them as such. The present mayor figuratively "hollered his head off" a couple of years ago because the then chairman of finance had temporarily financed the city for a few paltry thousands. Now he will establish public utilities at an immense cost with one-year treasury notes, and that at a time when financial matters are by no means secure. Everything is surely pointing to a rueful awakening for the electors who placed in charge such an incompetent pair as the mayor and the chairman of finance.

It is now very evident that the mayor was checked up on his pool room bylaw. Open Sunday pool rooms are clearly in violation of a federal act. Of course it would be a wild guess to say that the mayor had previously heard of that act, but he now knows of it, and if there are any regrets left he will rue the day when he tried to walk roughshod over the best feelings in this community.



TWO MONTREAL POLICEMEN MURDERED BY FOUR BURGLARS

Constables Bourdon and Guyon were despatched to discover burglars who were supposed to be hurrying to that city, and in the attempt to head them off, were both fatally shot. The above map shows Laurent, where the constables were shot by the burglars. Constables returning in a patrol from the C. N. R. tunnel discovered the bodies of Guyon and Bourdon.

Accidents in B. C. Mines

In a report on the mine accidents in 1913 by Mr. Thos. Graham, chief inspector of mines, the fatalities in coal mines were put at 27, one less than in 1912. In metalliferous mines the fatalities were 13, an increase of five over 1912. In the coal mines the ratio of fatal accidents per 1,000 persons employed was 4.05, compared with 3.93 in 1912; in metalliferous mines it was 3, compared with 2.10 for 1912. The use of non-freezing powders, Mr. Graham believed, would reduce the accidents from drilling into miss-holes in metalliferous mines. He also called attention to the usefulness of pulmotors even in metalliferous mines.

There was one mine inspector for every 1,837 mine workers in British Columbia; in Great Britain the number of inspectors worked out at one for every 20,904 persons employed. Not more than 40 per cent of the accidents was due to causes inherent in the business and unavoidable; 60 per cent was due to the negligence of workers or lack of maintenance of proper discipline by responsible officials.

Change in Pursers

Three changes are announced in the pursers' department of the Union Steamship company. Mr. W. C. Keeling goes to the Venture from the Chelohsin, exchanging with Mr. R. M. Smith. Mr. R. L. Irvine has resigned from the Cowichan, and the new purser is Mr. H. A. Hughes, formerly of the Vado.

SIR JAMES MAY NEVER BE IN HOUSE AGAIN

His Recovery Is Wonderful Testimony to His Strength and Courage

Toronto, March 26.—Not for ten months at least, possibly never, will Sir James Whitney appear again in the Ontario legislature. Though he is up and about, he has by no means fully recovered from his illness, and it will be a long time before he is his old self again. The illness which so nearly cost him his life was of slow development, and getting over its effects will be a process equally slow. Absolute rest is prescribed for the next ten months.

Sir James has agreed to take a holiday from all political affairs for that time. The fierce, driving energy which made him chafe at any inaction or delay appears to have been used up by his long struggle for life. He is content to sit quietly, doing a little light reading, but for the most part meditating. Though he is little changed to all outward appearance from his old self, the old impetuosity seems gone.

GOVERNMENT MUST DO THEIR SHARE, TOO

Victoria Paper Sees Duty of Government in Opening Up Land Along G. T. P. Line

(Victoria Times)
About the middle of next month the eastern and western ends of the Grand Trunk Pacific railway will be linked up and the first stage of the great enterprise will have been completed. It should mark, too, the beginning of the end of the era of construction in which Canada has been engaged for many years and the commencement of the second and equally important period of production.

We are confident that the country's development will receive an immense stimulus from the operation of this great enterprise. The road will open up a new and fertile country capable of supporting millions. This consideration as well as those of grades and curvatures never has been lost sight of by its builders, whose aim has been to construct a railroad unsurpassed on the continent.

But if the new railroad is to be the effective factor in advancing the progress of the country it ought to be the various governments, federal and provincial, should do everything in their power to encourage settlement and colonization. They should put an end to wholesale speculation in land; they should do their utmost to lighten the burdens of the settlers and producers. They should help them to obtain access to the American market for their productions and protect them from the exactions of the implement dealers by lowering the customs duties and enabling them to buy on a competitive basis. If these reforms are carried out, we venture to predict that along the route of the new transcontinental there will be a repetition of the enormous settlement and development which occurred in the territory traversed by its great rival a few years ago. Canada as a whole will take up the stride under her second wind, as it were, and every part of the Dominion will benefit. We must not expect everything from the railway. It is up to the governments to do their part.

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