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DAILY BRITISH WHIG, published at 209-219 King Street, Kingston, Ontario, at \$4 per year. Editions at 2:30 and 4 o'clock p.m.

WEEKLY BRITISH WHIG, 18 pages published in parts on Monday and Thursday morning at \$1 a year. To United States, charges for postage had to be added, making price of Daily \$1 and of Weekly \$1.50 per year.

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**Daily Whig.**

**KINGSTON'S CHEAP POWER.**

The city has profited by the delay in deciding how much power it can take from an electric company. Competition is the life of trade, and competition has certainly put spirit into the Hydro-Electric Commission. The Seymour company has made it possible to secure electric energy from the commission at a lower rate than would otherwise be possible. The offer of power at 825 per horse-power, up to a certain limit, without onerous conditions, seemed to be the limit. The company making this proposition intimated that it was cutting the tariff, perhaps unduly.

The commission hesitated. Its position may not have been understood. There was little probability of its supplying power from Niagara Falls at an acceptable price. The water powers in the east were not subject to the control of the commission. The situation was embarrassing, and silence was advisable. But the spell has at last been broken, and Hon. Mr. Beck, at Brockville, yesterday, quoted power at \$19 per horse-power, and this power comes from Waddingham, N.Y., which produces about 30,000 horse-power, and can sell the half of it to consumers in Canada.

The details will become apparent later. It will cost the province a large sum to build transmission lines, and by them convey the electricity from town to town, or city to city, along the Canadian frontier. With that the municipalities have nothing to do. They are not asked to assume any liability in connection with the great scheme. They will be expected to become consumers of a certain amount annually in Kingston 2,500 horse-power—and to sell it at what ever price they like. Time will be given in which to work out the plan in all its bearings.

For the present it is enough to say that a bargain is on of vast importance, and that the east will get what it greatly desires, cheap power. On this, and railway facilities, depend the success of any place industrially, but of all the contingencies, cheap power is the first.

**FOUND FINANCIAL ACTS.**

The Ottawa Journal comments upon a feature of the budget speech which has attracted widespread notice. "Canada," remarks our contemporary, "will welcome Mr. Fielding's formal declaration that in future it should be a government policy that all expenditure, except that of an extraordinary nature, such as, perhaps, the Transcontinental railway and works of that kind, should be met out of current revenue. The government should not borrow for small public works, but should build them out of revenue. This does not mean, apparently, that the capital account method of book-keeping is to be abolished, but if the items charged to it are to be paid out of revenue, such will mean its practical abolition."

Only a bounding revenue could warrant that procedure, and Mr. Fielding must be assured, from the practice in recent years, that the conditions of the present will continue, that the prosperity of the country has fairly set in. "There was a time," he added, "before Canada's growth had led to the present lavish yearly income, when it was considered proper and obvious to borrow all sums expended on capital account. Thus Mr. Fielding's declaration is, in effect, though not in form, an abolition of the capital account system of book-keeping. For, of course, no one would expect large works such as the Transcontinental road and the Georgian Bay canal to be paid wholly out of revenue."

The argument that applies to the federal government's accounts applies to the accounts of the municipalities. There have been those in the city council who endeavoured to finance the public utilities so that they would not only give the people a cheaper service of water and light, but also provide for all improvements. If it does not pay the dominion to borrow money for public purposes it surely does not pay the city. Every dollar that is carried along as a loan for twenty years doubles itself, with interest added, and that kind of financing does not invite approval. The water works and the electric departments should be left religiously alone—the hands of those who would misappropriate the funds should be restrained—and they will meet all the emergencies of the hour, and provide the improvements which must be made from time to time.

Similarly it would pay the people to contribute a little more in direct tax-

ation for public works than float loans for twenty years each. If the money spent in interest, in usury, were put into pavements, what an exhibit Kingston would have! But the theory is to let posterity take care of the works that are projected for their alleged benefit. Well, posterity may curse the futurity that makes them responsible for this kind of work. Is it sound financing? And if not, why should the aldermen not be brave enough to agitate against it, and defend their course by an appeal to facts?

**LUNCHING AND TALKING.**

The Canadian Club is to be commended in its desire to be educative as well as social in its meetings. Yesterday's luncheon in the city hall was attended by a large number, by more of the members than were expected at the noon hour. This testified to the popularity of the movement and promises well for future noon-hour events.

Mr. Richardson had impressed the government. To him is due, more than to any one else, the information which satisfied the minister of railways and canals—that the enlarged Welland canal was an immediate necessity. The Welland, indeed, was the only practicable route at present, and it would be the way taken by the great grain crops of the west pending the development of schemes which, for the time being, were hazy in their character.

In Mr. Richardson's opinion—and he is in touch with the men who know—the Georgian Bay canal cannot be built in less than seventeen years. Seven years would be spent in the examination of the route, and the demonstration of all that is practicable in connection with it, and ten years in construction. And before it was undertaken there would be the serious consideration of all the details of the great project, the curves, the lifts, the traffic. Is the canal feasible? That is the first problem. Can it be made profitable? That is the next and greater question.

Incidentally Mr. Richardson referred to the Hudson Bay scheme, to which the people in Alberta and Saskatchewan attached so much importance. The Bay—the outlet for the traffic—might be navigable for two or three months, not more. The government would have to verify calculations or estimates by experience, and before an expenditure of many millions of dollars could be proposed. The people at the coast talked of shipping their products via the coast and Panama canal, but this scheme was somewhat expensive.

It was a brief, pointed, sensible talk, occupying twenty minutes, and it afforded more light than any one could get by a reading of many hours. Just what the business men want. A cheery and helpful chat while they rested after eating.

**EDITORIAL NOTES.**

Dr. Langrell, of Hamilton, wants bread delivered in wrappers. Tin foil, of course.

Britain's navy costs \$220,000,000 a year. If Lord Roberts succeeds in adding a million more men to the army the mother country will tax John Bull to death.

Mr. Borden should take his followers into some sequestered spot and gag them. They are spoiling the game. Each debate in which they participate tells the story of demoralization.

The conservative caucus wants the people of Canada to believe that all is harmony in the party. For the present. The political assassin missed his mark and escaped. He may reappear.

Dr. Schaffner, of Souris, announces that his party is in favour of tariff reduction on manufactures as well as natural products. The anti-reciprocity league will want to take his life politically.

Ex-Mayor Graham, of Belleville, speaking at a conservative meeting which renominated Mr. Porter, Belleville, for West Hastings, said it appeared to him the party had made a mistake in its opposition to reciprocity.

Premier Murray, of Nova Scotia, expects the fishermen and farmers to go strongly for the reciprocity agreement. The iron men and the coal men may feel nettled for a while, but in six months the talk of reciprocity will be over. Of course Mr. Murray

is not figuring on the opposition keeping the house in session another half year.

The opposition started a howl about the paucity of information on reciprocity and finished with a complete collapse. Mr. Fielding overwhelmed the croakers with pertinent replies, and made the vote on the Perley amendment a silly proceeding.

A rate of \$19 per horse power, in Kingston, from the Hydro-Electric commission, seems to be a taking proposition. Thanks to the Seymour company, a competitor in the business, the east is getting about all that is coming to it.

**The Man On Watch.**

That was a pretty hot shot the Montreal preacher in Chalmers church, last Sabbath, gave to those of his brethren of another religious denomination, who fill what are called "livings," the Lampman remarks. Canada is no place for that class of clergy who live off the people, for the ministers in this country have to work hard for the almighty dollar. It is just as well that there are no "livings" in this country.

The Lampman notices that Lord Strathcona is distributing hundreds of thousands of dollars to institutions all over creation, but not a dollar has yet offered to the Kingston university. It seems about time that "the Queen's spirit" worked on this old millionaire Canadian, and that he sent some of his loose change in this direction. Strathcona, the Lampman remembers, was given an honorary degree by Queen's some years ago, and is, therefore, a graduate of the Presbyterian university, which could easily handle half a million from the old lad's money bags.

Kingston not only bars the harem skirt, but it refuses to have a tuberculosis hospital for its own people. Let the consumptives continue to roam the streets, and then lie down and die in their own homes, is, in effect, the decision from the Stuart street boardroom. There would be no more harm in allowing a \$25,000 tuberculosis building to be erected on the general hospital grounds than there would be in erecting a private residence, is the Lampman's opinion. The spirit of Kingston has only again asserted itself. It's the spirit of the "hammer." Now it will be in order to have the diphtheria and scarlet fever departments of the general hospital moved outside the town. There is just as much wisdom in doing that as there is in refusing to allow a consumptive building on the hospital grounds. In the meantime, consumptive patients will continue to cough and spit in the public wards of the town's two hospitals.

The Lampman has no hesitation in saying that in the departure of Prof. S. W. Dyde, Queen's University loses the best all-round man on its staff. This professor has had a remarkable life. It is few educationalists who can boast that they have done farm work in three of Canada's provinces, worked and slept with navvies on a railway, and worked as a clerk in a country store. That's what Dr. Dyde has done, and perhaps that is why he is now called away to build up a new college in the great west.

Another honored townsman whom the Lampman regrets to see depart is Rev. John Mackie, D.D., the scholarly minister of old St. Andrew's. The kirk has had some of the very best from Scotland in its pulpit, but none has left a deeper impression upon Kingston than the man who next autumn will leave the manse on Clergy street. One thing the Lampman admired about Dr. Mackie was his fearlessness. He was not afraid to tell the truth and to tell it good and plainly, so that all would understand.

**Babies Go to New Homes.**

New York, April 8.—Sixty-six babies left here in a special car on their journey to as many childless homes in the west and north-west. Some will be taken to homes in Kansas and the middle west; the others will fill cradles now vacant in Arkansas, Oklahoma, Louisiana and Texas.

**Music! Music! Music!**


1c. per copy, Friday and Saturday, 500 titles. Kingston News Co., opposite Y.M.C.A.

The roads are drying quickly under the warm April sun and a few bicycles made their appearance on the streets, this morning.

The Trusts and Guarantee company, limited, Toronto, have been appointed administrators of the estate of the late Andrew Leitch, of the county of Antrim, Ireland, who died on or about April 6th, 1909. The estate consists of real estate in the county of Welland.

Dr. G. W. Mylks leaves next week for London, Eng., where he will do post-graduate work, returning in July.

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**The Poor Old Maine.**

Syracuse Post-Standard.

Soon the wreck of the Maine in Havana harbor will be in plain sight on a comparatively dry spot. Three thousand steel piles seventy-five feet in length have been built into a coffer dam about her. Filling the twenty caissons which form this wall of steel is now going on. When it is completed the water will be pumped out and the poor old hulk will tell its own story to the world.

What the United States will do with the remains of this historic ship when the bodies of the dead have been recovered and the cause of the wreck unquestionably ascertained remains to be determined. Congress must say. We don't believe that American sentiment is in favor of again consigning her body to the deep.

**Examination Results.**

Queen's students may have the Whig containing the examination results, mailed to their address anywhere in the United States or Canada, by leaving their order at the Whig office. Rate, 3c. each, including postage anywhere. To make sure of getting a copy you should order now.

**Sold a Fine Horse.**

Allen, Wolfe Island, April 6.—Roads in this section are not in good condition. Joseph Murphy sold a fine horse, last week, to a Kingston buyer. Mrs. D. McDonald, who has been ill, is very much improved.

**Vesper Services.**

At First Congregational church each afternoon of next week, from 4.15 to 5 o'clock. These services are designed to meet the needs of busy men and women. They will be bright and brief. You are cordially invited.

Motor veils worth \$1.50, during sale. Dutton's, 209 Princess street.

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