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Scotch Tweeds. A special at \$12.50. Brown shades, diagonal pattern splendid wearing qualities. Also Blue Serge at \$15 and \$18.

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THE WHIG, SEVENTY-NINTH YEAR

DAILY BRITISH WHIG, published at 204-210 King Street, Kingston, Ontario, at 4 per year. Editions at 2:30 and 4 p.m. WEEKLY BRITISH WHIG, 16 pages, published in Paris on Monday and Thursday morning at \$1 a year. To United States charge for postage had to be added, making price of Daily \$2 and Weekly \$1.50 per year.

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TORONTO OFFICE.—Suite 19 and 20 Queen City Chambers, 32 Church Street, Toronto. H. E. Smallpiece, J.P., representative.

THE TAX ON THE LAND.

The Weekly Sun is in favour of the single tax, or rather is in favour of putting all taxes on the lands and doing it equitably. The benefits or advantages are thus summed up:

"Were such legislation to be enacted, every town or village in which factories are situated, or to which factories may be induced to come, would for the preservation of its life be compelled to put the act at once in force. In the smaller towns and villages, where the land has little value, the

owner and mortgagee, and perhaps the bondholder, would be swept away.

"If the tax were added to rents, would that not be in effect a roundabout way of taxing improvements? If tenants refused to pay the increased taxes and walked out into the adjacent townships, eternal justice would be completely baffled."

The demand for a tax reform is growing. The men who legislate for the province and who are supposed to reflect public opinion, cannot blink at the fact much longer.

THE CURE IS COMING.

The great transportation companies, and the hotel companies too, should adequately and sufficiently pay their help and so free them from the pestering habit of looking for tips. The growth of this business, or imposition, has been emphasized in a statement by the manager of the Montreal Sailors' Institute.

There are four thousand stewards on the steamships that run on the lower St. Lawrence and make Montreal the port of entry, and there are few whose salaries and tips for a month amount to more than \$20. The average wage for stewards was \$12.50 to \$16.50, while tips for a round trip would amount to more than \$6 or \$7. Some of the luckier ones in the saloons possibly make \$10 or \$15 in tips on a single voyage, but this was the excep-

tion rather than the rule. The majority of stewards employed on an ocean steamship are discharged as soon as their home port is reached. They are then, if they apply for employment, signed on a day or two before the vessel sails, so that their wages plus their gratuities must only pay for their sustenance for the week or more they are sometimes ashore.

Sooner or later, and the sooner the better, if the people's comfort and peace of mind are to be considered, it will be made an offence to exact tips from the travellers on trains, boats, and steamships. It will be made possible for one to freely move about, to do as he pleases, to eat or sleep or read or smoke, without some underpaid subordinate, by his officiousness, making life miserable.

THE CHANGE IS COMING.

The legislature of Ontario last year gave effect to an act by which the electric light plant of a town or city may, or is it must?—pass under the control of a commission of three or five men. These are to be chosen when the people are electing their mayor, and one of them is to be the head of the council. The commission may, if the council approves, and the people elect, become the managers of the water department also. Practically, under the provisions of this law, all the utilities may become the case of a commission, and it is well.

The evidence is accumulating that municipal government by a council is not successful. Here and there lamentable instances of neglect and failure are reported. Ottawa's water department has been cited, with the epidemic of typhoid fever, the illness of one hundred and forty-eight, and the cash loss of two millions of dollars. The Canadian Courier suggests, as a cure for this, the appointment of paid commissioners. "The western cities," it remarks, "are doing it; one hundred and fifty cities in the United States have done it; Eastern Canada must follow suit."

When the change is made government by commission must be fairly

and honestly tried. It is possible to make it inoperative, and an instance of this kind has been reported from Saskatoon. In that city, so progressive and active, the people voted for the commission. The man who is now the mayor accepted office as a commissioner. But he has just declared that the council has been tinkering with the system, by holding up or delaying the work of the commissioners. There is a mongrel system—a commission and a council—and it has not been working well. The mayor puts his situation in these words, and how truly they depict the experience in this city and elsewhere:

"Consider for a moment the impossibility of a committee meeting for two or three hours each week looking after the immense amount of work which comes under their notice, and which is left to them to take care of. Whereas, on the other hand, if you have commissioners devoting all their time to the affairs of the city you will have men on hand to do things when they ought to be done."

The council of Kingston will, of course, take into its consideration the question of whether the utilities have to be managed, under the new law, by a commission. If they have, the big predicts that it will pave the way for a general change at an early date, from a council to a commission.

PUBLIC MONEY ON ROADS.

Mr. Borden says he does not intend to abandon his policy with regard to good roads, and no one wants him to do so—under proper conditions.

Usually great appropriations are made after due calculations as to the need of them. A government is expected, in projecting important schemes, to set forth the nature and cost of them. Details are called for so far as possible. Expenditure is at least approximated. The federal government, in the last session of parliament, did not pretend to know how it was going to spend its money. It was going to build roads somewhere, somehow. That was all it could say, and that information, so meagre and so indefinite, was not satisfactory.

There have been across the way some remarkable examples of how good roads have not been built. It is charged against the governor of New York state that he has sanctioned or directed the waste of millions of good roads money, and the press of New York is doing what it can to expose the scandal. It is charged against the president of the United States that of the first money voted for good roads since 1832 \$10,000 was taken by him for the benefit of a road in which he was interested, from the district line to Chevy Chase Golf Club. "And it," says Jess Taylor, the secretary of the Ohio Good Roads Federation, "is right and constitutional to

take the public money for the pleasure and profit of the president I will be damned if it ain't right to build one in front of my door."

The World's Work has given a substance of the iniquitous measure which passed Congress last July. It provides for a grant to each county whose roads are used for the transportation of mails, and means, that \$15 a mile will be paid to the supervisors for the roads "reasonably passable" within the county. It was calculated to cost \$20,000,000 at first, but, in the words of a critic, "it will start a worse expenditure than the pension system, with a bigger budget than the pension roll, and without any mortality tables to put an end to it." In support of the bill was the argument that "the coast fellows and the river fellows get their pock in the rivers in the harbours' bill. Our folks in the inland want theirs." And the bill passed.

The World's Work adds—and the language is as appropriate in Canada as in the United States—that while millions of dollars a year have been spent by post barrel methods on our rivers the traffic on them has decreased. It is just as certain that "similarly conducted federal aid for good roads will not give us permanent good highways, but will add another tremendous source of honest graft for the congressmen to bring home to their districts."

EDITORIAL NOTES.

Australia's \$65,000,000 navy is calculated to make the colony's defence from any for complete. For the money an imposing unit can be secured.

Belleville's new \$40,000 school is more imposing than the one in Kingston which has been built at a great cost. The two new schools in the city on the bay are the best of their

kind, and well equipped. They are lighted by electricity.

"Keep the navy out of politics," is the slogan of some academicians. It was out of politics prior to the last election. Mr. Borden then broke away and made the issue a political one. It is for him to make it non-political again—if he can.

A few tender-hearted people are weeping, gently, because the bank clerks are being lured from virtue by the wicked men of the race-track. The book men are bad enough, and have a great deal to account for, but they are not responsible for the fever of the day—to get rich quickly. The gambler is the legitimate product of the times.

The letters of Col. Roosevelt to the late E. H. Harriman, of New York, show that they are most confidential in their relations. Roosevelt, on one occasion, referring to an appointee whom Harriman feared, said he would twist his neck as he would that of a chicken if he offended. "Not the language of diplomacy or courteous correspondence."

THE SPIRIT OF THE PRESS

An Enticing Exhibit.

St. Thomas Journal. (Only) although the announcement that the city of Toronto is \$43,000,000 in debt will have the effect of making many an impecunious citizen feel remarkably solvent.

Compliment to Some One.

Ottawa Journal. A young employee who admitted taking over \$20,000 of the Standard bank's money gets three years' imprisonment. Compared with certain other sentences for theft, this looks like a compliment to his lawyer.

Chance For Trouble.

Regina Mercury. The eight vacancies in the senate give Premier Borden the chance to make eight appointments and eight hundred enemies. And that's about the way it works out.

Hanging up the Axe.

Montreal Herald. Sir George Murray has arrived from England at Ottawa and is ready to help Mr. Borden fix up the civil service. How would it do, as a starter, to hang up the headman's axe?

Exposed to Danger.

Toronto Globe. Bonarjee Whitney seems to have given up thundering against the appointment of members of the legislature as sheriffs since Premier Whitney began to make such appointments. Sir James is slipping himself of his virtues so rapidly that he may catch political pneumonia any day now.

STUDENT FIRE RANGERS

Make Serious Charges Against the Chief Rangers.

Toronto, Oct. 3.—It is quite probable that a large deputation of student fire-rangers, who have just returned from the Northern Ontario reserves, will wait upon the Ontario government shortly to register a protest against alleged harsh treatment meted out to them by chief rangers during the summer.

Increasing indignation has been felt as detachment after detachment of these men have arrived in Toronto after their season's work to find that the severe toil to which they have been subjected has been the common lot of many. Work, which in its severity and tax upon the physical system, has not heretofore been required of the soldiers, they claim has been imposed upon them.

They are inclined to attribute this to the fact that the chief rangers in this way have determined to deter students from this recognized method of summer employment.

Red Cross Cough Syrup. "Oibson's."

Ladies' up-to-date dressmaking. Terms moderate. Miss A. Keyes, 221 Princess street.

Mexican rebels, on Sunday, murdered the American vice-consul of Durango, Allan McCaughan, as well as Herbert L. Russell and Mr. Cliff, the manager and owner of San Juan Taviche ranch.

Buy "Sanatogen" at Gibson's.

Sir Edward Carson is in favor of home rules with the assent of Ulster.

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Some Suits! You will say when you see them.

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Removal Notice.

SPARKS & SPARKS, Dentists. On Oct. 1st has moved to their new office, 159 Wellington Street, corner Brock over Carnovsky's.

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K. F. Sam having taken over the laundry business at 210 Division Street, formerly carried on by Jim Lee, will resume business at once under the name of CITY HAND LAUNDRY.

First-class work guaranteed. All buttons replaced and rips sewn.

Give us a trial and you will be well satisfied with our work. Goods called for and delivered to all parts of the city. Phone 1182.

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