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THE TORONTO WORLD

By immunity at the price of criminal violence.

NO HIRING IN THE

In the preface of his pamphlet on the International Railway, W. F. Maclean devotes a few lines to show that his motive in discrediting the government road is a purely public one.

He says, "not as a lawyer who is paid for his opinions, but because I believe what I say, that the operation of our railways by the federal government would be disastrous alike to the railway and the country."

The subsequent pages somewhat of himself to the public. The body of the pamphlet would indicate that some deep down among his readers of public sympathies Mr. Warman has a warm spot for the railways. He is at war with the interstate commerce commission, for instance, not because it has been over-zealous in guarding the operation of the railroads, but because it has not given the glad hand to the railways. Let Mr. Warman speak for himself:

"It ought to be obvious to any sane person that the interstate commerce commission is a body which is not to be feared, but to be respected, and that its operations are for the benefit of the public who pay for it, and it is to be made to do its duty in accordance with the public interest."

Again when Mr. Warman turns to the question of railway accidents he almost sheds tears on behalf of the much-persecuted railway companies, which last year had to go to the trouble of mopping up the mangled remains of 420 passengers, 387 employees and 477 other persons.

Who are these "other persons" who are mentioned without stopping to consider the 420 passengers and the 387 employees? They are trespassers for the most part, sleighing parties and tally-hoers who drive upon the track in front of the Limited.

Will sleighing parties and tally-hoers never learn that it is bad manners to pass in front of the Limited and to be counted in the statistics of railway accidents? If they will not then they have only to read Mr. Warman's "white elephant" to know that they are violating an elemental rule of railway etiquette.

Some fierce radicals might be in the fatalities cited by Mr. Warman a reason for limiting the number of sleighing parties, but Mr. Warman is not a fierce radical. He is simply a strong, sane, public enthusiast.

TERMS OF RADIAL ENTRANCE

Mayor Urquhart has an alternative plan for the admission of the radial railways which "it will take a few weeks to work out."

The scheme must be a very elaborate one to occupy so much of his worthy's valuable time. And the situation does not call for an elaborate scheme. All that is required is an arrangement under which the city will control those lines operated by the Radial Railway Company within the city limits.

Recognition of this principle by the company should precede any further negotiations. The city must own and control the lines upon which the radial cars gain access to the heart of the city, charging a sufficient amount per car to pay interest on the cost of construction and maintenance.

When the city has made this offer it can do no more. If the York Radial Railway Company accepts it, well and good. If the company refuses to negotiate along these general lines of principle there should be no further negotiations at all. The city will make these proposals, and to modify them in any essential feature would be to impair its hold on the street railway franchise. If Mayor Urquhart is to present a voluminous document embodying an offer which the company can subsequently twist and turn into any kind of meaning, he is pursuing a dangerous course.

The city has bargained from the street railway that there is no such thing as an elaborate agreement. No matter how skillfully they may be drawn, some means is always found of evading or violating them. We want no more of this kind of thing. We want simplicity. And the simplest way of protecting the street railway franchise in connection with the question of radial entrance is for the city to command every foot of the lines operated by the Radial Railway Company within the city limits.

AGREEMENT YET POSSIBLE

Nothing is so difficult as to reach an agreement when the parties are in even threatening position of the street railway conference, there are indications which support the hope that the envoys will succeed in formulating terms mutually acceptable. All accounts agree that if the negotiations are to culminate in the cessation of hostilities and the payment of an indemnity or, as the Japanese, for political reasons, prefer to call it, the reimbursement to them of the cost of the war. Both these items have been continued for discussion, and the other items still outstanding do not present insurmountable obstacles. Already the Russian plenipotentiaries have yielded much more than Japan originally demanded for the avoidance of war and were nothing else obtained she could have achieved great and substantial advantages.

It is of course obvious that unless compelled by the stress of internal disorders Russia might, the possibility of hostilities for an indefinite period, as has been repeatedly pointed out, apart from the serious loss of prestige, the long series of Japanese victories has only affected the outlying fringe of Russia's enormous territory, and how resolutely Japan's soldiers and sailors may be they can scarcely reach the vitals of the Muscovite empire. They may win still more decisive successes, occupy a large part of Eastern Europe, deprive Russia of her Pacific outlet and administer them for an indefinite period, but any peace on these basis can never be anything but a truce, involving vast expenditures in the preparation for the inevitable second war with Japan as has been the case under conditions such as those outlined would form a terrible handicap on her commercial and industrial development. Japan would naturally like to receive some hundreds of millions of

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