

time, we would refer to one question which was not touched upon, but which costs the city a large sum of money each year with but poor results.

The Toronto Charities.

The City Council every year votes considerable sums of money to help to support numerous institutions of a sectarian or semi-religious character. Many of these duplicate the work undertaken by others, and the only effect of the city contributions to their funds is to maintain duplicate sets of officials. In the case of the House of Industry, the report just issued shows that the total expenses amounted to \$59,938.18, and that of this the city grants totalled \$49,700.00, while the relief distributed to outdoor poor and the cost of the 111 inmates only amounted to \$48,201.12. The city thus contributed more than the cost of the charity dispensed. It seems to us that it would be far better that this and the other similar institutions should be amalgamated and taken under the entire control of responsible city officials. An institution such as the Children's Hospital is one that certainly should be supported by the city.

The Manitoba School Question.

In view of the recent events at Ottawa and in Manitoba, the Manitoba School question has been narrowed down to a very small compass. The real merits of the matter are not in sight. The point now is—What will the Ottawa Government offer and what will its Quebec supporters agree to accept as a temporary settlement in view of the general elections? It is absurd to imagine that anything done by the present Parliament can be a permanent settlement of this question. Whatever is done will have to be revised by the new Parliament, after Manitoba's Legislature has had an opportunity of considering it. As it stands, the proposed law erects a new and irresponsible body to control the Separate Schools to be established under the Act,—a body the existence of which would certainly not be tolerated by any Province which had not decided to abdicate its Provincial rights.

Statistics of the Toronto and Montreal Street Car Companies.

The following statistics would seem to show that the Street Railway Company in Toronto have been excessively extravagant in purchasing real estate, in constructing roadbed and rolling-stock, or in watering stock. The cost of the line in Toronto appears to be about double that of the Montreal line, though only 80 miles to the latter's 75 :

	Toronto.	Montreal.
Capital Stock	\$6,000,000	\$4,000,000
Capital invested, roadbed and real estate ..	9,531,412	4,948,412
Gross earnings	992,800	1,102,777
Net earnings	593,350	449,933
Running expenses	49.30 %	59.20 %
Earnings on capital	5.28 %	9.09 %
Passengers carried	23,353,000	25,877,000
Transfers given	7,257,000	7,058,000