

ESTABLISHED 1866

# THE MONETARY TIMES, TRADE REVIEW

## And Insurance Chronicle,

With which has been incorporated the INTERCOLONIAL JOURNAL OF COMMERCE, of Montreal (in 1869), the TRADE REVIEW, of the same city (in 1870), and the TORONTO JOURNAL OF COMMERCE.

Issued every Friday morning.

SUBSCRIPTION—POST PAID:

CANADIAN SUBSCRIBERS -	\$2.00 Per Year.
BRITISH " -	10s. 6d. Sterling Per Year.
AMERICAN " -	\$2.00 United States Currency
SINGLE COPIES -	10 Cents.

## Book and Job Printing a Specialty.

PUBLISHED BY THE

**MONETARY TIMES PRINTING COMPANY OF CANADA, Limited.**

EDW. TROUT, President.

ALFRED W. LAW, Sec'y-Treas.

Office: 62 Church St., cor. Court

TELEPHONES { BUSINESS AND EDITORIAL OFFICES, 1392  
PRINTING DEPARTMENT, 1485

**TORONTO, FRIDAY, MARCH 29, 1895.**

### THE SITUATION.

As was foreseen, a call has been made by the Governor-in-Council of the Dominion to apply a remedial measure to the assumed grievance of the Roman Catholic minority in Manitoba on the school question. The order gives notice of what Manitoba is expected to do. Mr. Greenway, premier of the province, is reported to have stated in conversation, that all Manitoba has to do is to give an answer either affirmative or negative; that the proposal, as formulated, does not bring into discussion an alternative plan. It is known, in advance, from what the Legislature has done, that the answer will be in the negative. A curious question has arisen: does the order-in-council bind the Dominion Government to carry it into effect? It has been strangely contended that the Government which issues the order is not bound by it. As there is to be a session before dissolution, a good deal of powder has been wasted. When the question of remedial legislation comes before Parliament, there will be some fugitives from the Government ranks. So far, the leader of the Opposition remains at liberty to choose his line of action. If the Government proposes legislation on the question, in the present House, it will be likely to carry its measure. What is most to be apprehended is the spirit in which Manitoba may meet Federal interference. In so far as the schools have the semblance of a denominational tinge, there is something wanting to the complete justification of Manitoba, and many who do not favor separate schools think that Mr. Greenway ought to find means of offering an alternative plan, which will give to the schools an assured character of absolute neutrality.

For the second time a resolution has passed the British House of Commons in favor of the payment of members. The resolution has the support of the Chancellor of the Exchequer, and though it will not become law this Parliament, its final success may, in spite of the reduced majority on the present division, now be regarded as assured. Payment of members was one of the six points of the charter put forward by the English Chartists when O'Connell was still on the stage. The Chartist agitation ended without gaining a single point; but since the organization died, four out of the six became law. Payment of members will be the fifth. To this, a few years ago, McCarthy, leader of

the Irish Nationalists, was strongly opposed; now its strongest supporters are to be found in the ranks of his followers. There are many Irish members in our day who have to be paid by somebody, and it is better that they should be paid by the nation than by subscriptions from a foreign country. With payment of members another step ought to be taken: to bring payment out of foreign subscriptions to an end; the receipt of such money, striking as it does at the independence of the receiver, ought to be made a ground of disqualification to sit in the House of Commons. If the word of the critics of Washington who tell us that Congress put the income tax exemption at \$4,000 because members receive \$5,000 a year pay each, must be accepted, the plan of payment is clearly not without its defects; but in England it is coming in the march of democracy.

Four delegates have set out from Newfoundland for Ottawa to propose terms of union for the island with Canada. They are said to represent all parties, but with, it would seem, a restriction to the parties represented in the legislature; for public meetings held at St. Johns, in opposition to federation, show that the population of the province is not unanimous in backing up the delegates. From the delegates a consistent plan may be expected, though it must have been the result of a compromise if it embodies the views of both parties in the local legislature. We must now await the development of the plan. The reception it will meet will depend upon its character. While there is not in Canada a burning desire to see Newfoundland brought into the Confederation, there is a willingness to give fair consideration to any reasonable plan looking to that end.

The New York Central Railway is discarding steam for the trolley system and motor cars between Buffalo and the Falls of Niagara, and the change promises to be accompanied by a reduction of freights. As a more powerful trolley system, capable of drawing at the pace of locomotives the latest passenger coaches, this may be taken as a step in advance. Electricity as a motor power is full of promise: the only question is whether it will ever be able to take the place of steam on the great railroads where the heaviest hauls have to be made.

"Boodle ordinance" is the ominous name by which is known the instrument issued by the corporation of Chicago granting certain franchises for gas and electric lighting. The Civic Federation, consisting of certain citizens of Chicago, brought an action to restrain the Cosmopolitan Electric and the Ogden Gas Companies from doing business under their franchises, and to declare the ordinances granting them void, on the ground that they were secured by bribery and corruption. Judge Payne held that he had no jurisdiction, because the complainants being private citizens, and unable to prove specific damage, had no standing in court. "But," the telegram reporting the case, proceeds, "the decision explicitly holds that the ordinances passed by the common council granting the franchises to the corporations were illegally passed, and therefore invalid and inoperative." The right to proceed rests with the Attorney-General upon a proper showing of the facts. These cases run on all fours with that of the Toronto Street Railway Company, which is charged with obtaining its franchise from the city council by bribery and corruption. The consequence of using corrupt means to obtain the franchise being forfeiture of all rights under it, accounts for the extraordinary measures taken by the railway company to baffle the recent enquiry and defeat its object. Though the chief offenders fled the country, it is a question how far that fact ties the hands of the Attorney-General.