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DANGER IN THIS LEGISLATION.
The railway committee of the legislature will have before it to-day the bill which proposes to confer on the entire York Radial Railway system all the powers possessed by the Metropolitan Railway, one of the roads comprising the system. This is one of the boldest demands that has ever been made on the Ontario legislature. The Metropolitan Railway has a perpetual franchise, and the passage of the bill would mean a perpetual franchise, not only for the Metropolitan Railway, but for the Scarborough Electric Railway and the Mimico Electric Railway, and all the extensions which may be made to these roads.

It is true that one of the clauses declares that nothing in the act shall affect any agreement between any municipal corporation and the company. This clause may mean something or it may mean nothing. At all events it will not affect the stability of perpetual franchises which the Radial Railway Co. has wrung from municipalities like the Township of Scarborough under threat and intimidation. Neither will it affect those municipalities which have made no agreements with the Radial Railway Co., and into which the company will soon desire to extend its operations.

It is a question if the clause declaring the whole York Radial Railway system to have the powers of the Metropolitan Railway would not GIVE THE COMPANY A PERPETUAL FRANCHISE UPON THE HIGHWAYS OF ANY MUNICIPALITY WITH WHICH AT THE PRESENT TIME IT HAS NO AGREEMENT. The company would be spared the necessity of negotiating with such municipalities which would have nothing to do but submit to a perpetual franchise wholly regardless of terms.

The bill is full of possibilities of danger to every municipality served by the York Radial Railway, and to these municipalities which may subsequently be served by its extensions. What member of the committee can say precisely what the powers of the Metropolitan Railway granted from time to time really are? And what an outrage it would be to apply these powers to the whole radial railway system and all its future extensions.

The bill is one which should be proceeded with very cautiously if it should be proceeded with at all. There should first of all be a clear cut statement as to the powers possessed by the Metropolitan Railway, and on all its future extensions. Such a possibility the legislature cannot contemplate for a moment. It cannot in justice to the public give its sanction to a perpetual franchise which would affect even one municipality. Scarborough, which has thru its council been committed to policy of the dark ages, will yet have reason to thank the legislature which saved it the evils of a perpetual franchise. The policy of granting confirming or permitting perpetual franchises in the Province of Ontario should get its quietus before the railway committee. The World trusts that Premier Whitney will be equal to the occasion.

REDISTRIBUTION BEFORE DIS-SOLUTION.
That Premier Balfour and Mr. Chamberlain are approaching a working agreement and that before a dissolution the government will attempt to carry a bill for a redistribution of seats is certainly more probable than the recent rumor that amicable relations were definitely severed and the Conservative party purged of the protectionist heresy. Details of the negotiations between the two statesmen are still kept secret, but the fact that they are being continued is sufficient to show that so far no irreconcilable differences of opinion have been developed. As for a redistribution bill it has been long in the air, and the demand for it is not without justification. The problems which have to be solved are neither few nor small, and any proposal based on representation by population will be certain to cause strenuous opposition. Yet the present anomalies are so patent as to be practically unjustifiable on any ground not involving national or sentimental considerations.

The result of the last census showed Scotland for the first time in history to be ahead of Ireland in population yet Scotland has but 72 members in the house of commons, against 103 from Ireland. As Scotland has very nearly its proper representation on the population basis, Ireland has, therefore, 30 members too many, which, on that principle, would be added to England, which is below its proportionate number of seats to that extent. Any attempt to reduce the Irish membership, a change which would considerably affect the strength of the Nationalist vote in parliament, will be strongly resented. It is contended that as the Irish representation was fixed in the treaty of union at 103, it would be unconstitutional now to alter it, at least by way of reduction. In view, however, of the absolute supremacy of parliament, this argument has no practical weight which ever may be the moral value which attaches to it. As the same anomalies existed, the possibly not to the same extent, at the time the last distribution was made, following upon the assassination of the country and borough franchises it is interesting to recall that Mr. Gladstone then propounded the theory that those parts of the country which were remote from the metropolis were fairly entitled to a larger share in the membership of the house of commons. This contention, however, did not meet with universal assent.

As it is impossible to divorce redistribution bills from party interests and from wholesale charges of gerrymandering in power, it is as certain as anything can be that Premier Balfour will stir up a veritable hornet's nest if he resolves to tackle this thorny question. Not only is the matter of Ireland as against England, but there has to be faced the bitter hostility between the north and south of Ireland. Strong complaints have been made by the Unionist north that the Nationalist strongholds have an undue proportion of representation. A redistribution bill, too, is sure to bring to the front the curious anomalies which are inherent in the system of constituency constituencies. It has been pointed out that altho the 1885 elections in Great Britain gave the Unionist party a great majority, yet the actual number of votes recorded for Unionist candidates throughout England aggregated 1,775,000 against 1,800,000 cast for Liberalism. The calculation may not take into account the unpolluted elections, the great majority of which went to the Unionist party, but there is not the slightest doubt that on a proportional representation basis Premier Balfour's majority in the election would not run on the same quarter of that he actually obtained. But since a redistribution on any reasonable principle seems certain to benefit that part of England where Unionist strongholds are most plentiful, the proposal has evident attractions for the present government.

THEY ARE NOT PROVINCES.
One of the humors of the autonomy legislation is the pretence that it establishes two provinces. "Provinces" is not the name for Alberta and Saskatchewan as constituted by the autonomy bill. The Dominion withholds from them the right to manage their own educational affairs. It takes away their public lands and places them under the administration of a department at Ottawa. It denies them the right to levy taxes on the Canadian Pacific Railway. Without the rights of self-government as regards education, taxation and public lands, it is absurd to give the name of "provinces" to Alberta and Saskatchewan. All the questions which would be likely to call strong, capable men into the public life of the Northwest are eliminated from its legislative powers. Parliament is to give to the provinces a provincial which is neither territorial nor provincial. Let parliament take the next logical step and find for Alberta and Saskatchewan a descriptive title which will be more suitable to the restricted freedom which has been allowed them.

THE STUB LINE SERVICE.
In another column will be found a letter from General Manager Fleming of the Street Railway dealing with the abolition of the service on the stub lines on Yonge-street, Avenue-road and West Queen-street. The World is one of the newspapers which saw the light of the company's desire to retaliate for the adverse judgment which it had sustained in the courts. That conclusion is not affected in the slightest by Mr. Fleming's explanation.

Mr. Fleming says the cars were stopped simply to comply with the order of the courts and to avoid the possibility of further accidents. The World's recollection of the judgment of the courts is that no order was imposed on the company requiring it to discontinue its service on the stub lines. The fine was based on evidence which showed that the company's method of operating the stub lines was a menace to human life. Neither the courts nor the citizens expected the company to abolish the service. They did expect the company to operate its cars in a way that would show a reasonable regard for the lives of the citizens.

The company's reply to the judgment of the court, in effect was that it could not operate its cars on the stub lines regardless of public safety if it would let the people walk. What a logical position to take? If the company was taken into court and fined for precipitating a car load of passengers thru a defective bridge would it forthwith abandon the service on such portion of its line? Of course it would not. It would build a new bridge. If it was fined for using a dangerous fender it would not cease operating its cars altogether. It would secure a new fender. All that General Manager Fleming has to do to protect the company and satisfy the people is to show a proper regard for public safety in operating the stub lines. Mr. Fleming is a man of ideas and he knows how a service of this kind can be given without waiting for the city council to advise him.

The senate feels like calling him Sir Elmer Trachereau.

Togo might as well whip Rojestvensky.

"Blunoz"—a Canadian Serge

made on the Semi-ready standard

"Blunoz" is our exclusively controlled serge.

We had an idea that Canadians would wear a Canadian-made serge, if it was made good enough. We didn't want to appeal to their loyalty

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Nan Patterson will go on the stage at \$2000 a week. Genius will out.

Lynching must be dying out in the United States. The judge who said Nan Patterson lied is still alive.

The Globe says the day of the party organ is past. Thus does The Globe admit that it is down among the dead.

Rojestvensky is suffering from a nervous breakdown. Probably an attempt to buy the North Sea.

The defenses of Quebec are to be strengthened. The Hamilton Spectator having assumed a threatening attitude.

An Ubridge man broke two ribs while walking in his sleep. The two ribs were broken by a horse.

Women are not to be allowed on the front seats of street cars. The people have stood a good deal from the street railway, but Toronto chivalry will not volt at this intimation that the women must take a back seat.

SUNDAY CARS ON SPUR.
Hamilton, Guelph & North Shore Bill Reported to Legislature.

In the railway committee the bill of the Hamilton, Guelph and North Shore Railway was reported to the legislature.

H. Dewart, for the Hamilton, Guelph and North Shore Railway, asked that a clause be inserted providing that the company should not be operative if its capital should be less than \$1,000,000.

Mr. Crawford strenuously opposed the bill, and pointed out that it was provided to buy the line from the municipality.

Dr. Nesbitt supported the clause, on the principle that the company should be permitted where it was desired. People living 200 miles away should not be denied the privilege of traveling.

Mr. Downey would not attempt to legislate for the whole province, as Mr. Dewart appeared anxious to do. He would not want Sunday cars.

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NO MORE FREE TRAVELING

ROOSEVELT TO PAY FARES

While He Has Only Followed Precedent, Has Decided to Force Railways to Accept His Money.

Washington, May 18.—It is stated in The Washington Star that with considerable White House authority ever since Mr. Roosevelt has been in his present office, that the president will accept no more free railroad transportation. This subject has become a matter of great public interest since the campaign on railroad rates began. The Star says:

"In connection with the trip which the president has definitely announced he will make to the south in October next is the interesting fact that he will refuse to accept transportation over the railroad lines without the payment of regular charges. Not a cent of the White House will answer yes or no to an inquiry as to whether the president paid all of his own expenses together with those of the party that accompanied him on the recent journey to the west, but he did so and that he will not place himself under obligations to railroads or to the Pullman Company.

"It is true that the president has accepted of the railroad and Pullman people to put at his service at any time; that he has not given up his position of a precedent that may be far reaching in official and public life.

"A man recently charged before the senate committee on interstate commerce that the president was plainly discriminating in favor of public men and that presidents of the United States have for many years accepted of the law negative by riding on railroads without paying transportation.

"Companies Glad to Oblige.
"Whatever President Roosevelt is now doing, it is a fact that when he came into office he found that his predecessors, unless it was President Harrison, had uniformly accepted of offers of transportation to all parts of the country. President McKinley had made many notable trips and the railroads had been rendered a bill, or even thought of presenting one. They were glad to oblige the president of the country. Further than that was the fact that his trip induced many people to travel with him. Excursion trains are run to all cities where the president stops, and the railroads made a business of it.

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