

cellor cannot do better than take advantage of the present outbreak of interest in that department of medical science which treats of the preservation of health, and ask the charitable to provide for the free circulation of a pamphlet setting forth the mistakes in eating and drinking, and engage lecturers to explain the causes and properties of preventible diseases. It is very questionable if we have any reason to be thankful for this dissemination of mere hints; this spreading of distrust of what we eat and drink; this disturbing statement that thirty-three out of every one hundred cows in England are tuberculous, and that half the milk sold distributes the bacillus of which our grandmothers were so deplorably but blissfully ignorant, and being ignorant they lived to a good old age.

We have no objection to a system of principles or rules designed for the promotion of health, and we believe that consumption can be cured by daily exposure of the patient to the fresh air and the sunshine. But we doubt the wisdom of telling the world in a vague sort of way that, by eating too much or drinking too little, we shorten our days, and that half the milk sold is obtained from tuberculous cows. If Dr. Hill is interested in the lengthening of life, he should cease making statements calculated to frighten the mothers of England into several successive fits of fear and apprehension. That this condemnation of the cow is part of an organized attempt to increase the sale of beer and boyril we are unwilling to believe. But it breeds suspicion.

Perhaps the life assurance companies will enquire into Dr. Hill's plan of raising the average longevity from 50 to 65 years, and incidentally investigate his story about the cows.

**Castigating a Corporation.** The indifference of that great New York corporation, the Manhattan Elevated Railroad, to the frequent complaints regarding its unsanitary and unsatisfactory condition, has at last so thoroughly aroused public opinion that the Board of Health have informed Messrs. Gould, Sage, and the other magnates of this powerful company, that, if the things required are not "fixed up right away," the board will refer the matter to the grand jury. Dr. Robert F. Weir is reported as saying that the cars were in a dangerously unsanitary condition, and that the system of ventilating was responsible for pneumonia. The president of the Board of Health informed the company's solicitor that 560 indictments had been lodged against the road, and then added:

"The board is determined that definite action shall be taken at once about these complaints. People have been daily demanding in letters, here and through the papers, that some department of the city shall take up these things and get relief."

The great corporation through Mr. Gardiner, its

counsel, professed penitence, and has promised to pay attention to the complaints of the public.

Mr. Gardiner read a statement, in which he said in part:

"I am authorized to state that if your honorable board will indicate to us the reforms you deem necessary, we will immediately use every endeavor to meet your requirements and co-operate with you in securing the desired results."

When will the leading doctors and citizens of Montreal arise in their wrath and demand that the grievance of passengers on the over-crowded and therefore rank-scented and unsanitary cars of the Montreal Street Railway receive prompt attention?

Cannot Montreal, like New York, compel a corporation chartered to carry passengers to have things "fixed up right away?"

### THE MONTREAL CITY BILL.

It must be evident by this time to the Government and Legislature of Quebec that, no matter what merits the Montreal Bill may possess, it does not possess the approval of the people of Montreal. It would be probably impossible to find one representative man willing to stand up and declare himself in favor of the bill in its entirety, while the most representative men in the community are roundly declaring that certain portions of the bill are most obnoxious to them. The taxation clauses are naturally the most offensive to the commercial community because they are directly aimed at the chief business interests of this city, and because they seem to have been prepared with little regard to business principles. The one idea in the taxation clauses is to raise civic revenue without regard to the other most important effects that taxation produces. While the Council confined itself chiefly to the taxation of real estate, it was on comparatively safe ground. But when taxes are imposed on financial, commercial or manufacturing enterprises, it is as the risk of driving them away from the city altogether. It would be too much to expect the promoters of the bill to judge of the probable effects of the taxation clauses, seeing that they do not seem to know what the intentions of some of the clauses are. The idea appears to be to pass the bill and trust to the courts to find out what it means. Some of our legislators seem to entertain the preposterous idea that a foreign company with a small branch business in Montreal should have its whole capital taxed by this city. If the other cities were to act upon the same principle, the entire capital of some companies would be wiped out in a very few years by taxation alone.

The financial safeguards in the proposed new charter are not nearly as stringent as in the one it proposes to supersede, and nearly all that is new in it meets with the disfavour of the principle tax-payers of Montreal. Under the circumstances, the best thing the Quebec Government can do is to secure the re-