

The Toronto World.

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USES OF A MONARCH.

History has made us familiar with many conceptions of a king, ranging all the way from the absolute monarch to the figurehead. The theory of the limited monarchy of our own system is that of an executive head, acting under the advice of ministers responsible to parliament. Of late years this has drifted into a system in which the prime minister is the real head, at least the visible head, the influence of the monarch being an unseen and unknown quantity. Strange as it may sound, the monarch has become the power behind the throne, the adviser rather than the advised. The system is somewhat complicated, because while the people do not know how and to what extent the power of the monarch is exercised, the monarch is the person on whom their affection and imagination are fixed.

In the last two years we have experienced a change from a Sovereign living in seclusion to one living in the public eye. The news is not so much unseen and unknown as it was. People talk freely about the policy of the King. They ascribe to him the character of a peacemaker. They believe he had something to do with shortening the Boer war. They believe him to be earnestly desirous for the conciliation of Ireland. They ascribe to him the good understanding with France. In this they seem to be right in the main. From the King who led the yeomen of England at Agincourt, from the autocrat of Louis XIV., we have come to a King who is bent upon establishing friendly relations with France. We seem to be taken back to the days of the Prince Consort, with its ideals of universal peace.

Without founding exaggerated hopes on the influence of the present King, we must recognize that a King, removed from party strife, must make a good ambassador. To do this, it is not necessary to fall back upon Tudor or cavalier notions of the divinity which both hedge a king. Lord Dufferin, while Governor-General of Canada, described himself as the oil which lubricated the machinery, and he made a jocular reference to the danger of "grits" getting into the machinery, the description had its serious side. So many things can be done, for good or for evil, in subtle and unseen ways. The King could not veto a law without making a crisis. But his desire, expressed to a prime minister or other influential person, that a bill should or should not be energetically pushed through parliament might go a long way.

This power, as we have said, might be exercised for good or for evil. Fortunately the suggestions of a King, while they depend to a large extent on his person and position, depend also upon intrinsic merit. A minister would not continue to accept suggestions from a monarch who, as experience taught him, was likely to get him into trouble. But a wise and experienced monarch may exercise a great deal of influence without coming into conflict with the constitution.

THE GRAND TRUNK PACIFIC PLANS

The difficulties that have arisen in connection with the Grand Trunk Pacific seem to have been due to the confusing of two questions. There was a matter of urgency, requiring immediate action, and there was a matter which, the important, would not have been suffered by delay. The matter of urgency was the providing of increased facilities for moving the Western grain. The development of new parts of Ontario, Quebec and New Brunswick is a desirable object, but its urgency is not so plain.

The new transcontinental line is also presented as a means of keeping the traffic within Canada, and preventing its diversion to the United States. This is also a desirable object, but it seems unlikely that the new line from Winnipeg to Montreal will in the near future have much influence on the direction of the traffic. We doubt whether the Grand Trunk Pacific contemplates making any great use of that line, of the whole of it at least, for a considerable time.

Hitherto the all-rail lines for grain have not been very largely used. They may be more largely used in the future, we do not know what results the improvements in railway building and equipment may bring forth. There would be marked advantages in hauling the grain by rail during the winter months instead of leaving it in the elevators. All we say is that this seems to be a matter for the future, having little connection with the immediate relief required in the West. The two subjects are distinct, and the attempt to combine them in one policy and one agreement may be the source of the difficulty.

TWO CENTS A MILE.

It was pointed out by Mr. Maclean the other day that railways which

operate in Canada and the United States charge two cents a mile in the States and three cents in Canada. The Farmers' Sun put the case in this way:

The distance from Detroit to Chicago via the Grand Trunk Railway is 284 miles. The distance from Detroit to Toronto is 228 miles, the single fare is \$8.00. The reason for the lower fare to Chicago, the distance is seventy miles greater, is that the passenger rate thru that State at two cents a mile while the rate in Ontario is three cents a mile. The Grand Trunk Railway in Michigan received not one dollar of public aid. The Grand Trunk Railway in Canada received enormous loans from our government, and to-day owes us for principal and interest of loans made to it and to Ontario lines, which it absorbed, nearly \$50,000,000. Is our parliament doing anything to-day to secure for the people of Canada the same passenger rate over the Grand Trunk Railway as that road gives to the people of Michigan? It is doing nothing in that direction. On the contrary, according to Hon. Mr. Prefontaine, the Dominion government proposes to take many millions more of our money and give it to the company which charges us fifty per cent. more for passenger rates than it charges our neighbors across the line.

The answer made in parliament was that the two-cent rate does not apply all over the union, but it is a matter of state reputation. It is true that the rate is not the same all over the United States, nor is it necessary that it should apply all over Canada. The older part of Ontario is a thickly settled country, yielding a large revenue to the railways, and the two-cent rate is as far there as in New York or in Michigan. Mr. Heyd made some alarming estimates of the terrible loss that the companies would suffer by the reduction. He assumed that the reduction would be from three to two cents. The fact is that there is no such estimate. The rate is three cents, but a mixture of two cents, two and a quarter, two and a half and three cents. This may be said to diminish the grievance. But the ordinary passenger is no better off because newspaper men are carried at two cents, and commercial travelers at two and a quarter. The loss of revenue would not be nearly as great as was calculated, and the simplification alone would be a great advantage.

A SWEEP IN MANITOBA.

The victory of the government in Manitoba turns out to have been a sweep, Greenway having only a handful of supporters. The Free Press frankly admits that the election was an emphatic verdict of approval of the Roblin government, its record, personnel and program. It does not understand why the people want such a government, but that is their own affair.

The Telegram says that the government has been businesslike, and that its transportation policy has been approved. Mr. Greenway is said to have suffered by "his complicity in the schemes of the promoters of the new transcontinental railway, in as far as they conflicted with public interest in the west." This is the only reference to federal matters. The opposition is charged with pursuing "a dastardly campaign of personal vilification," and this has been rebuked by the people.

One good result of the large majority is that the Manitobans will not be worried by local politics for three or four years, but will settle down to business. The big Winnipeg Fair is now in progress, and the crops, the land sales and the American arrivals will soon obliterate all recollections of politics, corruption, scandals, etc., from the minds of the hustling citizens.

THIS IS TOO BAD.

The following despatch from Toronto with the cable, appeared in The Buffalo Express, July 21: The deputations, augmented by the striking moulders, met late in the evening and proceeded to the foundry, where they attacked the strike-breakers from the United States, employed by the company, and a general fight ensued. The mounted police and reserves were called out and about a dozen men taken into custody.

ST. JAMES' UNREPRESENTED.

F. D. Monk Points Out That Government is Lax in Duty.

Ottawa, July 21.—(Special).—F. D. Monk to-day called the attention of the first minister to the delay in the issuing of a writ for an election in St. James' Division, Montreal. The seat was declared vacant by the election court last autumn, and the appeals were finally disposed of on May 10 last. St. James' Division has thus been deprived of representation in the House of Commons for over two months, and for the sole reason, Mr. Monk stated, that the government had failed to issue a writ. An investigation was received from among the ten or twelve candidates who are rivals for the Liberal nomination.

Measures of great interest to St. James' Division, Mr. Monk said, are under consideration, and yet the constituency has no voice in parliament. He cited authorities to show that the frauds proved in connection with the election did not justify the disfranchisement of the constituency and denounced in the strongest terms the delay in issuing the writ.

Intestations Galleases. Sir Wilfrid Laurier replied that he had no intention of disfranchising the constituency. He very lightly suggested that some weeks ago Mr. Monk had stated his intention of bringing the subject before the house. "And," added Sir Wilfrid, "I have been waiting for him to do so ever since."

Mr. Monk promptly asserted that he had not said a word on the subject since he made the formal motion early in May.

Sir Wilfrid did not readily admit the correction, but he promised to give his immediate attention to the situation in St. James.

Charge Met Frankly.

R. Lemieux of Gaspé excoriated the Liberal party of responsibility for the frauds practised in St. James. He asked Mr. Monk if he had not promised to support Brunet, the Liberal member, who was unseated, provided Mr. Brunet would oppose the government on its policy on imperial issues. Mr. Monk replied that he had promised to support Mr. Brunet when a government candidate was in the field. When the latter withdrew and Brunet became the government candidate he altered his demeanor.

GRIMSBY PARK LAWN BOWLERS

Beat Lorne Park—Dr. Parkhurst Preached on Sunday.

The lawn bowlers of Lorne Park came and saw, but did not conquer, the lawn bowlers of Grimsby Park on Saturday last, as the score stood at the end of the game 80 to 150, Grimsby Park leading in each of the four rinks. Some of the visitors from Lorne Park were just "coming home again" and were much pleased with the cordial reception they received at the hands of their comrades of other years. The Grand Trunk had a fast express stop at Lorne Park and take up the park on Saturday last, as the score stood at the end of the game 80 to 150, Grimsby Park leading in each of the four rinks. Some of the visitors from Lorne Park were just "coming home again" and were much pleased with the cordial reception they received at the hands of their comrades of other years. The Grand Trunk had a fast express stop at Lorne Park and take up the park on Saturday last, as the score stood at the end of the game 80 to 150, Grimsby Park leading in each of the four rinks. 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