

Proposed Amendments to New Charter of the City of Montreal. Already the City Council is before the Legislature of the Province of Quebec, with amendments, some of which may be necessary. The suggested amendment contained in clause 10, concerning the Reserve Fund, which gives power to two-thirds of the members of the whole Council to use it to pay unforeseen expenses, or in cases of special urgency, is not wise. It can be safely stated beforehand that every claim which may be brought forward will be interpreted as a "case of special urgency." In former years a hard battle was fought to establish and retain this reserve, and it was found necessary to make it as illegal and difficult as possible to use it. It is, therefore, rather a pity now to bring in an enactment to enable the City Council to use it without the least difficulty. This 5 per cent. reserve fund, which is none too large, should be hedged around with every possible safeguard.

The Marriage of the Weak. Unless love really laughs at law and locksmiths, the weak and sickly mortals who contemplate matrimony in the State of Colorado will soon be confronted with a serious bar and obstacle to legal union of hearts and hands. The numerous health resorts of Colorado are at all times filled with consumptives of both sexes who, inspired by propinquity and the fresh air of that elevated region, frequently fall in love and marry. For the sake of the human race, it is thought desirable to legislate against such marriages, and it is reported that a bill is about to be introduced in the Colorado Legislature to prevent the wedding ceremony being performed unless the contracting parties can produce a medical certificate from a state board of physicians that the man is not less than twenty-five years old, the woman not less than twenty-two, and that both are free from dipsomania, organic or true insanity, hereditary insanity, tuberculosis of the lungs or other vital organs, hereditary asthma, scrofula, epilepsy and other diseases.

Although for the sake of the sympathy, companionship and comfort they may find in married life, much may be said in favour of permitting these people to be the judges of their own conduct, the strong feeling existing in the State will probably force the passage of this law of compulsory celibacy for the victims of the diseases they may perpetuate.

The Sleeping Car Companies' Combination.

The latest combination attracting the attention of the American newspapers engaged in watching the operations of the trusts is the recent consolidation of the Pullman and Wagner Sleeping-car Companies. The press of the country is being urged to "ventilate this matter until the combined companies are compelled to show some consideration for the pockets and the health of the people." That the price of a Pullman berth is out of proportion

to the service rendered is disputable, and it is surprising when one considers the progress made by railways during the past quarter of a century that the sleeping car service should be made the subject of attack. Several of the United States papers are asking for the interference of Congress.

The "Daily States," a keen critic of everything it regards as an abuse, says:--

The Pullman Company has made enormous profits since its organization, because everything is grist that comes to its mill, even all the railroads in the United States pay it mileage for the privilege of hauling its cars, and their agents sell its tickets and keep accounts of the receipts of cash without any remuneration for the work. Upon the showing of its reports within the past ten years it is claimed by persons competent to judge that it has made more money than any other American industry, except the gigantic Standard Oil monopoly. It, therefore, can well afford to make concessions to its over-taxed patrons but it will not do so unless forced by legislation enacted by the States or Congress. Several years ago a bill was introduced in the United States senate, if our memory is not at fault, by John Sherman, then a Senator from Ohio, providing for the reduction and regulation of the rates of the Pullman Sleeping-car Company, but nothing was ever heard of the bill after it had been referred to a committee.

The Louisville "Courier-Journal" finds the charges excessive, and the accommodation not in keeping with the price paid for same, and remarks editorially:

"Not only are the sleeping-car charges exorbitantly high, but the service is wretchedly inadequate. We have to-day the same old high-backed seats and stuffy cars we had twenty-five years ago, each sleeping berth curtained in, and no ventilation by day or night; the place either a hot oven or a cold storage; the passengers merely the creatures of chance or the victims of the porter who happens to be on duty. The pressure on certain lines has led to a few compartment cars—though very few—and on these an extra fare is charged. A single section on a sleeper between Louisville and New York costs \$10. This consists of a narrow strip of bedding, with no toilet convenience of any sort. No distinction is made between men, women and children. When we reflect that half the amount will procure a comfortable room and bath in the highest-priced hotels in the world, it will be at once seen what an enormous profit accrues to the company for the most pitiable amount of actual service.

If these discontented editors find the American car service as bad as they picture it, we venture to recommend them to make a trip by our splendidly equipped Intercolonial Railway, or the magnificent Canadian-Pacific. At the close of their journey, instead of abusing the service as wretchedly inadequate, they will be found beaming with satisfaction, 'tipping' the porters, blessing the Intercolonial management, and praying for the president of the C. P. R. We hope the legislation asked for, if it is really needed, will make American railways imitate our People's Railway. But perhaps this angry, trust-baiting gentleman of Louisville does not know much about the luxury of modern railway travelling.