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Arbitration

I was glad at the Trades and Labor Congress to have my views about judicial arbitration confirmed by higher authority than my own. We must all have watched the experiment with interest. But it seemed from the first impossible that claims necessarily varying with the turns of the market could be fixed by judicial award. No power could make an employer go on paying higher wages than he could afford, thus carrying on business at a loss. No power could make the artisan go on taking lower wages than he could get elsewhere. In a rising market, while the employer could well afford to increase wages, the plan might seem a success; with the turn of the market the weakness was sure to appear. I see it stated* that judges are declining any longer to administer the law.

The settlement of the dispute between the employers and the men in the coal mines is commonly cited as a case of successful arbitration. But it was not properly speaking a case of arbitration like that of a judgment by a court of law. It was the ratification by agreement between the parties of the report of a mediating commission.

So we fall back upon the ordinary means of making bargains, good sense, good temper and moderation. It is to be hoped that in this rather serious crisis they will not fail us.

Yours faithfully,
GOLDWIN SMITH

THE CITY AND THE STREET RY.

The city's bill, when before the Legislature last April, contained numerous clauses to get after the Street Railway Company. The Government shelved it, although Business Agent Macdonald of the Street Railway Employees' Association told of the great inconvenience the men were put to through the failure of the company to provide public conveniences. The Government announced their intention of appointing a commission to hear disputes with electric railways and give speedy decisions. Although six months have elapsed no commission has yet been appointed, and it is up to the City Council to adopt Ald. Church's motion and ask the Ontario Government to take immediate action. Are the aldermen all afraid of the Toronto Railway Company. A St. Thomas paper says R. J. "finds it easier working the Council than the railway."

TORONTO HARBOR

The Toronto harbor and island are growing in popular favor. Probably no city in the world has a better natural site for a harbor and booming Toronto's harbor brings more navigation here, lessens freight rates, acts as a check on the railways and excessive rates and benefits wage-earners. Nearly all the fruit of all kinds is carried by the boats at the lowest freight rates, which places fruit at a low rate to what it would be if the railways had the field. The city has never had a more live representative on the Toronto Harbor Board than they have had this year in Ald. Church. Other representatives in

former years thought it a mere honor, but Ald. Church has attended all the meetings of the Board and brought forward reforms. Among the matters he has given his attention are overcrowding of steamboats, lights on boats, small and big, safety devices and drills of crews in safety devices and appliances, speed of boats, signals in the harbor, the placing of poles, lines and buoys on docks for safety purposes, extension of docks, the providing of new ferry docks for Island boats, lower harbor rates. The enforcement of the law regarding the polluting of the harbor. He had the contractors for the C. P. R. and G. T. R. summoned for dumping materials in the Bay without constructing proper cribs. The Act of 1854 incorporates the Toronto Harbor Board, and Ald. Church proposes to ask the Government for a new Act and an up-to-date one to give the Board more powers, so that they may see the laws are enforced in the public interest.

Now that the navigation season is over the authorities should wake up and by the opening of next season settle questions of jurisdiction and enforce the laws. The accident and collision between the Turbinia and Primrose has been investigated by the Government Commissioner of Wrecks, Commander Spain, and a decision given. Controller Spence, Ald. Church and the Board of Trade wrote the Department asking for an investigation. The harbor laws only allow boats to go four miles an hour. In June and July last Ald. Church complained to the Harbor Master that numerous boats were violating the law, and acting on this Harbormaster Postlewaite wrote the Turbinia, but an accident should produce results. The harbor laws should all be enforced, as it is only by a miracle that there has not been several accidents.

Dominion Government Steamboat Inspector Graves approves of Ald. Church's plan to have the Harbormaster regulate the time of the departure of boats, especially at 2 p.m., so as to prevent about eight boats backing all out at once and crossing each other's bows by a hair-breath escape.

Another alien labor case was argued at Osgoode Hall, and the Divisional Court judges reserved judgment on the point as to whether the Ottawa agent of the International Harvester Co. had broken the law in bringing a man named Lee from the States to work in his office.

George Spittal had given the evidence against Breckinridge, and Magistrate O'Keefe of Ottawa fined him \$50. Breckinridge appealed.

Sit in your place and none can make you rise.

Quiet persons are welcome everywhere. In trivial matters second thoughts are always best.