

NEW ADVERTISEMENTS

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The Liberal.

RICHMOND HILL, Thursday, Mar. 17, '87

A HAPPY FAMILY.

We give the following 'Peep into the Ministerial Fold,' from *La Patrie* of Montreal. It must be borne in mind that in the last parliament Langevin and Caron numbered nearly all the French members among their immediate followers. Now all that is changed. Their rival and bitter foe, under cover, of course, Chapleau, has the following, while Langevin and Caron are quite destitute. Thus speaks *La Patrie*:
"Sir Hector Langevin and Sir A. P. Caron went in all haste to Ottawa to get there before Hon. Mr. Chapleau. Once there, on the spot, obeying the precept, 'Pass me the rhubarb, and I will pass you the senra,' they heaped the most fulsome flattery on each other for the greater pleasure of the crowds. There, before a vast multitude, Caron once again consecrated his chief, Langevin, as leader of the Quebec section of the Conservative party. But it seems that this was displeasing to Chapleau, who considered the proceeding as at least rash. Mr. Chapleau pretends with some show of reason that in the recent struggle the two knights were completely flattened, while he had some success. Under these circumstances, he cannot see on what grounds Sir Hector would pose as chief of a party which refused to follow him and to which he brought disaster. Accordingly Chapleau set out in all haste for Ottawa and we are going without doubt to be present at an explanation between those gentlemen. We are quite prepared to learn that Sir Hector will have to pay handsomely for the undue haste of his factotum Sir Caron. It is said that Chapleau is in a great rage at his eternal rival, and that, if possible, he will treat him to some rude shocks. In any case, we are disinterested spectators of the quarrels of these gentlemen for whom we feel exactly the same amount of sympathy."

TOLL GATES.

There are signs that the question of Toll Gates is about to receive very serious attention. It is to be hoped that all that may be either said or written on the subject may be free from rancor and prejudice. The subject is of vast importance to the County of York, far too vast, indeed, to permit of its being approached in any but the most enlightened spirit. When the common good is the goal proposed, personal likes and dislikes must be kept in rigid abeyance.

The whole question of Toll Gates is undoubtedly beset with many difficulties. In our own county, much has been said on both sides. Yet we think we are strictly within the mark when we declare that public opinion is pretty general in favor of their entire removal. Nor is there here matter of surprise. Toll Gates are an artificial obstruction to the free intercommunication of traffic and travelling. It is a truism that anything that even tends to interfere with either traffic or travelling retards trade, stunts enterprise, and narrows the individual horizon.

We are well aware that originally there were cogent reasons for the institution of the Toll Gate. But that which in the first steps of progress may have been a necessity and a help often becomes in course of time a positive drawback to what it once gave assistance. To Toll Gates, then, as to all other things, will apply the maxim that conservatism in what has outlived its usefulness degenerates into a mouldering destructiveness.

It is plain that in the case of roads which are the property of private corporations the removal of their Toll Gates, that is, of their only source of profit on the capital invested cannot take place without due compensation. But in the case of a great public thoroughfare like Yonge Street, the question is hampered with no such consideration. Yonge Street presents, in the main, this one great difficulty. How is the money necessary to keep it in proper repair to be equitably raised?

At the very outset, we protest against dividing the street into sections, and calling on the municipalities to look after those sections on which they border. In the first

place, such a plan involves a gross injustice to the municipalities themselves by sinking into a local consideration what ought to be a county care. In the second place, all experience goes to show that in a multiplicity of masters there is a fruitful source of evasion of duty, petty strifes and jealousies, and utter discord in execution and design.

It may be laid down, then, as a fundamental principle that, if the Toll Gates are abolished, the roads must become the property of the county, and be treated as a general county concern. This was made abundantly evident in the debate which arose in the Local House on Mr. Leys' motion that the Government should give the required legislation for the abolition of what was plainly hinted to be a nuisance. Dr. Gilmour, of West York, in his characteristically clear and incisive style, exposed the injustice which would be done by the 'each-municipality-look-after-its-own-section' proposal. He declared that he was fully alive to the grievance, but that other means must be devised for its abatement.

In our opinion, the nearest approach to a practical solution of the problem is that of Reeve Bruce, of Markham. Mr. Bruce advances a scheme of graduated taxation, whereby those portions of the county which lie nearest the road in question may be taxed at a higher rate than those more remote. This, we think, is a scheme which requires for its perfection only a moderate share of arithmetic and fair-play. We shall be pleased to get the views of our readers on this plan with a view to its practical development.

Whatever conclusion, however, may be arrived at, matters cannot continue to be long administered as they are and have been. Reeve Pugsley, of Richmond Hill, has called our attention to the fact that the amount of money now expended on the sections into which Yonge Street is at present divided is determined in a most mysterious manner. He has been forced to ruefully declare that each section receives its proportion in inverse ratio to the amount of traffic on it.

Finally, one thing is certain. The money spent on roads comes out of the pockets of the tax-payers. It is, therefore, to their interest, to see that the return for their money should not be lessened by useless expenditures on gate-keepers, or by undue expenditures on comparatively unfrequented parts of the roads.

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