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### RELIEF OF DISTRESS.

There should not be any misunderstanding with regard to the co-operation of the charitable societies and institutions in the use of a central council or society for advisory purposes. But is not correct to say or suppose that another society is being formed. It is a connecting link between the societies now existing, and for the purpose of bringing about a good understanding.

This new body will not expend any money in charity. That is not its design and purpose. It will, however, keep records, as it did some years ago and have them accessible to all the societies that are acting in concert, so that confidentially one will know what the other is doing in certain cases. There will then be a protection against overlapping in work and duplicating in aid and the professional parsimony to which indiscriminate giving usually leads.

What is best about the movement—which is not new, having been tried here and proven a success—is the desire to provide work for the unemployed, to the end that no man or family shall be forced to accept charity when it can be avoided. Eventually, as the world moves and social conditions improve, there will be no poverty, but that time is yet afar off. Meanwhile there should be as little as possible while work is attainable.

Miss Chown, writing on the subject, in these words: "The poor person applying for relief is no longer an unfortunate, to be pitied, and allowed to pass, and then the applicant forgotten. Will necessity of misfortune throw him once more in the path of the relieving officer—but a socially sick person whom the effects of bad conditions, social or industrial, perhaps the weakness of his own character, has sent to the head of the charitable society. His case needs careful, sympathetic study, a wise diagnosis, and a prescription that will relate the man to all the forces that make for well-being."

### HON. MR. WHITE'S CONVERSION.

Hon. W. T. White, in Leeds, and in conferring with his constituents—the men who could reject him if they chose, though Mr. Taylor undertook to give him a seat and a certificate of character—was evidently embarrassed. He had to account for his presence in the conservative party and gave explanations.

In one place he said he followed the advice or invitation of the late Sir John Macdonald, and entered by the open door. The chieftain, he understood, was always looking for converts from the liberal party, and made the transition easy by calling his liberal-conservative party. But did he offer these converts the choice seats among the high and mighty? Oh, no, and Mr. White and the conservative party know this. Mr. White (td five weeks' service for the party, and is rewarded with a place in the government. Some one, quite unable, served the party for fifteen

years, and did not get recognition of any kind. It is this fact that is galling.

Then Mr. White says that when he made his speech against reciprocity, in the Massey Hall, Toronto, he burned the bridges behind him. That is, he cut his connection with the liberal party and wanted to have nothing more to do with it. The Montreal Gazette says he represents the liberals in the government, but that cannot be. He may represent the liberal insurgents, the famous eighteen, and their part in the election. This may be. This is likely.

One knows what to expect from them, Mr. White, to the contrary, and in effect said that he had severed his relations with the financial men with whom he was formerly associated. He left his position in the trust company, but he did not turn his back on the big men who are grossed in the banking business of the country.

### NEED OF A CHANGE.

The case in Peterboro, tried before Chief Justice Mulock, has exemplified most clearly the necessity for a change in the Workingman's Compensation Act. A young woman, employed by the Canadian Chicle company, and at a machine, suffered the mutilation of one of her hands. The company paid her wages for a time, and medical expenses, but offered no sum in compensation of the permanent injury she had received. So she sought damages, and with the result that she was non-suited.

The chief justice, touched by the appearance of the young woman, and her helplessness under the law, addressed her a few words of sympathy. Then turning to the manager of the company and its solicitor he appealed to them to do, voluntarily, what they could not be compelled to do, namely, recommend that the disabled employee be handsomely endowed and as a matter of righteousness. It is not the first time that Justice Mulock has passed, in the discharge of his judicial functions, to perform a service that his humanity has suggested. What he said in Peterboro, in relation to a case that failed under the law, affected every one in court, and the defendant company is likely to do for the young lady as it would not have done under the verdict of a jury.

Here, however, is another case which demonstrates the necessity for an

early and comprehensive amendment of the Workman's Compensation Act. It is significant that R. R. Hall, ex-M.P., has co-operated with the workingmen, and for the purpose of making an insistent demand for legal reform. In Mr. Hall's opinion enough is spent in law suits and premiums to private companies to provide a fund which, with an annual subsidy from the government, would be sufficient to meet all the claims for compensation under a provincial accident insurance scheme, and there are many who will agree with him.

The Liability Insurance Association, at their recent meeting in New York, emphasized the idea that the state could not efficiently and economically manage a compensation for injury scheme, but the speakers at the meeting admitted that there was ground for interference by the governments of the states, and they expected this interference to take effect pretty soon.

That there is big money in the business has been shown clearly by John Mitchell, the labour leader, who has contended that between 1894 and 1895, eleven years, a hundred million of dollars were paid in premiums to the liability companies, and not more than forty-five millions went in compensation for injuries. Of the balance forty millions went for law expenses, and fifteen millions for management. How is this for waste?

### EDITORIAL NOTES.

Tax reform is coming. That is certain. Sir James Whitney may say no, but the people say yes, and the people rule.

Premier Gouin, of Quebec, says the commercial tax cannot be abolished. If it were there would be a deficit in the treasury. The tax amounts to \$600,000. Can't do without that!

The women jurors of Los Angeles, California, are making good. They are serving the state with a rare intelligence. But they are true to the sex, and wear their hats. Why not?

The Ontario Municipal and Railway

Commission was an imitation of the Federal Railway Commission which has made a great record for itself. But the Ontario commission has been a great failure. Why? It has not got the right men upon it. The chairman wants to be another Judge Macbee, without his ability.

The Montreal Star is not interested in the action of the British government, which is seeking to have the much-favoured nation clauses of all its treaties made non-operative so far as Canada is concerned. There is no hurry, says the Star. Has Canada gone out of the treaty-making business?

### ENGINE RUNS WILD

WHEELS—MADLY WHIRLING,  
GRIND THROUGH RAILS.

Two Hundred Lives in Peril as Eric Express Train Races Uncontrolled—Stopped by Air Brakes.

New York, Oct. 6.—The lives of two hundred passengers seated in the ten cars of the Middletown express on the Erie Railroad, were imperiled, and a disaster narrowly averted, when, as the train entered Paterson, N. J., the throttle controlling the powerful locomotive snapped inside the boiler and the train raced on for a quarter of a mile beyond the control of John Radcliffe, the engine driver in charge of it.

Realizing the danger, Radcliffe gave up his effort to bring the heavy engine under control and clamped down the emergency brakes. The cars rocked and swayed, but the speed of the train was only slightly reduced until Radcliffe applied the full power of the compressed air brakes on all of the ten cars behind the engine. Then the train came to a full stop, but it was more than a hundred feet beyond the station, at the Market street crossing.

As the frightened passengers scrambled and fought with one another in their frantic efforts to get out of the cars, the stalled engine suddenly burst into action again, the driving rods were propelled with the utmost force, which the locomotive was capable, and the wheels whirled with such rapidity that the rails were ground away, the wheels burrowing through the wooden ties and digging a hole two feet deep in the ground beneath them.

During all of this time the passengers were dismounting and, under orders from the engine driver, being led away from the vicinity of the ground-working locomotive, which was swaying and kicking about. The dead weight of the cars and the great power of the air and emergency brakes, held it fast, however.

Within a few moments after the train stopped a crowd of approximately one thousand persons had gathered, but they fled at the shout of Radcliffe that the water in the engine's boiler was so low that an explosion was likely to occur. When they were out of danger, Radcliffe, discharging the possibility of being killed, threw open the emergency steam valves, and at the same time poured several pails of water on the fire to prevent the generation of steam at a rate faster than it could be blown off through the opened valves.

In fifteen minutes after the fire had been doused the exhaust valves had discharged so much steam that the working of the locomotive ceased. A wrecking crew was called and the stalled engine uncoupled from the rest of the train and hauled to a repair yard. Another engine was supplied, but it required several minutes of persuasion before the passengers were induced to re-enter the cars and continue their journey to Middletown.

No explanation of the accident could be given by the railroad officials, who declared they could not understand the breaking of the throttle inside the boiler.

### PUBLIC OPINION.

Can't be Understood.  
Peterboro Review.  
The appointments being made by Mr. Borden are a puzzle to many Canadians.

Healthy Suggestion.  
Peterboro Examiner.  
If succession duties are increased, the funds should be applied to the help of the consumptive poor.

Not Begging for Money.  
Toronto Globe.  
The News must not hold "the battered liberal forces in this province" too lightly. Liberalism is very far from extinct, and it is certainly not yet begging for mercy on the doorstep of the News.

Note the Difference.  
Montreal Herald.  
What is Mackenzie King was rank socialism, when he tried to settle a coal strike, in Robert Rogers is pure patriotism if he can do the trick. Mr. King was always accused of interference; Mr. Rogers only tries to "arrange."

Receiving the Converts.  
Toronto Star.  
A picturesque touch is given to the speech of the new minister of finance by his declaration that he entered by the door opened by Sir John Macdonald when he adopted the name of liberal-conservative for his party. Substantially, however, this is of no importance. Sir John A. Macdonald merely stated in his usual picturesque way his willingness to receive converts. But what leader is not willing to receive converts? The whole art of politics consists in keeping your old friends and making new ones.

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This pair of little velvet boots Were just a fit. They did not hurt or cramp her feet. She did not ask what was the price. She did not care; She only said: They're awfully nice. Send home the pair. My name: Oh! yes, my name is Brown. I think you'd better write it down: Please send those boots without delay. I want to wear them right away.

Brown suit, brown hat, brown plumer, brown furs, And now brown velvet boots are hers, Which only goes to prove to you How popular is the velvet shoe.

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