

that almost invariably sufficient judicial grounds for extradition are discovered by the commissioners. It is doubtful if any adverse decision has ever been rendered except in the case of the absconding Irishman at Indianapolis just before last Fall's elections; and Senators Hanna and Beveridge are reputed to have taken a political and personal interest in that case.

Another telegraph messenger strike is on in Chicago. These messengers get the munificent pay of half a cent each for delivering messages, and, like Oliver Twist, they have the impudence to ask for more. But it is not of the merits of their strike that we would speak. We wish rather to call attention to the moral degradation to which these children are subjected in order to earn dividends for pious investors in human flesh and blood and souls. The circumstances are sufficiently indicated by the following pathetic extract from an address put out by the messengers' union upon learning that girls were to take their places:

Mothers, your girls face grave dangers when they become carriers of telegrams. Messengers are compelled to go into all sorts of places. Even the most respectable may be dangerous to a girl. Men think they can say anything to a little girl that is carrying messages. The girls may not be injured by going out in the street and meeting all sorts of people and things, but they soon become slangy and acquire the ways of messenger boys. The little girls that work near Newsboys' alley are made almost as tough as the boys by their experience. I know that many girls are forced by conditions over which they have nothing to say to carry messages, to sell papers and to go into saloons and other bad places, but I hope that you mothers will make an extra effort to save your daughters from the many pitfalls that will be set for girls who carry messages. Besides placing your girls in a dangerous position by letting them take our jobs they are being used to defeat us. We are only fighting for just principles. Messenger boys must fight everybody and everything. Their life is a hard one; too hard for a girl. We are made fun of in the funny papers. They say we are slow and of no account, but many boys carry messages to support their mothers. We get half a cent for every message,

which we think is not enough, and we shall some day ask for higher pay. Then the company will want to hire your girls to take our places. We hope you won't allow it for your sake, for the welfare of your daughters and for our sake.

Children with musical or dramatic talent have been forced off the stage by "prevention of cruelty to children" societies; but message-carrying for telegraph companies, at all hours of day and night and into all kinds of places—well, "philanthropic societies are not organized to interfere with business."

A new departure economically has been taken by the Ross ministry of Ontario in connection with the construction and operation of the Temiskaming railway. This railway is wholly an affair of the Provincial government (corresponding to a State government on this side of the line), which is building and is to operate it as a government highway. It runs north from North Bay station, on the Canadian Pacific railway, to New Liskeard, on Lake Temiskaming, and thence still northward to a junction with the new transcontinental line, the Grand Trunk Pacific, at a point near Lake Obitibe. Probably it will then be extended to Moose Factory, on James Bay, at the Ontario tide-water. The action of the Provincial ministry to which we refer above, relates to town sites at stations along the line. The subject is presented in the leading editorial of February 23 in the Toronto Globe, the leading Liberal paper of Canada, which approvingly says:

Of all the new departures of an economic kind initiated by the Ross administration, none are more far-reaching in their effects, more equitable in their character, or more certainly profitable in their operation than the provision made in the Temiskaming railway bill of this session for the designation and control of town sites along the line. If the railway from North Bay extends no farther for the present than the point of junction with the trans-continental railway undertaken by the Dominion, there will be several important town sites and not a few sites of villages about the stations. Presumably the Provincial legislature will apply the same principle to the towns

and villages along the trans-continental railway, the total length of the two lines within the more favorable areas for settlement being not less than 700 or 800 miles. It will be found on a moderate estimate that, over and above the value the town sites would have if sold as farm property, there will be an entirely new source of public revenue, producing at least a million dollars a year and lasting a generation. . . . The method of procedure prescribed by the measure now before the Legislative Assembly is simplicity itself. The great bulk of the land along the line of the railway is still vested in the crown. In the case of a proposed town site on such land power is given to the government to transfer by order of Council to the Railway Commission, as trustees for the Province, such land as may be deemed suitable in the vicinity of "stations or proposed stations." But many of the surveyed lots along the line of railway are now owned by private persons, and in the case of a town site on such lands the commission is authorized to acquire the necessary area in the same way as it acquires land for right of way or station grounds, that is to say by negotiation, with expropriation as an alternative. It is interesting to note that these town sites are not to be included under the charge created in favor of the holders of the bonds issued by the commission, and that the revenue from the sale of town lots is to be regarded as a part of the income of the commission, to be spent on the "preservation, improvement and maintenance" of the railway. Ordinarily all such revenue has been heretofore diverted into the pockets of private speculators.

It is not improbable that when these sites are secured steps will be taken to amend the law so as to prohibit the sale of lots, thereby securing for the Provincial revenues an annual and increasing income from them for all time.

THE CHICAGO STREET CAR QUESTION.

In about four weeks the people of Chicago are to vote (p. 705) on the question of immediate municipal ownership and operation of the city street car system.

By "immediate" is not meant, as those who try to darken counsel profess to think it means, that public ownership and operation are to be expected the next day after an affirmative vote, nor the next week, nor month, nor year. It means that an affirmative vote will be a popular direction to the municipal authorities to proceed immediately, in good