

The Daily Star.

GRAHAM & CO., PROPRIETORS,
135 St. James street.Sole Agents for the Province of
Quebec for the week ending April 28, 1882,
and the corresponding period of 1881:

	April, 1881.	April, 1882.
Monday	16,897	17,227
Tuesday	16,897	17,455
Wednesday	16,897	17,379
Thursday	16,897	17,493
Friday	16,897	17,358
Saturday	16,897	16,405
Total	100,390	109,227

Average daily circulation for week ending
April 28, 1882.

17,712.

We believe the circulation of THE STAR
exceeds the combined issue of all the English
Newspapers published in the city of Montreal—
Correspondents and Agents for French and
German advertising in THE STAR—M. G. & Co.,
Rue d'Artois, No. 10, Paris, France.

FRIDAY, APRIL 28, 1882.

REWARD.

The publishers of THE STAR will pay a hand-
some reward for such information as will lead to
the conviction of any person found tampering
with letters or newspapers addressed to or from
THE STAR office.The report of the Commissioner of Crown
Lands of the Province of Quebec is at hand.
The value of the report is enhanced by three
large maps of portions of the Province which
give much more detailed information than is
possible in an ordinary map of the Province.MR. STEPHENS has a notice of motion for THE
Mansion and domain being really to the Federal
Government, were ceded to the Province solely
as a residence for the Lieut. Governor,
and reverts to the Federal Government on
ceasing to be used for such purpose.MR. CHAPMAN is trifling with the public.
Some weeks ago, when Mr. Senecal was
charged, as a Government servant, with mak-
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railway to the Allan Syndicate, the Premier
informed the House that Mr. Senecal had ten-
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very day he had entered on the railway con-
tract. Now it turns out that while Mr. Senecal
did so offer his resignation, Mr. Chaplain
refused to accept it and the former has been
managing the railway all along.

The City Passenger Railway Monopoly.

The Montreal City Passenger Railway Com-
pany has a bill before the Provincial Legisla-
ture which, if it is allowed to become law in
its present form, will bind the city to the
hands of one of the most gigantic and relentless
monopolies it has ever known. What Mr.
John Crawford and his henchmen, ex-Alder-
men Gilman and Allard, fought for in vain
with the City Council of Montreal, Mr. Craw-
ford now seeks to accomplish by an act of the
Provincial Legislature. As he has not been
able to run the city through its Aldermen, he
proposes to establish his monopoly of the
streets of Montreal in spite of them. The bill
now before the Legislature asks for permission
to increase the capital stock of the Company
from \$500,000 to \$1,000,000 and for power to
issue bonds or debentures to the extent of fifty
per cent. of the paid up capital of the Com-
pany. If these powers be granted, the Com-
pany will be put into a position to control a
possible capital of \$4,500,000, although,
of course, it does not look like the granting
of the power will of necessity be
followed by the issue of the stock and
bonds. The signs of the times point to the
probability of elevated railways being necessary
in Montreal in the comparatively near future,
and the Montreal City Passenger Railway Com-
pany has an ambition to build and operate them.
This is one reason for the enormous
increase of capital asked for. With this land-
slide ambition no one can reasonably find fault.
But Mr. Crawford and his co-workers have al-
ways been of the opinion that they should have
the exclusive right to run cars or corresponding
winter vehicles in all streets in which their
tracks now or may be laid in the future. This
was one of the points on which they most
strongly insisted when the recent attempts
were made to come to terms with the city, and
as they were unsuccessful in it they have now
slipped into the bill before the Legislature the
following clause, which, if it is allowed to be-
come law, will take the question entirely out of
the jurisdiction of the Council:"G. The said company shall have the exclu-
sive right and privilege of running cars, sleighs,
omnibuses or other vehicles over and upon the
streets of the city of Montreal, or other munici-
palities where their lines of rails are now laid or
may be hereafter laid in accordance with the
agreements to be hereafter entered into with the
council of the said city of Montreal or the coun-
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private vehicles and hackney carriages and cor-
responding winter vehicles."It will be seen by the above clause that the
Company considerably proposes to allow private
vehicles and hackney carriages to run in the
streets on which their tracks are laid "or may
hereafter be laid," though the drivers of such
vehicles will not esteem the privilege very
highly considering the dangerous condition in
which the tracks frequently are. But, seriously,
this bill handed attempt to override the City
and Municipal Councils should be repelled and
strenuously opposed by those bodies. The great
municipal danger of the future is without doubt
to be apprehended from monopolies, and if a
more dangerous one to the interests of the
citizens as a whole can be imagined than the
Montreal City Passenger Railway could be,
with its possible capital of \$4,500,000, and its
exclusive right to run street cars in all of the
principal streets of the city and suburbs, we
should give all the privileges it desires to
increase its capital and to build elevated rail-
ways but let no exclusive rights to the public streets
be granted to any individual or corporation.
The arbitrary course pursued by President
Crawford in stopping the running of the cars
through the municipality of St. Henri, because
that town wished the Company to pay water
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Company may be used by other companies
within the discretion of the City Council, and
upon proper money or other compensation
being made by the Company so using.

ANGLO-CLAN SYNOD.

Yesterday's Proceedings Continued.

By resolution of the Synod, several visiting
clerical brethren from Algoma, Rupert's Landing
and the State of Rhode Island were invited to
take seats on the floor of the House.
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take seats on the floor of the House.After considerable discussion as to the right of
the Synod to transact any other business than
that related to the Algoma mission, a motion to
elect Messrs. Thomas White, M.P., and Charles
Gardner, Esq., was finally passed.The request of the House of the Protestant
nominee Rev. Canon Ellegood and Canon Ellegood,
Messrs. W. D. Simpson and E. R. Reed and Hon.
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THE FINANCES OF ALGOMA.

There was considerable discussion on the ques-
tion of providing for the finances of the diocese of
Algoma.
Mr. W. W. Thomas proposed that the bishopric
of Algoma should remain in commission for 18
months until the regular Triennial Synod, and in
the meantime the diocese should be managed by
a commission of the Synod's high officers, ap-
pointed by the Bishop, to be the ground that the
interest of the Church.The President appointed the Rev. G. M. Arm-
strong as his deputy.

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CITY ITEMS.

The Singer Sewing Machine Company intend
erecting a factory in Montreal.The inauguration of the Sabrevoisin mission
takes place next Thursday afternoon and evening.At a meeting of the Finance Committee held
yesterday afternoon, it was decided to refer to
the City Treasurer a request from Mr. Farmer,
that he be granted an extension of time to pay
of his bill.The members of the Cooper's Union have de-
cided to ask for increased wages. They demand
\$10.00 per week for inside men all the year
round, and for outside men a day and 25c
for overtime. If these demands are not accorded
to a general strike is threatened.Wednesday being the 63rd anniversary of the
inauguration of Oldellowish in America, St.
Lawrence Lodge, No. 2, celebrated the day by a
dinner at the "Carlton." After disposing of the
bill of fare provided in Bro. Martin's usual
good style, a very enjoyable evening was spent
in many becoming the occasion.At a Trinity Church on Wednesday evening,
Mr. John McLeod, formerly a native of Montreal,
but now wealthy merchant of San Francisco,
was married to Miss G. A. Leveridge. The Rev.
Mr. Walters, assisted by Dean Paul Fiddler,
conducted the marriage ceremony. The party
included the bride's father, Mr. J. McLeod, the
bridegroom's father, where they will spend a
few days prior to their departure for San
Francisco.At the Church of St. James the Apostles,
last evening, Mr. Robert Wilson, son of Mr.
Daniel Wilson, the contractor, was married to
Miss Annie Barlow, niece of Mr. W. Mackenzie.
The Rev. Mr. Barlow, assisted by Dean Paul Fiddler,
conducted the marriage ceremony. The party
included the bride's father, Mr. J. McLeod, the
bridegroom's father, where they will spend a
few days prior to their departure for San
Francisco.The Very Rev. Dr. Grisdale, of the Diocese
of Montreal, was called upon by the members
of the meeting, and was continuing to take
place. The Premier had informed him that at
least 1,500,000 would enter Winnipeg during
the course of the present season. If the number
all gathered together, it would tax the
Church fully to administer to them, much
greater than the tax he would be able to pay.
Rev. E. F. Wilson, commissary of the diocese of
Algoma, was the next speaker. He dwelt upon
the fact that the North-West was scarcely
able to contribute anything at all. He said
no person who had not been in Manitoba, could
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