

LOCAL NEWS.

The Printing Co. held a most successful picnic at Toronto last Saturday at Wilson Park N.Y. At the regular meeting of the union held in Richmond Hall, on Tuesday evening, a number of new members were admitted.

The regular quarterly meeting of the Brotherhood of the Printing Press Assistants and Feeders was held Tuesday evening in Temperance Hall, Bro. Reed presiding. There were four propositions and three initiatives.

The West End Single Tax Association held its regular meeting on Wednesday evening. A resolution affirming that the monopoly of lands begins with governments was moved by Mr. William Scott and met with considerable opposition. The discussion was adjourned until the next meeting, which will be held on Thursday, the 20th.

The agreement of transfer of the street railway to the Kelly-Everett syndicate has been drafted to the satisfaction of the lawyers representing the contracting parties. It will come before the Street Railway Committee and on being approved by them, as of course, it will be deemed that so many of them have been bought by the syndicate will probably go before a special meeting of the City Council for final action next week. It cannot go into operation, however, without Mr. Mayor's signature.

At the usual weekly meeting of the Single Tax Association last Friday evening a paper in the Canadian Methodist Quarterly by Albert B. Corman, entitled "The Gospel of Justice," was read by Mr. A. E. Phillips and highly commended. It was resolved to send a letter to the writer expressing the gratification of the association at the appearance of the article. Another paper in the same publication by Dr. Stafford on the subject of "Christian Socialism" was denounced for its sophistical special pleading in favor of existing conditions.

The regular meeting of the Nationalist Association was held on the evening of Thursday the 10th inst. Mr. G. F. Timmins gave an address on "Co-operation" which was followed by a discussion. The following resolution dealing with the street railway scandal was carried unanimously: "Resolved, That in view of the charges of bribery in connection with street railway franchise that have been current, and of the positive profit of money having passed hands to stop legal proceedings, this association urges upon the City Council the necessity of a searching enquiry into these corrupt methods."

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NATIONALITIES AND SKILLED LABOR

The comparative stagnation of the apprenticeship system in America is having its results in the non-development of expert trade labor - commission-merchandise of about 3,000 workmen in 201 shops and manufactories in twenty five villages and cities in Michigan, it was found that the average earnings of different nationalities were as follows: Scotchmen, \$118.74; Englishmen, \$113.18; Irishmen, \$103.04; Canadians, \$100.14; 3d. Hollanders, \$92.84; Americans, \$92.78; 6d. Germans, \$74.34. This report would indicate that the Scotch mechanic is worth 23 per cent. more than the American, the English 22 per cent. more, the Irish 11 per cent. more, the Canadian 8 per cent. more and the Hollanders just a fraction of a per cent. more, while that of the seven nationalities enumerated the Americans lead one, and it is only by five per cent. It is rather remarkable that one so ternately, which seems to prove that the majority of firm-ware immigrants are not skilled mechanics.

The smallest known insect, the Pteronema putnami, a parasite of the common house fly, is one-millionth of an inch in length.

The natives of Malaya pennant have in use the smallest coin in the world; it is a tiny, thin, circular piece of copper, and its value is estimated to be one-tenth of a penny.

CASUAL COMMENTS.

The people who maintain that the Toronto street railway system was specially constructed for their benefit were not in force on Tuesday night, at least they were not on the street. The car was heavily loaded and it was all the horses' power kept on ringing the bell every two or three, and because they happened to live there the car had to stop. The horses steamed and struggled with their heavy load but that didn't matter so long as a few of the pets of the community were saved a stop or two. This is not once but all the time, and I wonder how long it will be before we get civilized enough in Toronto to find a stop to a stop to it.

This humane side of the question should be sufficient to influence all in favor of a proposition to stop at crossings only and midway between long blocks. But if it is, perhaps the ultramarine side of the question may be. There is no doubt at all that the miserably slow service on the street mentioned is the result of just that state of things. It is impossible to make time if stops are made every few yards, and so all have to be satisfied with inferior service for the accommodation of, perhaps, a dozen or two people. This is not right, and it is to be hoped that the custom will soon be a thing of the past.

There was well awake American cities, except Toronto, has adopted it long ago, and cars stop only at the further crossing and half way between, when the blocks are long. This is provided for in the new specifications, but they are not in force yet. Meanwhile, these "few" stop a car load of citizens at their doors, keep them there until they get comfortably old and into the home. Had this its nothing to the most getting on of them, they stop at every few steps quite complacently, and, should it go a yard or two further than in their opinion it should, there is a row, and some tall talking done about the "mischievous service." This is how it is, but surely it can't last. We'll get over the old village notion that a few people are to be accommodated at the expense of all others, and not think that as the old omnibus used to so oblige them, the street cars should do the same.

While on street car topics, doesn't the present street car system seem to be something radically wrong with Toronto's citizens. They don't appear to care whether there is bribery or not in connection with the granting of franchises, and are apparently content to let the smartest man win, no matter whether the city suffer or not. Supposing there are rumors of bribery. Suppose that \$4,500 was paid to close off an enquiry, what's the difference? Somebody had to get the street railway, and it's all right; so they are quite willing to submit to monopoly rule for thirty years, I suppose they think that they might as well get used to monopoly's tactics in good time, and be able to take, as a matter of course, the attempts which will be made later to evade the specifications and to purchase the council's acquiescence in such evasion.

This is about how it looks and about how it will be. Our "highly respectable citizens" are perfectly satisfied that their friends should get a good thing. Our "influential property owners" fairly bubble over with joy when they think that there is no danger of their being asked to vote money to improve one of the best money-making machines any city could possess. And so those "leaders of public opinion" in company with all the papers - save the Herald - look on with great complacency, and actually applaud the men who so nicely "bend things." They do not care about the consequences; it doesn't make any difference whether this bribery, that is supported, entails a greater expenditure by our friends on account of other "good things" done, or whether it leads to more of the same thing. That's all right, we'll get rid of the franchise and let us be happy.

As most of you are aware, there was a holiday on Monday, and of course, I kept it. As usual, I thoroughly enjoyed it, but it rather interfered with the sight on which I write this column of mine, so this is the end of it this week.

The grippe epidemic is having terrible results on the Labrador coast. At River Pentecost, Pointe-Aux-Bas, Esquimaux, and other places, several dozens of people have died, dozens are dying and many have now, and are making matters worse. Immigrants have run away and those who stay with the disease, has prelate is dead and a number of huns are also among the dead.

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