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THE PARLIAMENTARY CONCERN.

PASSES.

The public conscience is aroused

these days in regard to public questions.

But before the public conscience is

aroused the parliamentary conscience

must be quickened. By parliamentary

conscience we mean the conscience of the

men who are elected to the Federal and

Provincial Legislatures. But more than

an ordinary shock is necessary to arouse

the parliamentary conscience. It took

some very plain speaking to bring the

Patrons in the Ontario Legislature to a

sense of living up to the professions

they made on the stump and in their

ratified platforms. On the pass question,

for instance, they at last came to see

that their only course was to send the

railway passes back. But the shock

necessary was, as we said, more than an

ordinary one. The regular milk and

water criticism does not reach the con-

science legislative.

And after the Patrons it became ne-

cessary to show the Conservatives in

the Legislature that they too must live

up to their professions of public virtue.

Public virtue is a fact or it is a sham.

It is a fraud to vote public money for

the mileage of members, and then for

officials of the State if they themselves

are guilty of improper conduct?

And just one word to those members

who are especially loud in their pro-

tests of a clear conscience with a pass

in their pockets. Do they know how

this pass abuse grew and took shape?

It was and is the outcome of a deal

between the whips of former and per-

haps of present years of both parties and

certain representatives of the railways.

The deal is a deal, and it is based on

quid pro quo. Railways only grant

passes for consideration. Railways do

not do missionary work. They are not

organized to carry members of parlia-

ment free.

There is only one honorable way out

of the scandal, and it is for Parliament

and the Legislature to say to the Grand

Trunk and the Canadian Pacific: Here is

the \$50,000 we vote annually as mileage

for our members. Take it, and it is not

enough say how much is, and carry

our members over your lines in return

thereof. Surely that would be honor-

able conduct toward the railways and

honorable toward the public who pay

the money. As it is now there is a dis-

tinct loss of public honor both in the

members and in the effect on the public

servants and officials; there is a dis-

tinct loss in value to the railways, and

there is every encouragement for the

public conscience to weaken to just the

same extent that the Parliamentary con-

science weakens and wobbles under the

influence of free transportation.

The public is willing to vote money, and

does vote money for the transpor-

tation of judges, legislators and public

officials, and it votes the money under

the expectation that it will reach the

railways. If it does not reach the rail-

ways it is purloined on the way.

THE CLAUQUE BEGINS TO ABOUT.

Have you noticed it? Perhaps not.

But it is true all the same that the elec-

tric light people have organized a clau-

que, and the clauque has begun to about.

Last night the clauque kicked up their

first racket through an evening paper. The

noise they made vividly reminds us of

the paid clauque of the French theatres.

On the first night of a new play there

is an extravagant amount of applause

let loose in the audience. The whole

racket on such nights is worked by

a handful of men distributed judiciously

among the audience. The clauque

who shouted last night are paid, or at

least pecuniarily interested, enthusi-

to pay for this interest and keep the

plant in perfect order, but we will have

every year from fifteen to twenty thou-

sand dollars to the good. That is to

say, if we go into the lighting business

on our own account we will make a clean

\$20,000 a year. According to the esti-

mates of Engineers Keating and the

tunnel which he long to see con-

structed under the Bay. If Mayor

Kennedy really wants this tunnel here

is a proposition by which he can secure

it without costing the city anything.

The World's proposition is for the city

to go into business and make money, as

we would do if we lighted our own

streets. The clauque that are making so

much noise are but few in number.

On the other hand, the great majority

of the people wish to see themselves freed

from the light monopoly which now ob-

tains in Toronto. Let us give Mayor

Kennedy a single instance of the scan-

dalous people of Toronto are trampled upon

by the electric combine that now holds

the fort against all intruders.

Some two or three weeks ago a busi-

ness concern in Temperance-street

desires of getting a large quantity of

light in connection with its factory. The

firm desired a current of 110 volts, and

applied to the Incorporated Light Com-

pany to have their current put into their

building. The Electric Company was

called to put in its wires, but orders to

stop doing the work were given when

it was learned that the current was re-

quired for arc lamps. The firm desired

to put in a new kind of lamp, which

would not be operated except on a 110-

volt current. The wires of the Toronto

Electric Light Company are 220 volts, and

consequently would not permit of the

use of these new lamps being used. The

republican firm in question was

unable to secure current from either of

the companies in town. The one com-

pany had not the current they desired,

the other company possessed it, but

would not allow the firm to use it.

Here are figures to show the great

loss this concern is put to through not

being able to get the current it requires:

The firm desires to use two arc lamps

of 1200 candle power each. They could

obtain this amount of light by using

incandescent system, but it would re-

quire 150 lights, which would cost \$150

per hour, less the discount. If they used

gas to produce the same amount of light

it would cost them 75 cents per hour.

If the firm had been able to install the

two lights it desired, and if it were

charged even at the very liberal rate of

5 cents per horse power per hour for

the current consumed, it would have

secured this large amount of light for 75

cents per hour.

What has Mayor Kennedy got to say

about his tunnel scheme now? Will he

continue to harp about this phantasm

while citizens are being forced to pay

ten times the amount they should pay

for one of the necessities of business and

manufacture? Will he continue to dream

about a thing that relates to the future

and neglect to give his attention to the

present? A gentleman representing an elec-

trical firm in New York recently arrived

in Toronto with the idea of giving the

citizens cheap light by using those low-vol-

tage lamps. The electric companies, how-

ever, have combined to keep him out,

and to-day he finds himself unable to

put in a single lamp, although the sys-

tem he represents would be of incalcul-

able benefit to hundreds of business men

all over the city. These low-voltage arc

lamps are extensively used in the United

States. Hundreds of butcher stores, gro-

ceries, factories and offices would

benefit if they were able to use the elec-

tric current necessary to feed them.

The same current that drives a motor

will feed these lamps. The electric com-

panies will furnish the current for power,

but not for the lighting. These things

however, must be overlooked. We

must consider His Worship's tunnel phan-

tasy.

People are beginning to ask where

this double-barrelled demand for the

recognition of the Protestant and Catho-

lic creeds is to end. Some time ago it

was proposed to build a boys' reforma-

tory in the County of Grey. Now

the clauque has begun to about, about

doubts whether an reformatory would be

enough. In fact, Sir Charles Hibbert

Tupper, as Minister of Justice, has

been asked to establish two

reformatories, one at Ottawa, Pro-

testant, and one at Alexandria,

HANDS OFF THE CIVIC BYLAW

EXERCISING MEETING IN THE PAVILION

LAST NIGHT.

Ratepayers' Association Condemned-Fif-

teen Candles Brought to the Kept Intact

Extended to Railways-Ald. Bates,

Davies and Hallam's Uncompromising

Reception.

In the Pavilion last night 800 work-

men protested against any tampering

with the 15-cents an hour bylaw.

They went even further and instructed

the Trades and Labor Council to go be-

fore the Provincial Legislature and seek

the insertion of a similar clause in the

charters being sought for electric rail-

ways by other cities.

The meeting, which was somewhat

tumultuous, would not bear several ad-

dressers whose words did not give forth

the strictly trades union tone.

In absence of Mayor, who, on re-

quisition, had convened the meeting,

Vice-President James Coulter of the

Trades and Labor Council presided.

In the platform were ex-Mayor Fleming,

Ald. Bates, Hallam, Davies, Graham,

Bell, Messrs. A. J. Duggan, G. T. Beales,

A. F. J. Duggan, Capt. J. Bengough,

Sam Jones, Alvin Livingstone and some

others.

No Surrender.

Isaac T. Mills moved: "That in the

opinion of this meeting the proposal to

repeal the bylaw establishing a minimum

rate of wages and the payment of

the union rate of wages for all

workmen is contrary to the best interest

of all classes of citizens."

The resolution was carried unanimously

by a large majority.

The speaker then referred to the

uncompromising reception meted out

to the Ratepayers' Association, that the

contract was not being honored and

that the 15-cents an hour bylaw was

being tampered with. He declared the

truth of this statement, and said that

the bylaw which had secured a fair pay

for a fair day's work. He advocated

public works being prosecuted by the

city, and that the city should not be

the formation of a circus at Queen and

King-street, against which an economic

alderman had had afternoon entertain-

ment. He declared that the city should

be a model city, and that the city should

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