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THE PARLIAMENTARY CONCERN AND

PASSES.

The public conscience is aroused

these days in regard to public questions.

But before the public conscience

is aroused the parliamentary concern

must be quickened. By parliamentary

conscience we mean the conscience of

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 their 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

members to pocket that money. It is a

fraud on the public, and it is a

greater fraud on the railroads. It is a

fraud on the underpaid or half-idle em-

ployees of the railroads. The \$50,000 and

Ten more a year voted at Ottawa and To-

ronto, would, if it reached the railroads,

as it should reach them, and which they

earn twice or three over by the trans-

portation of members, would make wages

for many an idle or underpaid railway

hand to-day. It would make travel

cheaper for those who do pay. But the

members quietly pocket this money. That

is the fraud. The sham comes when

legislators pretend that the fact

of the pass does not interfere with their

independence. It does interfere with

their independence, and still worse, it

has a demoralizing influence on the pub-

lic servants. How can members of Par-

liament discipline the servants and of-

ficials 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

present years of both parties and

certain representatives of the railroads.

The deal is a deal, and it is based on

quid pro quo. Railroads only grant

passes for consideration. Railroads 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 towards the railroads and

honorable towards 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 pub-

lic servants and officials; there is a dis-

tinct loss in value to the railroads, 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-

HANDS OFF THE CIVIC BYLAW

EXHIBITING MEETING IN THE PAVILION

LAST NIGHT.

Ratepayers' Association Condemned-Fif-

teen Cents Bylaw First to Be Kept Intact

Extension to Railways-Ald. Bates,

Davies' and Hallam's Uncompromising

Reception.

In the Pavilion last night 800 work-

men protested against any tamper-

ing with the 15-cent an hour bylaw.

They went over 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 municipalities.

The meeting, which was somewhat

turbulent, would not hear several alder-

men whose words did not give forth the

strictly trades union tone.

In the absence of the Mayor, who, on

request, had convened the meeting, Vice-

President James Coulter of the Trades

and Labor Council presided. The chair-

men in the place were ex-Mayor Fleming,

Ald. Bates, Hallam, Davies, Graham,

Bell, Messrs. A. J. Phillips, Thompson, G. T.

Beales, A. F. Jurg, Capt. J. Bengough,

Sam Jones, Alpha Livingston and some

others.

Some two or three weeks ago a busi-

ness concern in Temperance-street was

desirous of getting a large quantity of

light in connection with its factory. The

firm desired a current of 110 volts, and

applied to the Incandescent Light Com-

pany to have their current put into their

building. The Electric Company agreed

to do so on the condition that the firm

should do 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

could not be operated except on a 110-

volt current. The rate of the Toronto

Electric Light Company are 220 volts, and

consequently would not permit of these

new lamps being used. The repre-

sentative of the firm in question was un-

able 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 the

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

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 neglect to give his attention to

the matters that require immediate relief?

A gentleman representing an electrical

firm in New York recently arrived in

Toronto with the idea of giving the citi-

zens cheap light by using those low-vol-

tage 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 incalcu-

lable 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 lights. These things

must be given a second thought. 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' reform

school in the County of Glengary. Now

the clerical and other have grave

doubts whether an reformatory will be

enough. In fact, Sir Charles Hibbert

Hands Off the Civic Bylaw

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