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THE TOILER

Published Weekly by the Business Committee of the Council in the Interest of the Working Masses.

SUBSCRIPTION PRICE, 50 CENTS PER YEAR.

BUSINESS OFFICE:
61 Victoria Street, Room L, First Floor.

All correspondence relating to the business of the paper should be addressed to the Business Manager.

Copy or notices for the reading columns of the paper should be addressed to the Editor.

Copy for advertisements to ensure insertion should be in the office not later than Wednesday evening.

The Business Committee meets first Monday in each month. R. Glockling, chairman; Jas. Wilson, secretary; J. H. Huddleston, treasurer; B. R. Eaton, W. R. Ward.

TORONTO, MAY 9, 1902.

SUPPORT THE LABOR PAPER.

If this paper could show you directly that it is of value to you — that it actually places in your hands gold dollars as a result of its propaganda, you would very readily and willingly support it by subscribing yourself, getting your friends to do so, and patronizing the merchants advertising in its columns, at the same time informing them that you do so because they so advertise. It is only for the reason that The Toiler indirectly guards your interests, aiding in bringing to you better conditions and better wages, together with a better understanding of your class interest, that you do not immediately give it your support. Ponder over this and then—subscribe for THE TOILER.

JAMES M. LYNCH,
President International Typo. Union

CONCILIATION

For the purpose of further spreading the information we give herewith the full text of the amendments to the act creating the Secretary of the Labor Bureau an officer to act in cases of dispute or where such are contemplated:

An Act to amend the Act respecting Councils of Conciliation and of Arbitration for settling Industrial Disputes.

His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario enacts as follows:

1. Section 4 of The Trades Disputes Act is amended by adding the following sub-sections:

(4.) If any difference arise between any corporation or person, employing ten or more employes, and such employes, threatening to result, or resulting in a strike on the part of such employes, or a lockout on the part of such employer, it shall be the duty of the Registrar, when requested in writing to do so by five or more of said employes, or by the employers, or by the Mayor, or Reeve of the municipality in which the industry is situated, to visit the place of such disturbance and diligently seek to mediate between such employer and employes.

(5.) It shall be the duty of the Registrar to promote conditions favorable to a settlement by endeavoring to allay distrust, to remove causes of friction, to promote good feeling, to restore confidence, and to encourage the parties to come together and themselves effect a settlement, and also to promote agreements between employers and employes with a view to the submission of differences to conciliation or arbitration before resorting to strikes or lockouts.

FROM HEAD TO FOOT

The Toiler is always pleased to recognize enterprise and progressiveness on the part of business men when such are shown in the right direction. It has talked hard for the union label and most of its readers believe in it. Now they can show their belief pratically. Messrs. Gough Bros., the well-known men's outfitters, have in stock a full range of clothing bearing the label of the United Garment Workers of America. This ensures the purchaser of such goods that they were made by skilled labor, fairly paid and made in factories where the detestable "sweat shop" method does not exist. Gough Bros. also have union label hats, boots and shoes and can fit you out from head to foot with union label wearing apparel.

Read their advertisement in this issue and note the address, Yonge and Queen street 2nd door west of Yonge.

A SOUND POSITION

Controller Loudon is to be commended for the stand he has taken in opposition to Treasurer Coady's attempt to have the water rates increased for consumers.

Water rates should be charged only as the basis of cost to operate and not for interest and sinking fund on the cost of plant and mains.

Vacant land held or bought for speculation would have no market value but for the water mains laid in front of it or within immediate reach of it and why should a consumer pay for the cost of mains laid in front of the property of a dog-in-the-manger?

If the owner does not want to pay for what makes his property saleable he has the ready choice of selling out. No one cares who owns the land, but all are interested in seeing they are not charged for privileges which give profit or prospective profit to some one else.

As Controller Loudon points out, water is an absolute necessity to every citizen, and the users should be charged for only what they use. It is the business of the city to furnish the means for the citizens just as it supplies police and fire protection, education and electric lighting.

Treasurer Coady had better think again or have someone else think for him till he learns how.

LABOR VICTORY IN SAN FRANCISCO

We take the following from the news column of The (Chicago) Public, of May 3rd:

"The San Francisco street car strike came to an end on the 26th, the victory being with the strikers. The tie-up was complete. Three thousand men were out, and all San Francisco was obliged to walk. The difficulty originated in an effort of the companies to crush a union. When the mayor had refused to allow either side to arm, the companies consented on the 22nd to go into conference with their employes. Four days later the settlement was effected."

Commenting on the above, The Public says editorially:

"Mayor Schmitz, of San Francisco, is to be congratulated upon the success of his mode of dealing with street car strikes. When the street car managers started in to put armed detectives upon the cars the mayor interfered. As was told last week in these columns, he gave warning that neither side of the strike would be allowed to arm. Had he followed the usual course, the street car managers would have provoked riots by this time, as they usually do. But owing to the commendably impartial and order-promoting policy adopted by the mayor they were thwarted. The strike has been absolutely peaceable. No disorder whatever is reported. And the street car managers, hopeless of provoking riots which they could swear off upon the strikers, have come promptly to a reasonable settlement. The San Francisco mayor's action in this street car strike furnishes a precedent in the labor conflict which cannot safely be departed from hereafter anywhere in the country. The public official who in the future allows street car companies to arm will be held responsible by public opinion for any resulting disorder."

Readers of The Toiler will remember that Mr. Schmitz was the nominee of the newly-formed Labor party at the last election, and the Labor organizations proved themselves strong enough to put him in the Mayor's chair.

PUBLIC OWNERSHIP

The tendency towards municipal or public ownership of franchises is growing, and its workings can be seen in all the towns in the western portion of New Ontario.

Rat Portage is taking over the electric lighting plant, a magnificent one, till recently owned by a company; the towns of Fort William and Port Arthur are giving up the expensive and inefficient Bell Telephone service, and will, in the course of a few months have a municipal telephone plant, of a thoroughly up-to-date design. The latter instance is an example of the fallacy of the arguments that people will be better served by a company than by themselves. The Bell company has as its object to make money for its shareholders, and will provide, at as great a cost as the people will stand, as poor a service as the people will put up with. When they offer to put in instruments for nothing or next to nothing, some other town, where the agitation is not yet ripe, or where the company has too strong a hold, will pay the bill, as long as cheap service lasts. In the case of a municipal system the object will be to give as good a service as the people can afford to pay for, a vastly different proposition to the former one, as cheap a system as the people will endure.

On a small scale these are illustrations of the power possessed by a municipality to engage in business connected with public services, and its ability to carry it on. In order to carry on such a business it is necessary for a company to ask the town for certain franchises, and only on the granting of these is it in a position to get capital for the enterprise on the strength of what the town has given them, and incidentally can make a profit of 30 per cent. on the money invested. The municipality, however, is the original holder of these franchises, else it could not have been in its power to give them away, and it can give additional security in the credit of the entire community. What then is to prevent people from utilizing their own franchises, and making the 30 per cent. profit for the exclusive benefit of the community?

What can be done on a small scale in the municipality can be done on a large scale in the Province or in the Dominion, a tangible example of this being the undertaking on the part of the Ontario Government to construct the line of railway opening up the important agricultural district of New Ontario, the Temiscamingue country.

Here the same arguments may be adduced against the policy and the same answer returned as before.

If the charter, given by the people's representatives, added to further rights and benefits, cash and other, given by the people, are sufficient to induce the construction of a railway, when in the hands of financiers, the same privileges, exercised directly by the original owners, should have the same sufficiency, especially when backed by the entire wealth of a province or a nation.

The transportation problem is, under present conditions, one of the most important factors in practical politics, and should be under government control for the benefit of the people, just as smaller municipal franchises, light, water, street railways, or telephones, should be controlled by those in whose interests they primarily are called into existence.

One might in these early days of the twentieth century paraphrase the saying concerning law makers, till it read "Let me manage the railways of a nation, and let who will make its laws."—The Industrial Review.

JAS. M. LYNCH FOR PRESIDENT

Hundreds of new members have been enrolled under the banner of the International Typographical Union since the campaign of two years ago, and it may not be amiss to give them a brief sketch of James M. Lynch, who has been proposed by Syracuse Typographical Union for re-election to the presidency of the I. T. U., and has been endorsed by 319 unions.

Mr. Lynch entered the printing business in Syracuse when 15 years of age, and upon completing his apprenticeship he joined the Syracuse Typographical Union at the earliest possible moment, not having to be forced in nor waiting till it suited his convenience, and has ever since been a faithful and earnest worker. Soon after joining the union he was chosen president, serving two terms, besides taking an active part in forming the New York State Union and serving as an organizer for the I. T. U. He was a delegate to the Louisville convention, being one of the solid men of the famous 1,000-pound law committee of that session.

Mr. Lynch first came into prominence in the affairs of the I. T. U. while serving as first vice-president, and it was during his two years' incumbency of that office that he demonstrated his fitness and capacity for the higher position to which he was elevated two years ago. Probably there is no member who is not familiar with his administration as chief executive, but a resume of his achievements may be of interest at this time. Briefly presented the record follows:

Scales Increased—Newspapers: Hand composition, 257; machine operators, 122.

Scales Increased — Book and job rooms, 128; machine operators, 25.

Hours Decreased—Newspapers: Hand compositors, 223; machine operators, 101.

Hours Decreased — Book and job rooms: Hand compositors, 125; machine operators, 19.

Membership — November 1, 1900, 34,000; April 1, 1902, 42,000.

Charters issued, 136.

Offices Unionized, 83, of which 32 were newspapers, many of them having a national reputation, and 50 book and job offices, embracing some of the most prominent concerns in the jurisdiction of the I. T. U.

We ask, therefore, simply because of his record, that James M. Lynch receive the united support of the membership of the I. T. U.

THOMAS H. WHEATON,
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APRIL 1902

Avenue Road—6 minute service.
McPherson ave. 6.02 a.m. until 11.14 p.m.
Union Station 6.26 a.m. until 11.38 p.m.

Bathurst St.—6 minute service.
C.P.Ry. 6.00 a.m. until 11.12 p.m.
George and Front 6.27 a.m. until 11.39 p.m.

Belt Line—4 minute service.
Yonge and Bloor 5.44 a.m. until 11.36 p.m.
York and King 6.04 a.m until 11.56 p.m.

Bloor and McCaul—6 minute service.
Lansdowne ave. 5.24 a.m. until 11.12 p.m.
Front and Yonge 5.57 a.m. until 11.45 p.m.

Broadview Ave.—6 minute service.
Danforth ave. 6.00 a.m. until 11.18 p.m.
York and Front 6.27 a.m. until 11.45 p.m.

Carlton and College—7 min. service.
Broadview ave. 5.33 a.m. until 11.25 p.m.
Lansdowne ave. 5.37 a.m. until 11.30 p.m.

College and Yonge—7 min. service.
Lansdowne ave. 5.40 a.m. until 11.26 p.m.
Front and Church 6.11 a.m. until 11.56 p.m.

Church—6 minute service.
Rosedale 6.24 a.m. until 11.30 p.m.
Union Station 6.48 a.m. until 11.54 p.m.

Dovercourt Rd.—15 minute service.
Queen and Dundas 5.50 a.m. until 11.50 p.m.
Van Horne street 6.05 a.m. until 12.05 a.m.

Dundas—5 minute service.
Keele street 5.50 a.m. until 11.20 p.m.
Church and Front 5.55 a.m. until 12 midnight.

King—5 minute service.
Munro Park 5.35 a.m. until 11.45 p.m.
Roncesvalles ave. 5.40 a.m. until 11.15 p.m.

Parliament—7 minute service.
Pape ave. 6.00 a.m. until 11.30 p.m.
Front and York 6.24 a.m. until 11.54 p.m.

Queen W—5 minute service.
G. T. Ry. 5.23 a.m. until 11.38 p.m.
Front and Church 5.53 a.m. until 12.08 a.m.

Winchester—5 minute service.
Sumach street 6.00 a.m. until 12 midnight.
Front and York 6.20 a.m. until 11.40 p.m.

Yonge—5 minute service.
North Toronto 5.33 a.m. until 11.30 p.m.
Union Station 5.55 a.m. until 11.52 p.m.

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By an Act passed at the 1900-1 session of the Ontario Legislature a Bureau of Labour has been established for the purpose of collecting, assorting and publishing information relating to Employment, Wages, Hours of Labour throughout the Province, Co-operation, Strikes or other labour difficulties; Trades Unions, Labour Organizations, the relations between Labour and Capital, and other subjects of interest to working men, together with such information relating to the commercial, industrial and sanitary conditions of wage workers, and the permanent prosperity of the industries of the Province, as the Bureau may be able to gather.
For which purpose the co-operation of Labour Organizations and others interested in the general prosperity of the Province is invited.
F. R. LACROFORD,
Commissioner of Public Works.
R. GLOCKLING,
Sec. The Labour Bureau.

NOTICE.
The following are the Factory Inspector of the Province of Ontario:
JOSEPH T. BURKE, Parliament Buildings, Toronto; JAMES B. BROWN, Parliament Buildings, Toronto; MARGARET CARLYLE, Parliament Buildings, Toronto; O. A. ROCQUE, Orleans, Ontario.
Persons having business with any of the Inspectors will find them at the above address.
JOHN DRYDEN,
Minister of Agriculture.