

LABOR QUESTIONS IN ENGLAND.

MR. SOUTTAR'S DEFINITIONS OF EXISTING PROBLEMS.

Relief Looked for in the Land Problem by the Forced Buying out of Landlords—How 250,000 idle hands could be found Work.

Robinson Souttar, an English labor leader, who was a candidate for Parliament in the City of Oxford and cut down the Conservative majority to 100, was recently in New York. He delivered an address at Asbury Methodist Church. He protested against the use of the term "English pauper labor" by American politicians and newspapers.

"Wages, it is true," said the speaker, "are less across the water, but food costs next to nothing, and the rents are such as would startle any one living in New York. Why, in Oxford a man can get a nice little house all to himself with a bit of garden for \$1 a week.

THE LABOR MOVEMENT.

"The present labor movement is twofold," continued the speaker, "corresponding to the artisan and the agricultural classes. Wheat growing is no longer profitable in England. The great fields of the west can raise and ship grain across the ocean for less money than it costs the English farmer to raise it right on the spot. Though much English land does not pay to cultivate for the market it can afford an ample living to occupiers of the soil.

"Relief lies in the forced buying out of landlords, by holders of ten, fifteen and up to fifty acres of land. To this measure the liberal party is pledged."

Passing to measures for the relief of artisans, Mr. Souttar spoke strongly in favor of shorter hours for laboring men.

"Only actual employers of workingmen," said he, "can correctly understand the aspects of this question. John Morley, an opponent of the movement, is a fine fellow, a splendid fellow, but he has never been in actual contact with laborers, and I don't think he will ever understand it. I have employed men as an engineer in England, Scotland, Wales and India, and I find they do as much in eight hours' earnest toil as they used to do in ten.

SLAVERY.

In a parliamentary investigation into the great Scotch railway strike it was proved that it was no unusual thing for men to work fourteen, sixteen, eighteen and even twenty-four hours without stopping, and there were even instances of employes having been on duty forty-eight hours at a stretch.

"I have talked with tramway men who declared they had not seen their children, except asleep, for months, and some work a year and even two years without a single Sunday off. Trade agitation would not abate such evils as these, strikes entail untold losses, and even if they are successful, a year afterward employes are back in their old position.

Prompt legislative interference is necessary. The shortening of hours in England would give employment to 250,000 idle men, and with demand for labor, wages would not fall but rise.

WHAT A MECHANIC CAN DO.

Mr. Souttar is a remarkable example of self help. Beginning as a mechanic and becoming an employer of labor, he went to Oxford nine years ago, a middle-aged man, to study political and social reform. He was graduated, and settling there as a tutor of law to university students, he acquired great influence among laboring men. Three hundred mechanics gather weekly to hear him at the Oxford Y.M.C.A., of which he is president.

He was beaten by voters who, according to the plurality system, cast ballots in other boroughs and counties. Naturally he is enthusiastic for the "one man, one vote" principle. He expressed confidence that the Registration Bill would be taken up by the Gladstonians. Rural allotments and local option is also on the card.

"English workingmen," said Mr. Souttar, "are anxious to see home rule an accomplished fact, because Ireland has stood in the way of reform legislation for twenty years and they want the question permanently settled."

The Prince may Come Over.

London, Dec. 19.—It is again rumored that it is the intention of the Prince of Wales to visit the Chicago Columbian exhibition. It is said that he will make the trip across the Atlantic early next summer in the Royal yacht Osborne, and he will disembark at Montreal or Quebec, proceeding thence to Chicago. The Osborne will be escorted across the ocean by a number of British warships.

NOTEWORTHY GATHERING.

Five Lodges Represented at a Social Reception of Lodge Kensington.

London, West, Dec. 17.—The fraternal meeting of Kensington Lodge, S. O. E. B. S., held in Albert Hall, London, West, on Thursday evening last, was in every respect a grand success, surpassing the most sanguine expectations of both officers and committee of that lodge. The hall was profusely decorated with red and white roses, emblems of our gallant order. Mottoes in red, white and blue, such as "God Save the Queen," "Rule Britannia," "We Welcome Our Visiting Brethren," &c., adorned the walls.

Lodges Chelsea, Trafalgar, British Oak, British Lion and Piccadilly, were all well represented. Altogether, nearly two hundred were present. The general business of the lodge, including the initiation of five new members and receipt of one new proposition, was then concluded.

The President, Bro. Tyler, in the name and for the brethren of Lodge Kensington, invited the visiting brethren and friends to partake of the good things which our worthy Brother, R. A. Jones, ably assisted by his son and daughter, had so liberally provided for the inner man. After that portion of the anatomy of man was satisfied, the President, Bro. Tyler, called on our esteemed Bro. Capt. Denison, of Lodge Chelsea, City of London, to occupy the chair, which the gallant Captain did in his usual happy strain, not forgetting to remind the brothers to be true to their God, their Queen and country, and to each other, and to keep shoulder to shoulder until they had made a grand army of the noble order, the Sons of England.

Speeches were also had from our energetic and worthily esteemed Bro. D. D. G. President, Adderson, who expressed himself as very much pleased to see that his efforts in the way of bringing the brethren together at these fraternal meetings was a great success and hoped they would continue; from Bro. Parnell, of Lodge Trafalgar, Alderman of Ward No. 6, in the great City of London, who, although not, in his own words, to canvass votes, could not resist the temptation to talk amalgamation; Bro. Canter, on former struggles of the order and its now prosperous condition; Bro. Tyler, on the progress Kensington was making; also a historical speech, followed by desire of the brethren, with a song, "The Ghost of the Unfortunate Spiritualist, Prof. Bings," by Bro. Dr. Williams.

Recitations by Bros. Chapman and Boomer, songs by Bros. Winston, Hobbs, Griffiths and Bartlett, filled out a delightful evening. After the usual votes of thanks to those who deserved them were proposed, seconded and carried in the usual manner, three rousing cheers were given for our Chairman, Capt. Denison, three more for Bro. R. A. Jones, and three more and a tiger for his esteemed daughter, the singing of God Save the Queen closed one of, if not the best, meeting ever held in Albert Hall. In conclusion, Dear Mr. Editor, allow me, in the name of the members of Lodge Kensington, to thank the S. O. E. band and brethren from the city for their kind attendance. Yours fraternally,

FRED. BARTLETT, Cor. Sec'y Lodge Kensington.

Croydon Makes a Good Showing.

Huntsville, Dec. 14.—The above Lodge, opened by Bros. Kempling and Carter, 5th April, 1889, with a charter membership of 23, has steadily increased in numbers, until at date we have a membership of 75, of which 68 are paid up and clear of the books. There are 21 members belonging to the beneficiary department, also 27 members in the W. R. Although we have had our full share of sickness during the past year, we are still able to carry a fair surplus.

The lodge has just taken possession of its new and commodious lodge room over H. S. May's store on Main street, Huntsville, to which visiting members are cordially invited.

The Lodge meets on the 2nd and 4th Tuesday each week.

Bravo, No. 4—\$1,100 to the Good!

Oshawa, Dec. 19.—P. Bro. M. Alchin is a charter member of Essex No. 4, and has been a constant worker since the Lodge was organized, but could not be induced to take the chair until last year. He has, however, succeeded in closing the most successful year in the history of the Lodge, 13 members having been initiated and one received by card. We now have 80 members, 77 of them in good standing. The receipts for December quarter night were by far the largest of any one night since the formation, and the total funds of the Lodge are over \$1,100.

The president elect is a most worthy member and we expect grand results next year.

THE OTTAWA AND PARRY SOUND RAILWAY.

OTTAWA, DECEMBER 17TH, 1892.

LADIES AND GENTLEMEN.—

I address you, as freeholders of Ottawa whose votes will decide whether the Ottawa and Parry Sound Railway Bonus By-law is carried or rejected. The road will be practically an Air Line between the City and Parry Sound, on Georgian Bay, a distance of 300 miles. For one hundred miles it passes through an old and well settled country, and will touch the important villages of Carp, Kinburn, Galetta, Arnprior, Renfrew, Eganville, Killaloe and others. The next one hundred and fifty miles will be part through pine wooded land, and the balance, about fifty miles, is a magnificent stretch of hard-wooded land, all being suitable for settlement and agricultural purposes. The road will pass in the midst of a number of lakes, and adjacent streams of large capacity, where towns may be built and mills and other manufactures may be established tributary to Ottawa.

The first point a ratepayer will consider in deciding for or against the bylaw is, what it is going to cost him; the second, what he is going to get for his money.

As regards the first, I wish to point out:

That the conversion of the city's 6 per cent. debentures, (falling due next year and in 1895 and 1896,) into 4 1/2 per cent. debentures (the price at which Ottawa City Debentures are now saleable) is going to reduce the interest debt of the city upwards of \$15,000 a year.

That the rates of the City cannot be increased beyond the present rate. Bonus or no bonus. The law fixes it at 1 1/2 cents; it is 1 1/2 cents and it cannot be more than 1 1/2 cents. In any case the Railway Bonus would not increase it. That is a fixed fact and unalterable.

The above figures are not mine; they are taken from the official statement furnished by Mr. Lindsay, the City Accountant, and are unassailable.

As regards the 2nd question, I respectfully submit:

That the passage of the Ottawa and Parry Sound Railway By-law will enable the railway to build its workshops here. Ottawa has always labored under the disadvantage of stoppage of work at the mills in the long winter months. The cessation of regular wages, to the amount of half a million of money, means less money in circulation, less money for the shop-keeper, for the merchant, for every man, woman and child in the City. Every industry, on the other hand, that gives employment to the industrial population thrown out by the stoppage of winter work means so much more money than before put into general circulation; the effect of which is immediately felt by every family in the City in increased employment, more money and easier burdens.

If this Ottawa and Parry Sound Railway Bonus is passed, it means work all the year round for hundreds of hands in our own workshops and yards, an annual expenditure of at least \$350,000 in wages alone, not counting supplies, more money to pay taxes, distributing the burden of taxation among more contributors to the municipal funds, and a general quickening of municipal and industrial life.

It must not be forgotten that the building of a station at the Canal Basin will be a great benefit to all parts of the city, particularly the eastern portion, and will not interfere with the Chaudiere Station, as the latter must always be the shipping point for lumber and all the products of manufactures at the Chaudiere and Hull.

It is also my intention to erect car works here, to build our own cars and subsequently for other roads.

These benefits are immediate and positive and flow inevitably from the passage of the bylaw as surely as water flows down hill.

There are other benefits, and they are many. There will be 30 stations between Ottawa and Parry Sound, when this Ottawa and Parry Sound Railway is built. Every one of these stations means trade, industries and employment for the people of Ottawa. Where else than Ottawa is the population of the whole of the eastern section of this great and undeveloped district to go for their supplies? Ottawa will tap the country of its produce and Ottawa will supply their demand for merchandise and goods of all descriptions, leading to more employment again all the year round.

Another effect of the new railway will be to bring back to Ottawa's merchants and traders, and residents generally the benefits of the former trade of Ottawa in supplying the extensive regions through which it passes.

And did you ever think what a distributing point on a through line of railway means? When this Ottawa and Parry Sound Railway is built Ottawa can be made a great grain distributing centre. The erection of wheat elevators employing large numbers of hands all the year round will necessarily follow, unless the trade is driven elsewhere by Ottawa refusing her aid. I see no reason why with the great water power here, Ottawa should not become a second Minneapolis, and a great industry be created in grinding wheat in transit.

Chicago is a great city to-day because it is a railway centre and distributing point; so is Buffalo, and Detroit, and Toronto and Montreal. What would Ogdensburg be to-day without her railway facilities? These places are all railway points on Western through routes, and precisely the same class of business that has built up these cities is what the P. S. R'y will bring to Ottawa, when it is built. What is the mileage, from the grain-growing regions of the west to the shipping points, of the Trunk lines whose business has created the cities referred to, and many others?

Chicago to New York, via Buffalo is 1,344 miles. Duluth to New York, via Buffalo is 1,452 miles.

(These are the best and shortest United States routes.)

Now see what the mileage by our own Ottawa Road will be.

Chicago to Montreal, via P. S. R'y—880 miles. Duluth to Montreal, via P. S. R'y—965 miles.

Trade always follows the shortest routes. It must do so. It is a question of dollars and cents. No sooner will the new railway be running than it cannot help having at once all the through business it can handle. Not a pound of this but must come through Ottawa, pay tribute to Ottawa, give employment to citizens of Ottawa and leave some of its value behind in Ottawa.

I hope these reasons will be considered satisfactory and will induce you to endorse the railway by recording your vote in favor of the Ottawa and Parry Sound Railway Bonus on the 2nd of January.

Doubts have been expressed whether the workshops and station will really be built. I hardly think the people of Ottawa will credit such statements. I hope I may without impropriety refer to the fact that I was instrumental in getting the Canada Atlantic Railway to Ottawa, and in building the Coteau bridge. Last spring, I promised the people of Arnprior if they voted me a bonus I would give them railway accommodation within 18 months. The road was commenced in August last, and the rails will be laid and the cars running by the 15th of January. What I have promised Ottawa in case the Ottawa and Parry Sound Railway Bonus By-law is carried, will be as faithfully carried out.

The Governments, Federal and Provincial, made no grant for the first 60 miles of the eastern end of this road, i. e., from Ottawa to Renfrew, and I am unable to complete this great undertaking without aid.

The road passes through the best farming land in the Dominion, and consequently the right of way was very expensive, and the approach to the city especially so, as every one who takes the trouble to walk over it will understand; and the bridges, including the overhead crossings of the St. L. and O. and the C.P.R. will cost \$180,000.

I am carrying out this enterprise single handed. It has been said that other corporations are connected with me. I wish to say now for the information of the public that positively no corporation or monied institution is in any way connected with the road, and if I had been able to secure the usual subsidy for the first 60 miles of the eastern way, which I think I should have received, I would not have asked the citizens of Ottawa for one dollar. But as I was not able to obtain the grant, I have to appeal to my fellow-citizens for a helping hand. As the city will be so greatly aided and benefited by the road, I think I am justified in asking aid and assistance, and in hoping that the appeal will not be made in vain.

In concluding, I may call the attention of the citizens of Ottawa to the fact that a great and pressing need of diversified manufactures, giving employment all the year round, is felt here with increasing severity. Ottawa will not always be the great lumber centre it now is. As the lumber industry decreases, other industries should be created in their place. Owing to the great natural advantages of the capital and the cheap power available, Ottawa only needs increased railway facilities to become the seat of diversified manufacturing industries, giving employment to large bodies of labor, skilled and unskilled. But without increased railway facilities, the gifts nature has bestowed with so lavish a hand will lie stagnant, useless and undeveloped.

I need hardly recall to your memory how many promising western towns have lost their manufacturing enterprises through lack of railway facilities. Almonte is a case in point. It will be remembered that the Edison Electric Works were to have been established there, but on the management finding Almonte was reached by only one railway it was decided to go to Peterborough, where the competition of two roads ensured lower freight rates.

I hope that on the 2nd of January every freeholder in the city will go to the polls and help his fellow-citizen to carry this great work to a successful conclusion, by recording his vote for the Ottawa and Parry Sound Railway By-law.

Trusting you may be among those who will be found on the side of Ottawa's progress and prosperity on that day.

I remain, yours respectfully,

J. R. BOOTH.

P.S.—Please note that every freeholder has a vote in every ward in which his name appears on the present list.

Every freeholder who abstains from voting practically polls a vote against the Railway Bonus.

Your Polling place is at