

THE LABOR ADVOCATE

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Toronto, Canada, January 2, 1911

DO YOU WANT SUNDAY STREET CARS?

This workingman who wants Sunday street cars, we take it, is anxious to see that the right of all employees concerned to one day a rest in seven is effectively secured.

There may be a selfish minority who think only of their personal convenience, and do not care whether the street railway conductors and drivers are compelled to work seven days or not.

The impression has gone abroad that by the adoption of stringent conditions under which the road is to be leased, the interests of labor are adequately protected.

viding that "no employee shall be compelled to work in the service of the road for a longer period than ten hours per day, or 60 hours per week, or ten more than six days per week."

His election, however, is hardly in the range of possibility, but with his usual pluck and determination he will make the best fight possible.

A GREAT INJUSTICE

The Hamilton Herald says - It seems as if the members of the Trades and Labor Council are no more equal than other people.

Yet some Labor Reformers are well-lag with fury and indignation over the just and sensible refusal of the majority of the aldermen to submit to the popular vote a resolution, which, if carried, would have left things in this case, and rendered it possible for the Street Railway Company to work its cars continuously from one year to another without any day of rest.

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The only safe constant ground for any labor reformer to take is to refuse day after day to consider the question of Sunday cars until the vast majority of the population of the city or of the municipality shall run the road is first settled and settled rightly.

THE MAYORALTY

Contrary to the general expectation that Mayor Clarke would be allowed to occupy the chief chair for a fourth term without any opposition a contest has been occasioned by the appearance in the field at the election of Ald. E. A. Macdonald.

This fact that the project of the Heavis syndicate for the reclamation of Ashbridge's Bay should be seriously entertained is a striking instance of the power in public affairs of supreme impudence, backed by the liberal expenditure of money.

THE ASHBRIDGE BAY JOIL

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The man whose name, whether as employer or as laborer, is sought, requires his close attention, he becomes an alderman, and either neglect the affairs of his constituents or his own employment.

Instead of blaming the Hamilton Trades and Labor Council for not making nominations, under such conditions, the Herald, if it really desires to see labor representatives in municipal councils, would do more to accomplish that end by urging the abolition of the property qualification and the payment of aldermen.

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