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## DO YOU WANT SUNDAY STREET CARS?

The workingman who wants Sunday street cars, we take it, is anxious to see that the right of all employees concerned to one day's rest is securely secured.

There may be a small 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. To those who take this ground we have nothing to say and could not even tell them if we had—such cattle don't read labor papers. But we wish to say a few plain words to the class who, while they want Sunday cars, do not want to see their fellows deprived of a weekly rest-day.

The impression has gone ahead that by the adoption of stringent conditions under which the road is to be leased, the interests of labor are adequately protected. This is not the case. True, there is a clause in the conditions pro-

viding that "no employee shall be compelled to work in the service of the railway for a longer period than ten hours per day, or 60 hours per week, or for more than six days per week." Taken at its face value this is not worth much. As has been very easily pointed out a company could very easily get round it by making the men sign an agreement, expressing their willingness to work whenever required. But even if the clause were far more stringent than it is, it is not at all probable that the road will be leased subject to all these conditions, seeing that there is a provision to the effect that parties may submit tenders with their own terms and specifications, which simply means that any of these elaborate stipulations so carefully framed by the Council, if they do not please the tendering corporations, can be treated as so much waste paper.

This being the case let us see what would have been the effect upon the position of the street railway worker, supposing the World's trap Sunday street car resolution had been submitted to the popular vote and carried. The present company or any other competitor could have sent in a tender in terms of its own, omitting altogether the clause for the protection of the employees, and on its acceptance could have insisted upon every man in its service working seven days a week. As the case now stands, the only safe guard against this is the provision that the cars shall not run on Sunday.

Yet some labor reformers are awaiting 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 shape, and rendered it possible for the Street Railways Company to work its men continuously from one year to another without any day of rest. No popular majority is in so low a state of panic or of necessity, no matter how urgent, should sanction such a proposal. It is certainly rather a slur on the popular intelligence to

find men protesting, facing the interest of the working people at such a time, blindly and helplessly in the legislature for Sunday cars without even stopping to reflect how the varying of the resolution in the shape proposed, would affect street railroads as labor. It is certainly losing sight of the motto that "an injury to one is the concern of all."

The only safe consistent ground for any labor Reformer to take is to leave even to consider the question of Sunday cars until the vastly more important question of whether the city or a monopoly 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 civic chair for a fourth term without any opposition a contest has been occasioned by the appearance in the field of Ald. E. A. Macdonald. It is somewhat late in the day for any candidate to come forward with a crop of success at the polls against a man possessing so many elements of popular strength as Mayor Clarke, but it is understood that Ald. Macdonald, in case of his sustaining a defeat at the polls proposes to resort to the courts to unseat his antagonist on the ground that he is interested in the civic printing contract.

In the absence of proof and in the face of Mayor Clarke's positive denial it would be unfair to him to assume the truth of the very direct charge to this effect brought by Mr. McDonald. Apart from this issue which the courts and not the people will have to settle, it must be said that Ald. Macdonald has proved himself a useful and progressive member of the Council, and done a good deal to expose abuses. During the discussion on the street railway matter no member of the Council expressed himself more emphatically against the short and shoddy policy of handing over the franchises to any monopoly regardless of its enormous prospective value. He is one of the most independent-minded and outspoken men in

the council, and his address to the electors, though characterized by too much personal animus towards his opponent, shows a thorough appreciation of the requirements of the civic situation.

His election, however, is hardly in the range of possibility, but with his usual pluck and determination he will make the best fight possible. He has done the citizens a service by entering the field, as there is nothing like a lively campaign for keeping up the public interest in the civic matters, and securing a thorough ventilation of municipal questions.

## A GREAT INJUSTICE

The Hamilton Herald says: "It seems as if the members of the Trades and Labor Council are no more logical than other people. Referring to the fact that there has been a demand for business men in the City Council, one of the number expressed the opinion that what we want in the Council is 'level-headed, common sense men' who will not bungle our business." This is precisely what we want, without a doubt, but it was rather adducing to find the president of the Trades and Labor Council announcing that "no candidates would be brought out on a labor endorsement." What is the use of failing to demand what we want in the Council if no others are forthcoming? And why has not the Trades and Labor Council brought out some "level-headed common sense men" who are greatly needed?

This criticism is hardly fair. There are many men in the ranks of organized labor in Hamilton and elsewhere who are competent to fill managerial positions with credit to themselves and to the public. But there are also two legal obstacles in the way of nominating such men. In the first place there is some apparent desire to place the great majority of representative Labor Reforms are deferred questions may spoil the ballot.

From coming forward as candidates the aldermen positions owing to lack of voting on this question, that all the statutory property qualification, elaborate art and letters published in the newspapers, showing the advanced confidence are lost, as a rule, men who take of the scheme, are bought and paid for by the syndicate at so much a line selfish devotion to their own concerns. The statistics they give are as worthless

as any few facts and trustworthy work in the labor cause as any who are eligible for election.

Secondly, even were this object accomplished, the fact that aldermen are unpaid would prevent those who are dependent on them for labor for their bread from accepting nominations of elective municipalities."

The business of an alderman is more and more

extending until it covers a very large future

proportion of the working hours of each day.

The man whose task is, whether as employee or on his own account, to secure his place of election, before he becomes an alderman, must 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 have representative in municipal councils, would do more to accomplish that end by urging the abolition of the property qualification and the payment of aldermen. Were these reforms effected, there would be no backwardness in nominating candidates on the part of the labor bodies.

## THE ASHBRIDGES BAY JOIR

The fact that the project of the Bravis syndicate for the reclamation of Ashbridges Bay should be seriously entertained is a striking instance of the power in public affairs of supreme importance, backed by the liberal expenditure of money. Considered from the standpoint of the city's interest, the proposal to hand over, for a long term of years, to a lot of speculators a large area of the water front, to be developed with a view to getting the greatest profit out of it instead of with an eye to its permanent utility, would be an act of folly such as has rarely been equalled, even in the municipal annals of Toronto. But, owing to the systematic bribery of the press, it has been written up so that it appears a very plausible scheme, while interested aldermen and the owners of adjacent property likely to be inundated, are in a quandary.

It is the duty of the electors to prevent it in a taking way. It is the old story of the greed and unscrupulous self interest of making headway against the apathy and inertness of the general public.

Like all other schemes for bonusing or subleasing private industrial enterprises with public grants of land or money, it is an unmitigated fraud and swindle on the taxpayers. If the people had the chance to give a clear, decided vote on the straight issue, there is enough honesty and intelligence in the community to vote it down. But, unfortunately, the conniving aldermenic manipulators of the boom have framed the question to be voted on in such a way as to prevent the elector with the alternative of handing the property over to the syndicate or having the work undertaken by the city. There are many, probably the majority, who do not favor either proposal, as aldermanic management of public undertakings is not popular just now, and some of them, under the impression that if the syndicate do not get what they ask for, the city will undertake the work at once, may be disposed to give it to the syndicate as the least of two evils.

This is a wrong idea. There is no likelihood, in any event, of the city attempting the reclamation of Ashbridge's Bay for many years to come. In the first place, there is no immediate need for it; and, secondly, the city has no money to spare for any such purpose. The best vote to give on the ballot paper, as it is drawn up, is simply to vote "No" in reply to the question as to whether the syndicate should be entrusted with the work, leaving the other question unanswered.

There is some apparent desire to both defer the answer to whether a negative answer to both the latter questions may spoil the ballot.

Electors should bear in mind, before casting their votes on this question, that all the revelations made in connection with the alleged tram working case in the New York Central clearly prove that the head of the Pinkerton agency, by means of threats and promises induced the

accused men to commit perjury, making false confessions, and nearly one of a thousand incidents to delude and蒙蔽 the public. The return on investment by this villainous black mailers and assassins, and the great monopoly corporations of Canada.

Fortunately for Canada, the detective corps has not yet assumed its worst form. We have no *Red* *Hot* *Spies*, as the placards are not yet powerful enough to introduce them. But we have private detectives who make it their business to act the sneak and spy upon private lives and actions of citizens in the bidding of anyone who will pay for the information thus obtained. The stories trumped up by the detective are no sort of legitimate news for the existence of this class of parasites, and the whole business ought to be put a stop to by law. The regular police and detective force is ample sufficient for the protection of the lives and property of the people.

Our Mootch railroad monopolists are trying to prejudice the cause of the strikers by spreading lying reports about obstructions being placed on railroad tracks for the purpose of wrecking trains. They have evidently taken a leaf out of the book of H. Walker Webb, of the N. Y. Central. Investigation will probably show that if any obstructions were placed on the tracks it was a put-on job on the part of the monopolists.

A TERRIBLE famine is decimating the inhabitants of the Sudan, caused largely by the unjust war waged by the British Government upon an unfortunate people, whose only crime was that of manfully defending their homes against "civilized" aggressors. It is now in order for the canting comedians and plastronate hypocrites of England to do the philanthropic act and get up a famine fund for the benefit of the few survivors of their rapacity.

We hope that the patience of many, numerous out-of-town subscribers has not been unduly tried by the amount of space and attention devoted by the Labor Advocate to purely Toronto affairs. It is our wish to make this a representative labor journal for the whole Dominion, but the issues presented in the pending municipal contests have been so important, so far-reaching, so short, that we have been compelled to give them, in the meantime, a foremost place. As soon as the immediate struggle is over, we shall have opportunity for the discussion of questions of more general interest.

Our readers will be interested in the announcement that the story "Cesar's Column," now being published in installments in the Labor Advocate, is from the pen of the celebrated writer, Ignatius Donnelly, the author of "Atlastis," "Flagstaff," "The Great Cryptogram," etc. The name attached to the story when first published, turns out to have been an assumed one, as was generally supposed at the time. Now that the authorship is known to be an additional interest will be attached to the novel. We give in this issue a synopsis of the earlier chapters of the story for the benefit of such our readers as may have missed the first numbers.

A NOVEMBER has been set on foot by a number of ladies to secure the nomination of six women on the High School Board, that bring the number of vacancies to be filled by the City Council. On a former occasion two seats on the board were assigned to ladies, but they felt themselves out of place in a hole where they constituted so small an element and withdrew. It is felt that if the principle of giving women a share in High School management is to be carried out, they should have a large proportion of the representation as one or two ladies in a gathering of men feel themselves unduly embarrassed.

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