

The Tribune

Labour Gazette

Ottawa

VOL. 1, NO. 6

SATURDAY, OCT. 14, 1905

THREE CENTS

THE
**HOME SAVINGS AND
LOAN COMPANY**
LIMITED
ASSETS, \$4,000,000
Offices: 78 CHURCH ST.
522 QUEEN ST. WEST.
3½%
INTEREST ALLOWED ON DEPOSITS
Withdrawable by cheque,
OFFICE HOURS:
9 a.m. to 4 p.m. Saturdays 9 a.m. to 1 p.m.
Every Saturday Evening 7 to 9.
- JAMES MASON,
Managing Director.

**USE
CONNELL'S
COAL**

HEAD OFFICE:
Cor. QUEEN & SPADINA
Phone 4020 & 4021

Union Label on all our Wagons.

LEE, O'DONOGHUE & O'CONNOR
LAWYERS
Dineen Building - Toronto

The Mechanics Laundry
J. ARCHER, PROP.
OVERALLS A SPECIALTY
Drop us a card and our wagon will call. Goods
called for and delivered at residence or workshop.
73 Adelaide St. East, Toronto

Advertise in THE TRIBUNE.

S. & H. AND GATOR CIGARS
ARE UNION MADE. WE CARRY IN
STOCK ALL MAKES OF UNION
TOBACCOES, CIGARETTES AND CIGARS.
The W. H. Steele Co., Limited, 40 SCOTT ST.

UNION MEN

Every worker should have an
accident policy. It makes you in-
dependent in time of need through
accidental disablement.

WRITE US
London Guarantee & Accident
Co'y Limited
D. W. ALEXANDER, General Manager
CANADA LIFE BUILDING, TORONTO



THE OLD FORT, TORONTO

THE ASSESSMENT ACT

The City Council have adopted a motion to move in having the outrageous Assessment Act (1904) repealed. The City Council adopted a motion Monday last to this end. The committee will hold sessions in the evening, and will make an effort to meet all deputations and those opposed to the Act. Get ready and air your grievances.

The Council adopted this motion:
REPEAL OF ASSESSMENT ACT.

Your committee have considered the following notice of motion by Ald. Church, which has been referred to them by the Council, viz.:

"That this Council apply to the Legislature of Ontario at its next session, for the repeal of the present Assessment Act (1904)."

It is recommended that the Assessment Commissioner be requested to submit a full and comprehensive report on the working of the said Act, and that a special committee be appointed to consider the same.

A motion will come up at the next meeting of the City Council, of Ald. Church, that the people be asked to vote as to whether they favor the city getting general legislation to expropriate the Toronto Street Railway for wrongdoing and continued breach of contract. There are about 30,000 breaches to date.

If this motion carried the franchise would be at an end and the city could take the road over at once and not wait 16 years to get the road now on the same terms as in 1921. What an untold blessing this would be and instead of \$1,000 a day profits we get now we would get all the profits and better service, and cheaper tickets.

Of course the government will not grant the legislation unless they know the people approve of it; this was what killed the matter before. The government said the people had not approved of it. Get the general legislation anyway and put it on the statute book as a check on the company; it will key them up to observe their contract. Just fancy 14 years of "strap holding," and yet some aldermen and controllers are afraid to trust the people. Get the legislation

anyway and the city can decide whether they will operate or not. Watch your aldermen. The company have friends in Council, too. Why should the aldermen not trust the people to say what they think of the company.

The legislature offered Kingston the chance to expropriate on fair terms. Why not Toronto, a city which has always been loyal to the government.

The City Council had another meeting last Monday. Some of the Council think that now is the time for election motions and talk. This was well illustrated when the street car matters came up. The engineer asked for more street car extensions and a cross-town route, but Council passed the street car extensions but refused the cross-town route. The company have always ignored this clause of the contract. The contract says the company shall extend when told to do so by the engineer, backed up by a two-thirds vote of Council, but the company have ignored this clause all along and the very Gerrard street extension named in the act of 1891 has never been carried out.

If the aldermen would all keep after the company twelve months of the year instead of the last two or three something would be done. Somehow or other the company never lacks for defenders right in Council and some members have a habit of opposing all motions against the company. The electors should separate the sheep from the goats on election day. What is wanted is a live, aggressive policy with such a grasping, avaricious concern as the Toronto Railway.

Yonge Street Bridge Legislation.

Your Committee submit for the information of the Council the following motion and memorandum in reference to Yonge street bridge of Ald. Church:

"(1) On the 14th of January, 1904, the Railway Committee of the Privy Council passed an order directing the construction of a bridge over the Grand Trunk and Canadian Pacific Railway Companies' tracks on the Esplanade at the foot of Yonge street, and directing the apportionment of the cost of the said bridges. This order was recommended by the Minister and sanctioned by the Governor-in-Council, except as to the

date of commencement, which was changed from the 1st of April, 1902, to the 1st of October, 1904. The work was to be completed by the 15th of April, 1905.

"Paragraph 1 of the Committee's order reads as follows: 'The Committee regards the immediate construction of a bridge over the railway tracks in question as necessary for the protection of the travelling public,' and Section 9 of the said order says, 'The Committee are of opinion that the cost of the whole undertaking should be borne by the Grand Trunk Railway Company and the Canadian Pacific Railway in equal shares.'

"(2) Up to the present time no effect has been given to this order. The bridge has not been commenced nor has any attempt been made by the railway companies to obey the order of the Railway Committee, although the danger to the public is increasing as the population of the city increases, and will be still further increased by the construction of more tracks, which the Grand Trunk propose to lay on the Esplanade.

"Section 21 of the Railway Act of 1888 declares the decision of the Railway Committee to be final and conclusive, provided, however, that either party may appeal from the order of the Railway Committee to the Governor-in-Council, who may vary or rescind the order if it is unjust or unreasonable. The railway companies have not taken advantage of this privilege or right of appeal, but have asked the courts to quash or set aside the order on mere technical grounds in order to delay matters and prevent the speedy building of the bridge. If the railway companies are beaten in the Canadian courts, they may appeal to the Judicial Committee of the Privy Council. It may be years before a final judgment is given."

Your Committee therefore recommend that application be made to the Parliament of Canada, for legislation to confirm and ratify, make valid and binding the order of the Railway Committee of the 14th of January, 1904 (except as to the date of commencement), notwithstanding any law, statute, usage or custom to the contrary. That the City ask the Government to introduce the necessary legislation.