

LABOR ADVOCATE

A WEEKLY LABOR & POLITICAL PAPER

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TORONTO, CANADA, SEPTEMBER 4, 1891.

THE STREET RAILWAY.

THE street railway fight is over. The road was formally handed over to the Syndicate on Tuesday last, and the monopoly are now in possession of the coveted franchise for a term of at least twenty years.

The suit brought by the editor of the Labor Advocate to prevent the surrender failed for want of public support. As was intimated in our last issue, the further persecution of the case depended entirely on the receipt of sufficient money from such of the citizens as might feel sufficiently interested in the matter to aid the investigation financially.

As for the organized workmen they have foolishly thrown away the best opportunity offered them in many years for dealing a crushing blow to monopoly.

As regards our own course we have nothing to be ashamed of, not ing to apologize for, nothing to regret.

every effort to bear to defeat in the coming municipal elections, such of the syndicate tools as may offer themselves for re-election, and secondly, to oppose the two years extension in the legislature.

BURSTING OF THE BUBBLE.

THE publication of the census returns last week is the severest blow which has yet been dealt to the so called National Policy of building up on the northern half of this continent a nation by antiquated tariff restrictions, coupled with enormous expenditures on unprofitable enterprises and the granting of wholesale monopoly privileges.

The census returns and the profound consternation and disgust with which they have been received by the country indicate the beginning of the end, and a rough awakening from the delusive dream which regarded a great Canadian nation built up on anti-democratic principles as on the road to attainment.

placitly against capitalism, it might as well dissolve for all the good it will ever accomplish. And for the future, labor organizations, in order to avoid being placed in a false position, should well to avoid seeking the patronage of self-seeking politicians and others whose interests are identified with the existing order of things.

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DOMINION LABOR CONGRESS.

THE Trades and Labor Congress for the Dominion began its annual session on Monday last in Quebec. Toronto is well represented in the list of delegates. It is to be hoped that in arranging the programme of measures for which the labor organizations are to be asked to agitate, much more advanced ground will be taken than in the past.

The point is that it pretended to think as they do, and then suddenly and without ostensible cause or reason went back upon what it had advocated. The principles of Nationalism, so far as they are of immediate practical application, are virtually the same as those of the Knights of Labor.

In the face of the clear and emphatic enunciation of the principle of public ownership of all means of transportation, let the editor of the News, A. F. Jurey and all other Knights of Labor who have opposed the carrying out of this principle justify their action if they can.

It would be difficult, perhaps impossible to find in any civilized community a more mean-spirited, cowardly and selfish lot than the citizens of Toronto. Any thing less public spirit or a desire to see civic affairs conducted cleanly and honestly, and in the interests of the people as a whole hardly exists there.

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THE "NEWS" AND THE NATIONALISTS.

THE News, in its issue of last Friday, assails the Nationalists with the proverbial bitterness of the turncoat. It attempts to obscure under a cloud of meaningless and pointless generalities the real issue.

The fallacies are usually few thinkers, that is, they believe that every man should be allowed to think as he pleases, and to do so, but when any one does not think as they think how un- desirable they jump on him and pelt him with conditions and reasons given as to the tyrannical intolerance there is in most men when their particular hobbies do not meet with approval.

The principles of Nationalism, so far as they are of immediate practical application, are virtually the same as those of the Knights of Labor. The eighteenth plank in the Declaration of Principles of the Knights reads as follows:

18. That the Government shall obtain possession, by purchase under the right of eminent domain, of all telegraphs, telephones and railroads, and that neither charter or license be issued to any corporation for construction or operation of any means of transportation, intelligence, passengers or freight.

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may go to the devil so far as they are concerned, provided they are undisturbed in their money grubbing and fashionable dissipation and the large majority of the workmen are equally heedless so long as they can fill their stomachs with beer or rot-gut whiskey or shout for the thievish politicians and ward heeled who are up and foul them Toronto proves itself upon its loyalty and patriotism, yet our object and raven voters are allowing themselves to be bullied into silence by a purchased press while a gang of Yankee sharpers buy up our arden and rob the people of a franchise worth millions.

The catch-patches among a very large crop of labor and Socialist candidates for the coming British elections, including Ben Tillett, John Burns and H. M. Hyndman. It is anticipated that there will be a compact phalanx of thirty labor members in the next House determined to force the issue to the front. Their supporters as a guarantee of their earnestness in most cases undertake to pay the expenses of the contest and provide the members with a yearly allowance, as British M.P.'s receive no pay.

The Evening News speaks as follows concerning Chauncey M. Depew, one of the most malignant and hypocritical enemies of labor among American capitalists.

Mr. Depew is the head of one of the greatest railway corporations in the world, is a clever lawyer, a charming speaker, has that personal magnetism which is essential in a successful political leader, and he has command of great riches.

And a short time since the News pretended, and probably still does, to be a labor paper!

THE slaughter of two train men by a so called "accident" at Burlington Beach last Sunday night, when a freight train was precipitated into the canal, adds another to the long list of murders due to the greed and negligence of railway corporations.

NATIONALISM is a strong influence in American politics. The People's Party of Massachusetts will put a state ticket in the field this fall, and has adopted a strong platform, nine of the planks of which are distinctly Nationalist, including national currency, taxation of inheritances, nationalization of telegraphs and railways, municipal ownership of street railways, municipal coal yards, and the manufacture and sale of liquor by the government only.

JOHN CALLAHAN an employee of the Hamilton Street Railway Company has been sent to the penitentiary for two years, having pleaded guilty to stealing \$8,000 of the Company's funds. It came out on the trial that his pay was \$1 10 per day. Any company that has so little sense as to place a man in a position of responsibility with thousands of dollars passing through his hands and expect him to be honest on \$1 10 a day deserves to be 'red'.

We have received the first two numbers of the Michigan Patriot, published in Battle Creek, Mich., edited by C. E. Barnes. It is a neat well arranged and forcibly written journal and promises to be a valuable addition to the