

LABOR ADVOCATE

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TORONTO, CANADA, DECEMBER 20, 1900

AN IMPRESSIVE OBJECT LESSON

We have been hearing a good deal at intervals lately about the pitiable fate of the few survivors of the "Noble Six Hundred" who charged at Balaclava. From statements as to their condition which have been published from time to time, it appears that the remnant of the famous "Light Brigade" are most of them living in extreme destitution, some of them in the work-house and others barely able to keep themselves from starvation.

And this is military glory! This is the end of all the heroics and the highfaloots, all the drumming and trumpeting, all the metro-mongering and after-dinner oratory, the flag-waving and the harlequinry, which is the reward by England for her hero warriors, at whose deeds "all the world wonders," whose actions are glorified in song and story as an encouragement for others to fight for "The Old Flag."

CHARITY IN PLACE OF JUSTICE

A LONDON cablegram says:—Mr. M. S. Magnet left Portsmouth today for the coast of Galway. The Magnet is loaded with food and potatoes, with a quantity of Government stores of all descriptions. This cargo is one of a series sent and to be sent by the Government to relieve the distress of the famishing inhabitants of certain sections of Ireland.

The Crimean war, like nearly all modern wars, was waged for the benefit of the aristocracy and the wealthy class. The British working people had no cause of quarrel with the Russians. They reaped no advantage from the result. They fought the battles and paid the taxes—the aristocracy as high military and civil officials reaped the honors and emoluments, and the wealthy commercial class came in for their share in big contracts and brisk trade.

They buy their potatoes by it, and the masses are duped by the rant about the only food which is not sold into their hands and which is not sold into their hands and which is not sold into their hands...

ORGANIZED LABOR SPEAKS

In declaring in favor of the city retaining the Street Railway franchise and operating the road as a public enterprise, the Trades and Labor Council have taken the only ground they could possibly occupy without the grossest inconsistency.

SUNDAY STREET CARS

On Monday evening last the regular meeting of the City Council was almost entirely devoted to the consideration of a resolution introduced by Ald. Lindsay, to the effect that the question of the running of street cars on Sunday should be submitted to the popular vote at the coming municipal election.

SCHOOL BOARD ELECTIONS

This movement for free school books is rapidly becoming popular. The justice and reasonableness of the proposal is so apparent that it only needs a little agitation to bring about the change. The Labor Advocate is pleased to note that at the last meeting of the Public School Board of this city, on Thursday last week, a resolution was adopted authorizing a petition to the Legislature for free text books at a large number of the board will shortly have to face their constituents, this action indicates that they appreciate the popularity of the move.

the true sense of the word, instead of being on the debit for opportunities to the progressive industrial, is now coming to show itself fairly bound to submit to the presence of public opinion. It is a strenuous and urgent to persuade Mr. Mowat to move, and no one can however often advise it made perfectly clear to the mind of the administration that the public demand for it is so strong that they will lose votes by refusing it.

CHILD LABOR IN QUEBEC

Several measures in the interest of labor have lately been introduced into the Quebec Provincial Legislature. One of the most important is a Government bill, introduced by Premier Mercier, to amend the Factory Act. It creates two new classes of factories, in regard to which the age at which children can be employed is raised.

NOT SUFFICIENTLY PROTECTED

The provision of the street railway agreement regarding the hours and wages of labor as fixed by the City Council on Friday evening last, and by further amendments on Monday though an improvement on the original clause still reads that no conductor or driver "shall be compelled to work" over ten hours each day—thus leaving these classes of employees free to contract themselves out of the conditions by agreeing to work overtime. The minimum rate of wages for conductors and drivers was fixed at fifteen cents per hour and the same provision applies to the conductors and drivers of the street railway.

ALDERMEN BAILEY, Carlyle of St. Andrew, Shaw, J. E. Verral and E. A. Macdonald desire credit for the stand they took in Committee at the City Council, Friday evening in favor of making the fifteen cents per hour minimum wage apply to other street railway employees as well as drivers and conductors.

THE ALDERMEN who voted against Sunday street cars will not be at all alarmed over the attempt of the World to hold them up to execration, when they remember that only one year ago Aldermen candidates were anxious to repudiate the favor of the World and considered the imputation of having advertised in it injurious to their chances.

HAMILTON is unfortunate in having a city engineer who is in deadly hostility to the principle of labor organization, and in overlooking men who perform labor in his favor of cheapness—and consequently poor-workmen. The taxpayers of Hamilton, if they continue to tolerate this kind of thing, will find City Engineer Haskins a very costly official in the long run. His work may seem very good, no matter how cheap it slips over the line. The organized workmen of Hamilton ought to bring their influence as voters to bear upon the aldermanic candidates in favor of a speedy change.