John Yates

RUNS THE ONLY UNION BARBER SHOP ON SPADINA AVE. WHERE YOU CAN SEE THE UNION CARD AND WHO EMPLOYES UNION MEN.

Trades Unionists Remember this and Patronize no other. Remember the Address:

386 Spadina Ave.

Merchant Tailors

Using this Label are fair to organized labor.

CUSTOM TAILORS UNION LABEL 1898 1898 ORGANIZED 1883

Tailors Union ask that you patronize the following firms.

James Sim .....343 Queen St. W.
D. G. Douglas & Co ...346 " "
Alex. Rose.....1134 " "
J. Smillie .....216 " "
J. J. Ward & Co .....1298 " "
Smith & Co.....286 " "
arti n Ward .....26 Maple Grove
J. Dunkin .....164 Queen St. E.
Geo. Barnes.....723 " "
H. N. Morrison.....Toronto Junction
Warren & Ham.....Victoria Chambers
A. Jury.....19 Richmond St. E.
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Unfair Employers mean Unfair Dealers.....

There is one Lager which combines all the good points of the light beers of Germany with the wholesomeness born of good Canadian barley malt—that's

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EXPORT LAGER.

THE CHAS. ROGERS & SONS CO. LIMITED.

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Mantles, Grates, Tiles

INTERIOR WOOD WORK

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Brewers and Malsters

TORONTO, ONT.

ALES and PORTER

Manufacturers of the Celebrated

White Label Brand

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I respectfully inform all Trades Unionists and their friends that I have a full line of

MEN'S SUITS
MEN'S PANTS
MEN'S OVERALLS, SHIRTS, Etc.

with Union Label attached at reasonable prices and solicit your patronage for **Union Made Clothing.**

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484 QUEEN STREET WEST

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"THAT REMARK"

About "What we have we'll hold" is our motto, but we don't stop there; we say what trade we haven't we are afte

SCOTTISH LAUNDRY CO.

Cor. Dundas & Gladstone Ave.

S. ROGERS, Manager.

LABOR WORLD

News and Views of the Ever Advancing Army of Workers

BY UNIONIST

About 7,500 textile workers in Saxony have struck for shorter hours of labor.

✣ ✣

Bay City, Mich., shipbuilders secured an increase of 25 cents per day by striking last week.

✣ ✣

It is said that over 200 compositors have left Scotland for America during the last few months.

✣ ✣

There are 3,200 union carpenters in Montreal affiliated with the U. B. of C. and J. of America.

✣ ✣

The employees of the Bryant Press held a delightful picnic at Mountain View Park, Hamilton, last Saturday.

✣ ✣

For erecting a $35,000 factory and employing 50 workmen at Calgary, N. W. T., the Great West Sadlery Co. will receive exemption from taxation.

✣ ✣

The agreement signed in Chicago between the National Association of Wholesale Tailors and the United Garment Workers insures peace in the clothing trade until 1905.

✣ ✣

J. W. McMackin, New York State Labor Commissioner, says, nearly all of the legislation we have on our statutes is the result of the united action of trades unions. Without these the workingmen would find little protection legally.

✣ ✣

Hamilton reports that there is not a single case of contagious disease in the burg. Evidently the gay and festive microbe is developing discriminating powers an will only lunch off Hamiltonians when short of better stuff to feed on.

✣ ✣

Out of 13 trade movements in Montreal this year for better conditions, 11 were successful. This is why the Manufacturers' Association there advocates purely national unions. All of the abovementioned trades were affiliated with international bodies.

✣ ✣

The following comparison shows the growth of the A. F. of L. in six years:

	1897.	1903.
Internationals	55	110
Central bodies	51	573
State branches	10	28
Local trade and federal labor unions	444	2214
Totals	560	2925

✣ ✣

The loss of the case of Krug v. the Woodworkers' Union, at Berlin, Ont., has not been without its sweet as well as its bitter features. The strikers are building a co-operative factory at Elmira 100 x 50 feet, and three stories high, with engine room and dry kiln annexed. An addition is also being built to the felt factory, as well as a large number of new houses.

✣ ✣

The Canadian locals of the Bricklayers' and Masons' International Union have asked their general officers to appoint another organizer in Canada. They have also decided to appoint an arbitration committee to settle all disputes in Canada, and have asked that the charters and official journal cover be changed, and some design selected that will bear an emblem of Canada.

✣ ✣

Chicago Federation of Labor has tributary to it 500 subordinate bodies with 200,000 members. In it are included 9 unions of street railway employees, 5 bakers, 5 blacksmiths, 6 boot and shoe workers, 5 boilermakers, 9 brickmakers, 16 carpenters, 9 car workers, 15 retail clerks, 6 coopers, 6 electrical workers, 5 freight handlers, 16 machinists, 7 meat cutters, 5 switchmen, 7 woodworkers, and, last, but not least, 42 teamsters' unions. It is strong financially as well as numerically.

✣ ✣

Now that there is some talk of the question of the great railway brotherhoods either merging or affiliating with the A. F. of L., it may be interesting to know that the last reason given by a council of representatives of the five brotherhoods, held a few years ago at Peoria, Ill., was that in affiliating with the A. F. of L. they would no longer be permitted to draw the color line, as all affiliated organizations of the A. F. of L. do not debar a man on account of creed, color or nationality.

✣ ✣

James Duncan, first vice-president, and Thomas I. Kidd, fifth vice-president of the American Federation of Labor; Albert Young, organizer of the new Teamsters' Union; John Mitchell, president of the United Mine Workers of America, and Daniel Keefe were in Chicago last Saturday. The object of their gathering was not to form a combine against Samuel Gompers, president of the American Federation of Labor, as stated in some of the newspapers, but to confer on methods to combat Job, Parry, and others who are fighting organized labor.

✣ ✣

The Ontario Socialist League will have a tent this year on Society Row at the Dominion Exhibition. An immense quantity of literature bearing upon all phases of the industrial, social and economic problem has been prepared for free distribution, among which will be the Socialist puzzle showing the way out of competitive industry to the co-operative commonwealth. Trades Unionists and Socialists from all over Canada and the United States will be in attendance at the Exhibition, and the keenest interest will be manifested in this effort of the Ontario Socialist League to propagate their principles. Mrs. May Darwin, the secretary of the Ontario Socialist League, will be in charge of the tent, and will be assisted by other members of the League. A cordial invitation is extended to all Trades Unionists and Socialists to visit the tent and secure some of the literature for distribution

Japanese carpenters in San Francisco are organizing a union.

✣ ✣

Five thousand team drivers in Boston will march in the parade on Labor Day.

✣ ✣

The Connecticut Legislature has rejected a bill requiring incorporation of unions.

✣ ✣

The bakers of Boston, 200 strong, who struck for increase of pay, came out winners.

✣ ✣

The Royal Overall Company of Montreal has applied for the United Garment Workers' label.

✣ ✣

There are 370 boot and shoe factories using the Boot and Shoe Workers' union stamp, in addition to 28 shoe supply houses.

✣ ✣

Those people who want to get organized one week and have their wages doubled the next are no good to any labor organization.

✣ ✣

The Brockville Trades Council is making big preparations for the Trades Congress. Good hotel and other accommodation has been secured.

✣ ✣

Word comes from Montreal that the National Congress unions have been fining any of their members who patronize or purchase goods with international union labels on them.

✣ ✣

Since the Toronto district Trades Council delegates to the Dominion Trades Congress are instructed to try to secure the re-admission of independent unions, it is up to all affiliated bodies sending delegates to instruct them to oppose any such action.

✣ ✣

"Labor unions are using economic forces for more wages and shorter hours. They are entitled to all they can get, because their employers are trying to give them as little as they can. Brotherly love never fixed the rate of wages."—District Attorney Jerome, N. Y.

✣ ✣

Now that the Slater Shoe Company has adopted the Boot and Shoe Workers' union stamp, it may mean a better assortment of goods with the stamp. That is, it may provoke the other houses to put the stamp on all of their output, instead of only on part.

✣ ✣

The Coffin Trust having declared a war against labor unions, a Texas union retaliated by resolving, first, that no member of the union shall die while the fight is on, and, second, that if he does die he won't get into a trust coffin. The Texans are game fighters.

✣ ✣

The Labor Bulletin of Quebec, edited by F. X. Boileau, is stranded; this was the official organ of the National Trades Congress. George Marois, of the Boot and Shoe Operators' union in Quebec (independent), has entered suit against it, but the proprietor of the Labor hall, Mr. Patoine, seized the plant for rent.

✣ ✣

How the mighty have fallen! The Province of Quebec was to have been the stronghold of "national" unionism, but every week international unions are being organized in the French province. A Trades and Labor Council has been organized in the city of Quebec, composed exclusively of locals affiliated with intenational unions. Three international locals were recently formed in Point Levis, just opposite Quebec.

✣ ✣

One of the queerest legal decisions was recently given in the House of Commons by Hon. Mr. Fitzpatrick, Minister of Justice. E. F. Clarke pointed out that a Government contractor from Quebec took men from that province to British Columbia, and was paying them a lower wage than was current in the section where the work was being done. Mr. Fitzpatrick maintained that since the contract with the men was made in Quebec, the Dominion Government had no power to interfere. He might as well declare the fair wage act on Government contracts ultra vires.

LABOR DAY.

The best way for the Canadian workman to celebrate Labor Day is to send fifty cents to The Toiler Office, 97½ Adelaide west, for one year's subscription to the Weekly Toiler. Let every workingman stand shoulder to shoulder and make The Toiler the best weekly paper in Canada. Every workingman in Canada should aim for a national Labor Day, a national labor paper and a national, provincial and municipal labor party. Let labor unite, and we'll get our rights. Paul Lincoln.

SHOULD BE GOVERNMENT ROAD.

To the Editor: The Yorkton Enterprise says of the new railwey bill: "For the bill it may be urged that it is an honest effort to combine public ownership and private enterprise—the Government proposes private ownership under a lease for fifty years, thus securing the best skill and energy of the community in the working of the railway." The Enterprise suggests as one of three possible alternatives, "the Government to build and maniuplate its own road, and thus make it a national railway."

Still another alternative, which would doubtless prove immeasureably superior to those suggested, would be for the Government to build and maintain the road and make it a national highway for all carriers, free of toll, on the same principle as the public streets, roads, rivers, lakes and high seas. Then competition among carriers would bring rates down to their proper level, without the aid of railway commissions or legalized maximum rates. Where highways are free to all, none can maintain excessive rates.

Instead of granting 12,800 acres of the finest wheat land in the world for each mile of road built, as in the case of the Canadian Pacific, the Government should grant the land to settlers, without charge save an anual tax equal to the rental value of the bare land. In this way, instead of every alternate section being withheld from settlement for an indefinite period, thus necessitating the construction of thousands of miles of country roads, settlement would be compact, adjacent to the railway, and fewer country roads would be necessary, thus materially reducing the first expenses of a new community. A little reflection will justify the assertion that this policy of railway development would people the section traversed more rapidly than any other equal area in the history of the world.

If the Government considered the establishment of an absolutely free highway too great a risk, it could charge toll for a few years, until the volume of land taxes justified the abolition of tolls. Failing to be self-sustaining under Government management, as a last resort the road could be leased or sold. But should the plan be given a fair trial it is altogether improbable that the people would ever consent to either lease or sell the road. This is a splendid opportunity for Canada to reach a foremost place among the world of nations at a single bound.

Albert Edward Freeland.

Mt. Pleasant, Tenn., Aug. 20, '03.

NOTES AND NOTELETS.

In the debate over the construction of the new transcontinental railroad, no notice has been taken of the fundamental rights of the people. It is a measure to furnish greater facilities for trade. It is, as every railroad is, a machine to make trade free. Every argument that can be used against the removal of the tariff obstruction can be used against the building of a railroad. The railroad will remove obstacles to trade, so will the abolition of the tariff. The road will make goods cheaper, so will the removal of the tariff. The man who worships the tariff proclaims: "Take away the tariff and you will inundate the market with slaughter goods." Well, so will the railroad. The railroad is intended to bring the distant near, the tariff is intended to convert the near into the distant. The railroad is the mighty agency to promote the intercourse of the nations one with the other, till we learn how to live as a universal brotherhood. The tariff is intended to stop intercourse. The railroad and the tariff are deadly enemies. While the tariff diminishes exchanges, the railroad multiplies exchanges. Every spike in the road makes trade grow greater, every charge in the tariff makes the trade less. Production without trade would be starvation, desolation and barbarism. Production with free trade gives the opportunity for the fullest realization of the highest blessings of civilization.

Genuine free trade the world has not yet seen. The first step to trade is production. The first step to cooking the hare is o catch it. Let a man go to raise wheat, dig coal, or cut timber that he may produce something wherewith to trade and at once he must get the permission of the owner of the land, the mine or the forest At the very first step his freedom is denied. Till man gains that freedom, he cannot make his tools, or produce the goods whereby he can exchange. Freedom of this kind has yet to be achieved.

In the discussion over the railroad the attention of the debaters was confined wholly to the exchange of goods, and not for one moment to the proper division of the goods. To carry goods from China to Britain gives no idea where the goods will ultimately land. Will they go to the enrichment of Hodges the ditcher, or to the enlargement of the fortune of the duke. And yet this question is of vastly more importance than the question whether the road shall go to this port or that port. The introduction of a railroad always has a most important bearing on the changes of value. It makes goods cheaper. If it did not people would not build railroads. People never adopt methods or buy machines to make goods scarce and dear. On the other hand the road will make the land dearer. The man who secures the town site where the railroad is coming will rise to fortune, by the spoliation of industry. Some one will have to bear the burden of building the road, and that person should so far as he assists be an owner in the road. But by allowing individuals to appropriate the value of the land which comes as the result of the building of the road, the speculator can get the ownership of the road without contributing anything to the building thereof. The one man gets the work, but not the wealth. The other men gets the wealth without the work. Verily, the law which puts one man's wealth into another man's pocket should be the first consideration. At present it is left severely alone. The road will make one man, who does not deserve it, a duke, and it will crush another man, who deserves fortune, into poverty.

It is marvellous how contradictory people may be. The manufacturers have placed laws on the statute book whose sole aim is to prevent the people from buying their goods outside of certain limits. They have declared again and again what they want is to control the market. But let the workmen adopt any method to control the labor market, and at once the machinery of the law is invoked to prevent them. What is right for the "boss" is a crime for the men.

At present the law places penalties in the shape of a "protective tariff" to help the employers to sell dear. The immigration policy helps them to buy their labor cheap. The employer is shielded from competition, while the men must suffer the most intense competition. Suppose the men were to get control of the Legislature as the Manufacturers' Association has it at the present time, and suppose they reversed the process and put a protective tariff on the importation of labor so as to increase the price fifty per cent., and at the same time asistance was given to the importation of cheap goods, how would the employers characterize that policy? Would they take their own medicine with rejoicing? And yet the one process would be just as honest and just as beneficial for the country as the present methods.

In a book lately published by Mr. James Howard Bridge, once private secretary to Herbert Spencer and subsequently secretary to Andrew Carnegie, some interesting facts respecting the methods of the Steel Trust are revealed. This writer quotes from a letter written by Mr. Schwab to Mr. Frick, in which Schwab shows that steel rails were made at $12 a ton when the market price was $28.12 a ton. This letter is worth preserving as a piece of history to show the manner in which the great combines, without the slightest qualm of conscience, expect to control the legislation to enable them to wring the public like a rag. The letter is as follows: I know positively that England cannot produce the pig iron for less than $11.50 per ton, and cannot put the pig iron into rails for less than $7.50 per ton. This would make rails at cost to them at $19 a ton. We can sell at this price and ship abroad so as to net us $16 at the works for foreign business, nearly as good as home business has been. What is true of rails is equaly true of other steel products. As a result of this we are going to control the steel business of the world. You know that we can make rails for less than $12 a ton, leaving a nice margin on the foreign business. Besides this foreign costs are going to increase year by year, for they have not the raw material, while ours is going to decrease. The result of all this is, that we will be able to sell our surplus abroad, run our works full time, and get the best practise and costs in this way."

On this the New York World makes the following comment:

Over 2,000,000 tons of steel rails alone are made annually, to say nothing of other steel products. The $8 a ton levied thereon, solely for the purpose of affording shelter for monopoly, amounts to a levy of $16,000,000 a year on the American people. In the light of Mr. Schwab's letter it is easy to see why the Steel Trust is gathering in profits of more than $120,000,000 a year on the sale of upwards of 10,000,000 tons of iron and steel products.

OPPOSING UNIONS.

An Organization Formed to Offset Those Co-operating to secure their Rights.

"The Public Union," with a $10 fee attached, is being launched upon the innocent and unsuspecting and simple-hearted business men of the country, for the purpose of destroying "pestiferous" unions. In the language of the prospectus, which is being circulated in Chicago, "pestiferous" unions are those "founded on violence and menaces toward the majority of men they have acquired as members, maintained by like force, their purpose to compel employers to grant wage and other demands by threats and under duress, not by reason or in accord with judgment."

Of course, there are no such unions in existence, but that will not prevent the promoters of "The Public Union" collecting $10 entry fees, with the hope that at least 100,000 members will be enrolled by spring, when this new organization will be in good condition to fight something that does not exist.

Among the objects to be accomplished by the union, as shown in the prospectus, are:

1. To crystallize public opinion into legitimate and orderly channels of resistance to labor unions and their lawless methods.

2. To disseminate information of the arbitrary exasperating and criminal acts of these unions and their members.

3. To undermine the more dangerous and lawless of these unions, particularly the teamsters' organization first, by encouraging revolts in their own ranks, and to prosecute members in the courts.

As is natural, lawyers are at the head of this thrifty movement. W. T. Blair is one of them. In an interview he talks thus:

"Now is the time to organize against the day when the contracts of the teamsters' union expire. They are openly fortifying themselves against that day. A carnival of rioting is being provided. There is no time to lose. We aim at a membership of 100,000 in Chicago by that time if properly supported, nearly all workingmen, tradesmen and others, not employers of labor, so with none but have a public interest in these supreme questions."

The plan of organization, which will be actually undertaken with a few days, is to form first a central organization of persons, chiefly employers of labor, with a membership fee of $10 a year and periodical dues in addition. Under the constitution of the central organization branch organizations or lodges will be formed, these branches to include citizens of all classes, who will be charged a nominal initiation fee and periodical dues. Into the affiliated locals of the main organization it is designed that laboring men and members of labor unions shall be drawn.

Labor leaders smile at this attempt at organizing resistance to the trade union movement. They have some respect for the Employers' Association, but consider the "Public Union" as simply an attempt to start a grafting campaign, with fat sarlaries the principal motive.—Boyce's Weekly, Chicago.

REMEMBER YOUR DAY AT THE ISLAND, MONDAY, SEPT. 7TH.

"If you want to know what smartly dressed men wear this season ask to see Gough Bros.' Union-Made Clothes."

Clothes Don't Make the Man!

No! perhaps not altogether, but take our word for it they help a lot. A man has got to be pretty smart to overcome the effect of a worn out, poorly fitting or out-of-date suit, and even so, consider how much greater the impression he might create and how much easier he would get along if well and stylish clad.

ON THE OTHER HAND

think how many men have gained a great reputation for one thing or another by dressing well, looking wise and keeping their mouths shuts. In other words good clothes will help any man, great or small, to a higher estimation in the minds of his fellow men. Don't lose a single opportunity to improve your position in life.

We are sole agents here for three of the best Union-made Clothing Houses in Canada. Prices

$5.00 to $16.00

Gough Bros.

Sellers of .... "Union Made Clothing."

Two Entrances: 186 Yonge St. and 6-8 Queen St., W. TORONTO.

"THE LABOUR BUREAU"

ONTARIO

By an Act passed at the 1900-1 session of the Ontario Legislature a Bureau of Labour has been established for the purpose of collecting, ascertaining and publishing information relating to Employment, Wages, Hours of Labor throughout the Province, Co-operation, Strikes, or other labor difficulties: Trades Unions, Labor Organizations, the relations between Labor and Capital, and other subjects of interest to workingmen, together with such information relating to the commercial, industrial, and sanitary conditions of wage workers, and the permanent prosperity of the industries of the Province, as the Bureau may be able to gather.

For which purpose the co-operation of Labor Organizations and others interested in the general prosperity of the Prounce is invited.

P. R. LATCHFORD, Commissioner of Public Works

R. GLOCKLING, Secretary The Labour Bureau

Have You Subscribed

FOR THE

Only Weekly Labor Paper In Ontario

THE TOILER

(50 Cents a Year)

Support Your Own Paper

Prejudices are to be destroyed, not tolerated.—Winwood Reade.

✣ ✣

Most of the anxieties of mankind are over things that never happen.

✣ ✣

While stocks may recover from a depression, the buyer seldom does.

✣ ✣

Those who dispose of "bargains" get rich quicker than those who buy them.

✣ ✣

Let the church see to it that her mouth is not stopped by gags of gold. —Hon. Seth Lowe.

✣ ✣

How hardly shall they that have riches enter into the kingdom of heaven?—Mark 10. 23.

✣ ✣

There shall be sometime a division of labor that will mean a distribution of life.—Wm. Thurston Brown