THE LABOR ADVOCATE.

We Demand all the Reform that Justice can ask for, and all the Justice that Reform can give.

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LABOR NOTES AND NEWS FROM ALL QUARTERS.

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CANADA.

THE Bell Telephone Company have decided to construct a line from St. Thomas to Ridgetown.

MR THOMAS ROLPH, foreman of the London Furniture Co., was presented Friday night with a handsome cane by his shopmates.

THE employees of the Consumers' Oil Refining Company, of Petrolea, presented Mr. W. H. Hill, their foreman, with a handsome meerschaum pipe as a mark of appreciation

FIREMAN JEFF, who was in charge of the engine, which ran into Conductor Pathick's van near Sturgeon Bay, a few days ago, was so severely scalded that he died the next evening.

BRAKEMAN David Mills on the weigh freight between Hamilton and London, caught his arm between the buffers near Paris the other day and it was almost severed in two above the elbow. Drs. Hart and Duncan amputated the arm at the shoulder joint.

A DIFFICULTY arose last month between Messrs. Chown & Cunningham, stove manufacturers, Kingston, and their employees. The firm notified the men that after January 1st they would not recognize the rules of the Union, and that all employees would have to re-engage with them as individuals. The men showed no disposition to abandon the union and it is understood that a satisfactory adjustment has been arrived at. Mr. Hickey, delegate of the Iron Moulders' Union, Toronto, had an interview with the firm, and some concessions were made, more approximate than before being allowed. The firm will retain their situations and the Union will be recognized

THE fourth annual dinner of the employees of the Ontario Rolling Mills, Hamilton, was held in the Alexandra Arcade in that city on the evening of Friday, the 26th, about four hundred being present. Mr. Wm. Hyndman, one of the oldest employees, presided, and a number of leading men were among the guests. The affair was in the main a most enjoyable one, the only drawback being that some of the speeches were in extremely bad taste, owing to the evident determination of some of the party M.P.'s and their hosters to run it as a Tory picnic. The speech of "Col." Monahan, the U.S. Consul, was even more offensive and all timed in his introduction of the language of the stump and the bar-room. Some of these present expressed their disapproval of the tone of the speeches in a decided manner.

THE Kingston Cotton Mill has been taken possession of by the Dominion Cotton Mills Co.—the syndicate which now owns all the cotton mills in the country. The price paid was $175,000. It is stated by the representative of the syndicate that it is not their intention to raise the prices of cotton manufactured in Canada. None of the mills purchased will be closed, and those that were not in operation before the syndicate got them will be started. There are splendid prospects for the success of the cotton trade owing mainly to the fact that cotton used in manufacturing can be purchased at lower rates than for many years past. The headquarters of the syndicate will be at Montreal. None of the employees of the Kingston mill will be changed. These statements must, of course, be taken for what they are worth.

UNITED STATES.

New York Knights will demand eight hours after April 1st.

CAR works to employ 100,000 men are to be erected at Milwaukee.

F. O. STEARNS, an Irish nationalist of Charlton, Iowa, is organizing "Equal Freedom Clubs."

THE silver smelting interests of the United States with a capital of $60,000,000 propose to combine.

THE Central Labor Council of Cincinnati, Ohio, have made Hon. E. P. Foster's "Golden Rule" their official organ

THE movements of station last year have been the largest ever on record, amounting in value to over $117,000,000.

SEVERAL companies have just been formed for the manufacture of aluminum; a great many metals will be plated with it.

CHATTANOOGA plasterers demand that their pay shall be increased from $2.50 per day to $3, from and after February 1, 1891.

The national association of builders will meet in New York City February 9th, 1891; probably six hundred delegates will be there.

THE Shenandoah valley will soon be the centre of industrial activity. 20,000 acres of manganese ore lands will be developed in that State.

A LARGE Providence manufacturing concern is about erecting a 3,000,000 engine building plant at St. Louis, which will employ 300 men.

ON a St. Louis [illegible] the employees are allowed only [illegible] minutes for dinner on account [illegible] the private line [illegible]

[illegible] for eight hours, now say that if the system must come, the public must pay for it. This means that the price of product will be increased. It may be stated, however, how is it that the cheapest coal in England is mined in those parts where the men work only seven hours a day.

THE town refuse destroyer, at Leeds, England, deals with seventy tons of refuse daily, including the dead pigs, dogs, etc. The furnaces are fed by the fuel in the refuse, and steam produced by this operates an engine and mortar mills, which convert the cinder and slag into mortar The product nearly pays the cost. Four men, two in the day and two at night, operate the works, and these are paid $7 50 per week. The refuse destroyer recently built at Hastings, and costing $30,000, has already saved much money.

According to recent cablegrams, probably colored in the interests of the railroads, the great Scottish railway strikes are terminating unfavorably to the men The North British Co. is reopening its closed routes, and the passenger and freight traffic is improving. The strikers' pickets seriously assaulted two English laborers going to work on the Caledonian road. The railroad officials announce that so far as the Caledonian is concerned the strike is ended. The Glasgow & Southwestern Railroad has reinstated many of its men. The North British Railroad Company has sent a message to the Midland Company asking for further assistance during the strike on the North British road. The outlook for the railroad strikes is very gloomy. The defection in their ranks is spreading rapidly. There is every prospect that the strike will soon collapse

LOCAL NEWS.

TORONTO Division No. 17, order of Railway Conductors held their seventh annual reception and ball Tuesday evening in Webb's parlors. It was a most successful affair.

NINETY street car conductors and drivers [illegible] aldermen who voted against Sunday street cars and asking the citizens not to deprive them of their Sunday's rest.

THE Cabinet and Piano Makers' Union met on Monday evening at Richmond Hall, William Bambrick, president, in the chair. The following officers were elected William Bambrick, president; D Lawrence vice-president; T. W. Beaton, corresponding secretary; George Lindsay, recording secretary; J. Kennedy, financial secretary.

LAST week Mr Joseph T. Gilmour, president of Toronto Typographical Union No. 91, left the city to take up his residence in California. On the afternoon of Christmas Day a few friends presented him and Mrs. Gilmour with an address expressing the esteem in which they are held accompanied by two handsome travelling companions as testimonials. The address was read by Mr. George Dower, the presentation to Mr. Gilmour was made by Mr. H. W. Parr, and that to Mrs. Gilmour by Mr. John Armstrong Universal regrets were expressed at their departure accompanied by the warmest wishes for their prosperity in their new home.

AT a meeting of the Builders Laborer's Union held in Labor Hall, Yonge Street last evening the following officers were elected for the ensuing term;—President, G. F. Beales; Vice-president, A. E. Roberts, Corresponding Secretary, James Leamley; Financial Secretary, Alfred Clark; Assistant Corresponding Secretary, Henry Morris, Assistant Financial Secretary, J. Russell; Treasurer, Charles Chapman, Tylers, W Doubleday and W. Gaines; Auditors, C. E. Quanton, M. Donovan and S. Bartlett; Trustees, H. T. Benson, A. E. Roberts and H Pudley; Delegates to the Trades and Labor Council, Messrs. Beale, Benson, Lamb, Webb, Pudley and Quanton—Caretaker, Thomas Webb.

THERE is a great deal of dissatisfaction among the employees of the Street Railway Co. over the arrogant and tyrannical conduct of Harvey Smith, a son of Hon. Frank Smith, who took Mr. Franklin's place as manager. The young man is utterly incompetent for the position, has behaved in a most arbitrary fashion towards the men. For being a few minutes late in the morning men have been suspended for a week and a like penalty was inflicted on some of the employees who had the hardihood to ask for a day off. The exasperation over his despotic acts is so great that were this any other season than mid winter a general strike might be expected at any time

At the regular meeting of the Single Tax Association in Richmond Hall last Friday, it was resolved to submit the following questions to aldermanic candidates. "Will you, if elected, vote for the reduction of taxation from labor produced commodities so far as the Assessment Act now gives the power to municipalities to do so?" "Will you support a petition from the council asking the Ontario Legislature to adopt the British Columbia system of assessment, whereby any municipal council is empowered to pass a by-law that improvements may be assessed at fifty per cent, or less of their value?" A resolution moved Mr W. R. Wood and seconded by Mr C. Armstrong objecting to the projected Ashbridge's Bay improvement, unless the expense be made a special charge on the land benefited was carried. Prof A. F. Chamberlain gave an account of the anti-tariff contest in Massachusetts.

LAST Sunday night Rev. R. P. Mackay, of the Parkdale Presbyterian Church, preached on the last two verses of the last chapter of St. James, making special reference to General Booth's book "In Darkest England." The speaker described the downward course of the poor of London, their various efforts to retain a miserable apology for a home, and their condition when the home is gone; a life on the street is all that remains. The next scene described was the man out of work, making fruitless efforts in search of something to do, until his clothes gets shabby and he passes on down in the grade to despair. Speaking of means of improvement, he said: the saloon should be abolished and the Christian public could do it if they wished. Preserve the home and preserve the Sabbath. Speaking of the preservation of the Sabbath reference was made to the Toronto Street Railway. If we allow the Sabbath to be secularized it will mean in Toronto what it means in France and other places, seven days' work for six days' pay. The church should preach Christ, the Christian workers should go out into society to solve those problems that are necessary to correct existing evils. But how many Christians are acting wrongly, their actions even driving people away from the church, acting as barriers in the way

On the afternoon of Sunday the 28th ult. the course of Sunday afternoon lectures to be given under the joint auspices of the Toronto Trades and Labor Council and District Assembly No. 125 K. of L. at Labor Hall, Yonge Street was inaugurated by an address delivered by Mr. Phillips Thompson on the subject of "Remedies for Social Wrongs." The chair was occupied by Mr Robert Glocking, President of the Trades and Labor Council. The Speaker began by depicting the present condition of society and the grievances under which the laboring class suffered. Social conditions having totally changed owing to the expansion of the industrial system and the concentration of capital, the methods of Labor Reformers must be altered to meet modern conditions While Trade Unionism had done good work in the past its methods had been outgrown The present struggle was not against individual employers, but against the monopoly system. Nothing short of the national organization of industry and production would meet the case. The speaker referred to the growth of large combinations of capital in the form of trusts and monopolies, and held that while trusts were often oppressive they were a social necessity as a means of getting rid of the waste and loss of the competitive system. The proper way to deal with trusts was not to endeavor to abolish them—which could not be done—but to regulate them in the interest of the public and their employees. The Government must in the end fix prices and wages. As to the class of monopolies existing by public charter such as railways, telegraphs etc, the proper way to deal with them was for the Government to take them over. Enterprises like the street railway should be run by the city. Such movements were the first steps to a complete system of Socialism which alone would remedy existing evils. Messrs. Stewart Lyon and A. F. Jury replied to some of the arguments advanced by the speaker The next lecture of the course will be given by Mr. Stewart Lyon, on Sunday the 3rd inst. on "Labor Problems in the Municipality" and Mr. John W. Davey will preside.