

THE TOILER

Official Organ of the Toronto District Labor Council. Published Weekly in the Interests of the Working Masses.

Vol. IV. No. 39

TORONTO, SEPTEMBER 2, 1904

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There is one DUNLOP and but one BICYCLE MUNSON
226 YORK ST.

INDUSTRIAL EUROPE SEEN THROUGH AMERICAN EYES

Europe's Municipal Street Cars and the Economic Lessons They Present to the American People.

By JAMES MASON, Managing Director of the Home Savings and Loan Company.

Glasgow, Scotland, Aug. 20.—This city is an excellent place from which to study the street car problem. It is probable that the statistics furnished by Glasgow officials have been more quoted than from any other municipality, but after all, figures are not everything, and as has been before remarked, while figures do not lie, sometimes figures do not tell the whole story. The reports are all in favor of municipal ownership from the financial standpoint. But there are other things to consider as well as money, and it is necessary to view the problem from all sides if one desires to come to a correct conclusion.

After talking with city officials and intelligent citizens in this city, Liverpool, Manchester, Oldham, Leeds, Sheffield, Bristol, Birmingham, London, Edinburgh, in Bern and Lausanne, Switzerland, in Freiburg, Germany, and in various other localities after viewing the magnificent plants and some of these cities have installed and noting how the public is being accommodated, and keeping in mind also the financial side, I can truthfully say that the street car problem has been solved in Europe overwhelmingly in favor of municipal ownership.

I have failed to find in a single city where municipal has followed private ownership, even a respectable minority of citizens favoring the private monopoly of city tramways. Municipal ownership is as yet comparatively young, while the private company with its long monopoly that every municipality that prospers could give, but only occasional city was the private municipal content with normal profits. Possessing a "good thing" they worked it for every penny it was worth, until finally they either sold it or they sold it out, and these municipalities have since repented the regret of their respective dignitaries.

During the past five years hundreds of thousands of dollars have been turned into the treasury of municipal corporations by the cities' tramway officials, and this officer and more rapidly, and are provided at all hours for 90 per cent. of the passengers; and employees are much more satisfied to give satisfaction than they ever were when the employ of a private street car company. While occasionally a particular line of a system fails to meet expenses, the public is recompensed in other ways and the apparent loss is usually an actual gain.

Short Hauls the Rule.
Glasgow has been held up as a model for cities contemplating owning their own street car systems. It is, in fact, well worth studying, and a superior model would be wise indeed could be so. It has its general knowledge of street cars matters by an investigation here. Still, in my opinion, both Liverpool and Manchester are not a whit behind Glasgow in their conduct of their municipal tramways. There is in every instance a wise supervision of the public while not neglecting economy. The men are not overpaid, the supplies are purchased in a competitive market, and the cars are neither extravagantly nor parsimoniously furnished.

It must be kept in mind, however, that probably in no city in Europe are the conditions just the same as those of American commercial and industrial centers. To look for enough, and it will be seen that most continental municipalities were walled towns, for protection against foreign foes. In consequence they are compactly built, and even in such a great city as Paris, with its 3,000,000 inhabitants—the area of which is about the same as Detroit, Mich., with 300,000 population—the suburbs are quickly reached, making long hauls the exception.

Most English cities were never walled enclosures, but the land here has had the effect of forcing compactness, so that Glasgow, Liverpool, Manchester, Birmingham, Sheffield, etc., with populations running into the hundreds of thousands, comprise areas of from 14,000 to 15,000 acres only. Paris covers less than 25,000. Of necessity, then, the hauls are short, the great bulk of the street car riding public paying the mil-

hours of labor of employes from 70 to 84 hours a week, increasing their pay, putting on more cars with more rapid speed, and in other ways improving the service.

Letters of introduction from Mayor Maxway, of Detroit, Mich., and Mayor Johnson, of Cleveland, O., provided me interviews with city officials everywhere, and the information thus obtained, as well as the confidence with which they in charge of municipal tramways talked, backed up as were their words with official figures, makes it impossible for me to see how anyone with any general knowledge of the situation can argue for a moment in favor of private and against public ownership of street car service.

The "Zone" System.
In an English city owning its own street cars and tracks I find one feature which is different from ours. The "zone" system prevails, passengers paying according to distance traveled. It has been said that the American public will never consent to be "zoned" with this way of collecting fares; that the average American prefers the "one-price" way; and that the system would financially ruin any American road adopting it. These are not valid objections against the "zone" system that are not more than offset by the simple fact that under it each passenger pays for just what he gets, and that is of the street haul is not included for the benefit of suburban passengers. In short, the "zone" system is the most equitable possible way of charging for street car fares, and the system is as easily laid out and managed as the system of a merchant who sells a cotton cloth by the yard, charges in proportion to the number of yards or feet.

Land speculators dealing in suburban real estate are the chief opponents of the "zone" system. It most certainly would not favor their interests. Let me explain the "zone" system. After the unit of a haul is decided on and this unit varies in different cities—a center is established, and the distance between the center and the beginning of another division is a zone, and is the basis of all subsequent charges. In Glasgow this basis is in the rough about a mile, for which ride the charge is a cent. In Manchester the basis is two cents for two miles. When two miles are entered the cost is doubled.

When paying a fare, the passenger either informs the conductor where his ride is to terminate, or hands over the exact fare he desires to pay. In either case he is given a check containing the names of the streets or sections terminating the various zones, and this check is punched opposite the terminus of the zone or zones paid for.

On the back of this check is printed the following notice:
IMPORTANT NOTICE TO PASSENGERS.
"Passengers are being carried at less than the maximum authorized charges, and every passenger is notified that in consideration thereof a passenger is only carried on the terms that the maximum amount recoverable from the corporation in respect of any injury, or damages suffered by a passenger, and for which the corporation is legally liable is \$25, except as above every passenger travels at his own risk. Passengers can only be held subject to being bound to observe the by-laws for the time being."

As a rule the backs of these checks are used for advertising purposes, quite an income accruing from this source. These checks are as well as bona fide receipts for fares paid as well as bona fide receipts on the part of conductors and passengers. "Impassible" board cars at irregular intervals and call for these checks, in the meanwhile noting the number of passengers the memorandum kept by the conductor calls for. I do not remember seeing passenger tickets in any street cars abroad, the number of checks taking their place.

One of the Manchester Street Cars. Last year was the second the street tramways of Manchester had been under municipal control. The system is not yet perfected, as the experimental stage is incomplete. Yet the management turned \$250,000 into the city treasury, besides cutting the fares, reducing the

The Greatest Security any person possesses is a Deposit Account in a Sound Bank. If you have not such an account now call on Mr. Cuthbertson, Manager of the Bank of Toronto, King and Bathurst Street Branch and ask him to open one for you. The Security is Absolute, the treatment courteous. Interest compounded half-yearly. Begin to Save Now if you have not already done so.

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The most complete cooking apparatus made, will last for years, and is always ready for quick Cooking and Baking.



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Special arrangements for the month of August.
Made by the Moffatt Stove Company
Lowest possible prices always at
CENTRAL STOVE DEPOT, 319 Yonge St.
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INDUSTRIAL REFORM

(By a Workingman.)
Our slogan is "The products of the labor of the toilers for the toilers."—Christian Economy.
ANOTHER SLOGAN.
"The products of the labor of the toilers for the capitalists and as small wages as possible for the toilers."—Political Economy.
TOILERS OF CANADA.
Ye toilers of the land of the Maple Listen to your Nation's call, To a greater and a better life, To be lived by one and all. It is yours to make a history, More glorious than the world has seen, Not of fields that are covered with blood, But of a land where no wage slaves are seen.

Now rise ye sons of toilers And break the wage slave's chains, Until every man's a free man, In Canada's wife domains.
Let all the sons of toil, From whatever clime they be, Think as one at the ballot box, To strike the hand of the free.

A WORKINGMAN.
Because a man's a workingman, Why the need to worry, Is it just through work alone From death we can stay clear?
To live without the need of work Is a dream that comes to all; But all can't live on idle work, For the curse of man did fall.
Then if through work we all do live, And all have work to do, Then all should work until it's done, And after that have lots of fun.

LABOR DAY.
Men it means may curse and rave, Yet in them are men—both true and brave, And now another year has rolled away, But Labor Day is here to stay.
ONCE MORE.
Once more Labor Day is here, and it certainly is a good time for the toilers to review their position.
THE BEST METHOD.
It would be a wise thing for the toilers to ask themselves the question if the present system is the best method they could use or if there is not a better one that they have not yet tried.
A SPLENDID ORGANIZATION.
The toilers have a splendid organization which has done a great deal of useful work for them, but if we do not do all for them that could be done,

CONCLUSIONS.
Summing it all up, my conclusions regarding the regulation of street railways are:
1. The municipal service of the tramways of Europe is much improved over that given by private ownership.
2. The charges for fares are fixed more nearly on the 2-price method, and these charges are lower under municipal than under private control.
3. Employes work shorter hours and receive better pay.
4. There are few or no conflicts with other municipal functions also occupying the streets in common.
5. Nevertheless the low fares, large sums are being turned into the public treasury.
6. Municipal tramways, with low fares, have had a marked effect in increasing land values.
7. There is no good reason why, either under the one price or the "zone" system, municipal street car services cannot be made to return handsome profits.
In my next and concluding letter of this series I shall review the industrial situation in Europe, as it appears to me, and draw some final conclusions.

Metals

SEE OUR EXHIBIT
MACHINERY HALL
THE CANADA METAL CO.
TORONTO, ONT.
UP TO THE PRESENT.
Up to the present time the toilers have only used their organization for to defend them against a reduction of wages or to secure loans in securing advances and shorter hours of labor. So far they have only used their organized strength to defend or protect them.

WAGE SYSTEM WRONG.
It is the wage system that is wrong, and it is the real fundamental cause of all our industrial troubles, and if we do not do it proper work until they decide to abolish the wage system among themselves.
FINIS.
Before this can be done organized toilers must become convinced that the wage system is wrong and instead of advocating a living wage they must advocate the abolition of wage slavery.
GOOD AUTHORITY.
They have good authority for this when Commissioner Carol D. Wright, of the U. S. A. gives it as his belief that the present wage system must cease.
HOW IT CAN BE DONE.
This can be done by the toilers themselves, becoming as determined not to work unless they are satisfied with the wage system, as they are today for the union label and union labor.
(Continued on page 4.)

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could be in fighting the air. It is the only way to get the truth out of them. While it is true that the workers are not at present with the necessary organization, and that it is a long time before we can expect to have a great political party, yet the time will come when we will have a party which will be able to fight the power of the capitalists.

The trade union movement has been organized, and it is a long time before we can expect to have a great political party, yet the time will come when we will have a party which will be able to fight the power of the capitalists.

No man ever advocated an open shop but with open shop we are not getting any better. We are getting more and more of the same old story, and we are getting more and more of the same old story.

There were two exhibitions of brutality at the Island on Saturday last, one in the afternoon and the other in the morning.

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Labor Day Directory of Union Meetings

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OUR MOTTO: FIRST CLASS BADGES AT LIVING PRICES

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PRINTING TRADES SECTION, Chairman J. J. Wood, vice-chairman H. H. Wood, secretary J. G. Wood, 1100 Dundas St. W., Toronto.

NOTICE

The following are the names of the members of the Toronto District Labor Council for the year 1913...

Current

The Builders' Labor union unchanged...

The Cigar-makers' Labor Union...

The Garment Workers' Union...

The Hamilton Broom Makers' Union...

The Lord's Day...

WE D THE Gold Seal XXX Old Gold Seal AN ARE The Stock Guelp T. H. 410 Up-to-date BIG 4 00 MADE And C C C Nothing better Do It Now, y low prices. HEAD OFFICE The Council

Meetings

SECTION NO. 31, AV. President, James E. J. Hall, Sec. Wm. A. B. ...

Current Comment

The Builders' Laborers strike situation remains unchanged. The Bricklayers decided to remain with the Laborers, in defiance to the request of the Exchange...

The arrangements for Labor Day are complete. A big day at Hamilton is in the air...

The Cigarette makers will distribute fairs on Labor Day. Labor fairs who will descend to factory to attain their ends...

The new organization of Furniture Dealers will likely take part in the Labor Day parade.

The Hamilton Bartenders held a very successful picnic on Friday last week. A baseball match between the Cigarette makers and Barkeepers resulted in the Cigarette makers putting it all over their opponents.

The Lord's Day Alliance, to prevent every labor man should be in the ranks on Labor Day.

The Lord's Day Alliance, to prevent every labor man should be in the ranks on Labor Day.

BROOM MAKERS. This Label appears on all Union made brooms, and guarantees that it was not made by convicts in a prison factory...

WE DELIVER THE GOODS. Gold Seal Ale (Black Label) XXX Old Brown Stout. Gold Seal Export Lager.

CONNELL'S COAL IS GOOD COAL. Nothing better can be said of any Coal. Order your winter's supply. Do it now, and obtain their special low prices.

The Connell Anthracite Mining Co. Limited.

Today cars at Kingston are content with presenting the employees of the road.

The laborer who wrote in last Saturday's Telegram has a very poor idea of venturing when he says that this paper is responsible for the setting of "men against their strikers."

The outrageous rates charged and the representations made by some of the "loan offices" call for investigation by the power authorities.

The police had better than their own shirts before talking about the brutality of others.

Public Ownership is gaining the day in many of our smaller cities. Nearly every day sees a despatch stating that this city or that one has gone into the gas business or the electric light or water supply on their own account.

Some frank tells us that this industrial war is going to end in a civil war. We give the Canadians credit for more reasoning powers than this assertion implies.

"What we have well hold" should be the motto of all the unions, now that we are promised dull times in the near future.

The wages asked by the Builders' Laborers will not get them over \$400 per year. Would some members of the Builders' Exchange like to live on this large sum?

TRADE UNIONISM IN THE BEST INTERESTS OF THE COUNTRY. Argument of E. F. Lee. In arguing this question the affirmative does not have to show that there are no evils connected with trade unions. There are evils and imperfections found in trade unions just as there are in every other human institution.

The labor union is a natural and inevitable outcome of our industrial life, and that they have in every way utilized the work-organization is the law of civilized society.

Why have we over 2,000,000 men who have thought it worth their while to join trade unions? It is because the conditions of modern industry today have forced them into organization.

With unions they have come to enjoy these rights and conditions which have been denied them as individuals. Take the case of the shoemaker in the factories of Massachusetts. In those factories not one man, but 80, are employed in the manufacture of a single shoe.

Congress to investigate those conditions which the men announced their wages and the reduced appearance of the physical conditions. There was a forcible reminder of the conditions of affairs in Russia.

The men, however, are not content with the status quo. They have decided to strike in 1902, and you and I feel that when they struck in the great strike of 1902 they had the right to express their opposition to the wrongs they were suffering.

The men who are not content with the status quo. They have decided to strike in 1902, and you and I feel that when they struck in the great strike of 1902 they had the right to express their opposition to the wrongs they were suffering.

TOWNLEY & LONDON. Banner and Sign Painters. 10 RICHMOND ST. EAST. The only firm authorized to use the Union Label.

White Label Brand. ALES and PORT. E. D. Brown, Manager.

FAIR WAGES THIS LABEL. Indicates Superior Workmanship No Child Labor. Clean and Healthy Workshops. DEMAND IT!

THE POPULAR BAKER. GEO. LAWRENCE. They have found it necessary to add SIX NEW OVENS. The Leaders in the Manufacture of the Staff of Life.

Union Made Clothing. MEN'S OVERCOATS. MEN'S SUITS. MEN'S SHIRTS. MEN'S OVERALLS. MEN'S SUSPENDERS. Bargains in Each Department.

Ry R. Southcombe. Merchant Tailor and Clothier. 484 Queen St. West. Cor. Denison Ave.

member that 20 years ago laborers were not only poorly paid in many of the callings in which we find trade unionism to-day, but that the laborer's day for less than he gets for nine and ten now. The unions also bring the advantage of collective bargaining.

The men who are not content with the status quo. They have decided to strike in 1902, and you and I feel that when they struck in the great strike of 1902 they had the right to express their opposition to the wrongs they were suffering.

Twenty years ago trade unions found themselves and children of labor age were 12 and 14 hours per day, for ordinary labor wages in a home and factories where there were utter disregard for sanitary conditions and proper protection against machinery.

Trade unions have the laborer away from the hand to mouth sort of existence which he has in the past. He has a home and a wife and children to provide for. He has a better home, a better wife, a better child, a better future.

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GOUGH BROTHERS. 6 and 8 Queen Street West. 189 Yonge Street. Clothing, Hats and Caps. Gents' Furnishings. Boots and Shoes.

FALL GOODS. Come in and see our New Stock. UNION LABEL OUTFITTERS.

It has still further been shown that all these changes have been due to the efforts of organized labor, that it has been possible for us to get as much work as possible for as little pay as possible. I think that even the gentlemen of the negative will agree with us when we say that beneath all this labor movement, the policy of capital to get as much work as possible for as little pay as possible, has been the cause of the laborer to keep pace with modern progress, to obtain some of the better things of life.

Perhaps the gentlemen would argue that by shortening hours, increasing wages and raising the standard of living, the laborer has thrown the interests of a damper over the industrial interests of America. But when we look at the record of the last 20 years, we find that such a conclusion is far from right.

Certainly all history has shown that the more intelligent the workman is the more his product is demanded. Why in American history has there been a general increase of shorter hours and in some cases longer hours? Why in some cases were the wages afterwards increased?

But we need not compare with other countries. We are comparing the conditions of the organized and unorganized workers of America with those of the unorganized workers of other countries. The fact is that the unorganized workers of other countries are not so well paid as the organized workers of America.

Now, we have just pointed out to you what the predominant tendency of the wage movement has been for the past 20 years so far as the workingmen are concerned. It has been the workers of America, joined together, demanding a larger share of the wealth which the producer, more of the upper part of the social pyramid, has been taking.

THIS LABEL. Appears on all bottles of Union Beer. DEMAND IT. TALKING MACHINES. Unqualified in the City. \$1.00 Down, Balance Easy Monthly Payments. LONGHURST'S THEATRE OF THE PATHEFRUIT. 171 QUEEN ST. EAST.

THE POPULAR BAKER. GEO. LAWRENCE. They have found it necessary to add SIX NEW OVENS. The Leaders in the Manufacture of the Staff of Life.

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Ry R. Southcombe. Merchant Tailor and Clothier. 484 Queen St. West. Cor. Denison Ave.

(Continued on page 4)

WE HAVE A FINE LINE OF CLOTHING... Finsten's Patent Safety-Pocket... VICTOR FINSTEN 305 Queen Street West

Humor and Philosophy By DUNCAN M. SMITH... FURT PARAGRAPHS... A bluff is sometimes as good as a thousand dollars.

Frederick's Labors By SIDNEY HODGES CYLE... Copyright, 1914, by M. Wood... Mr. Frederick Brigham looked forward in his chair, his brows drawn in a frown of perplexed anxiety.

Humor and Philosophy By DUNCAN M. SMITH... WOULD IT SUIT YOU?... How would you like to be one more of a happy, friendly boy?

Humor and Philosophy By DUNCAN M. SMITH... WOULD IT SUIT YOU?... How would you like to be one more of a happy, friendly boy?

CANADIAN NATIONAL EXHIBITION 1904 TORONTO, ONT. 1904... AUGUST 29th to SEPTEMBER 12th... "BLACK WATCH BAND" THE RELIEF OF LUCKNOW

Carter's Teething Powders... Best for Teething Babies... I have used Carter's Teething Powders in my family for seven years and highly recommend them.

Humor and Philosophy... Some men if they were paid a salary for being good, would throw up the job the first week.

Frederick's Labors... "I have resigned from butchering," he read, "but will persevere elsewhere."

Humor and Philosophy... How would you like to be one more of a happy, friendly boy?

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Humor and Philosophy... Mature Ones. Of babies he was if it is true, as fond as he could be, he liked them all the better, too.

Frederick's Labors... "I was going to say it was cowardly," she said. "If it's that I'll join the 'doers at once' he drawled."

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Humor and Philosophy... An Even Trade. He loved a charming widow; she thought his wealth a prize, and so it was they made a trade.

Frederick's Labors... "Begin at the bottom of the ladder, you see," he called down cheerfully.

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