

not. But he never admitted it. He saw the north-west wind fuming up and the rocks ahead. But he refused to let go of the helm or to admit that the good old Liberal ship ever could be wrecked by that nor'wester. He had seen her escape by a hair with just such gales before. He determined to take another chance.

Fortunately for Ontario and the rest of Canada at that time, Sir George Ross was not returned to power in Ontario. He kept the leadership of the party for two years, with James Whitney still blowing up north-west gales in the chair he used to occupy. Then, because he was much failing in health he gave up and became a Senator. In the Senate he had more time for the passion of his earlier life—oratory. And during his career in the Senate he was its most brilliant orator.

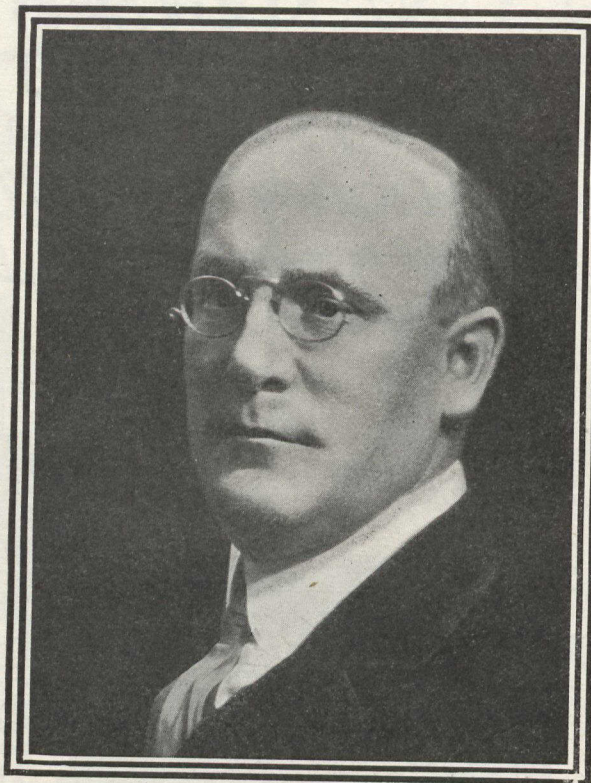
In 1910 he was knighted by King George. He was still what the world calls a poor man. In all his brilliant career as an administrator and leader of a party that went to pieces under him he had saved nothing out of the wreck by way of emolument for himself. When he gave his last speech in the Senate in the last week in January, 1914, Sir George Ross had as his chief asset in life a tremendous if sometimes mistaken passion for public affairs, an almost fanatical interest in the Empire, a splendid and broadminded bigotry for Liberalism, and a character as a Canadian who only missed real greatness because he was often too much concerned with his party. He ranks as one of the best examples of near-great statesmen ever born and bred and disciplined in that lively school of politics known as Ontario. If less of his life had been Ontario, and like his speeches more of the country at large, Sir George Ross might have been considered a truly great man.

The Montreal Mayoralty

LIKE most other Canadian cities Montreal is searching for men who will raise the standard of municipal government. Mayor Lavalle has done very well during his two-year term, and La Patrie announced last week that he would again be a candidate, and that he would be supported by the Star, Herald, and Gazette. It is also expected that Mr. Mederic Martin, the stormy petrel of municipal politics, would be a candidate. The Daily Mail, on the other hand, advocated the candidature of Mr. George Washington Stephens, who arrived home from Europe last week. After considerable

discussion he has withdrawn his name because he is advised that the wording of the charter makes it a question whether or not he is qualified to be a candidate.

It is now four years since Montreal shook up the



GEORGE WASHINGTON STEPHENS,
Millionaire and business man, who came to Montreal post-haste from Europe, with the idea of running for Mayor, only to find that he didn't qualify.

old "23" and inaugurated a Board of Control. Every day since February, 1910, there has been a tussle between the old Council and the Controllers; when it took a mainly efficient Board of Control all its

time to keep the big city from becoming a muddle of administration because of a rotten system of contracts and appointments that dated back to the days when G. W. Stephens was born.

Every time the Board got from the Quebec Legislature a fresh hand-coil on the rope that was throwing the old Council, the big city had tacked on to itself another set of problems. The Board was regarded by the best elements of the people as the white hope of Montreal. It was organized with departments as nearly as possible to resemble a commission of experts. The Mayor was no bigger a figure in administration than any other Controller. And the Council, under its chairman of caucus, L. A. Lapointe, grimly hung on to its ancient rights in opposition to the Board, while the Board prepared to get more powers from the Legislature.

Had G. W. Stephens been selected he would have been the only millionaire Mayor in Canada. He would have been the only man in municipal life whose time is regularly worth several times as much to his private business as it is to the civic corporation.

And this is nothing new to Major Stephens. For five years he was chairman of the Harbour Commission in Montreal at a salary that was only a patch on his private income. He had on the commission one French member. On the Board of Control he will probably have three. He bossed the Harbour Commission in his own genial way because he was an enthusiast on harbour affairs. He had studied harbours all over the world. Son of a rich man, a graduate with high honours from McGill, and acquainted with more than one language, he went to Europe for a post-graduate course. After he quit college he took a clerk's job in a big forwarding firm at Hamburg. He had already spent some years as a reporter on the Montreal Herald. Years later he turned his newspaper experience into copy when he wrote for a Montreal paper a series of impressionistic and business articles, "European Ports Seen Through Canadian Eyes." The reason he wrote these articles was to get Canadians to realize what a great port Montreal might be made if the commissioners were to get up and dust. In 1907 he was appointed chairman of the Harbour Commission because he seemed to be the one big man who had made a real study of harbours, and because he had enthusiasm about harbours enough to float an ocean liner. He quit the commission after five years of constructive activity because he couldn't see the port of Montreal through Liberal eyes.

Annuities for Disabled Workmen

By NORMAN PATTERSON

WORKING men are getting many favours in these days of progress, and not the least of these are the modern laws by which the State provides disabled employees with life annuities. In other words, the State is adopting the principle that no man who labours with his hands, nor his wife, nor his children, should become charges on the community simply because the bread winner is injured in the course of his daily occupation.

One of the great elements in poverty is the injury sustained by working people. One reason for the well-filled poorhouses in all countries is the unending series of accidents which occur in industrial pursuits. The beggar on the streets is usually a man who has lost his legs or his arms in a railway disaster, or who has been blinded by an industrial accident. It is sympathy for these unfortunates which has led scientific law-makers to devise legal methods for compelling industry and commerce to support the paupers which they create.

Various means have been adopted and various solutions have been tried in arriving at the present laws. And the end is not yet. No one pretends that a correct and logical solution for the ills of industrial society has yet been discovered. The position of the working man in his relation to his employer has been a subject of discussion for five hundred years. It was laid down by the English common law that if a man hired himself unto another man, the servant took upon himself the risks incidental to his employment. If this risk included danger of injury at the hands of his fellow-servants so much the worse for the servant himself. If a servant were injured through his own negligence, or if his negligence contributed to his injuries, the employer was not responsible. Even in Great Britain they have scarcely got beyond this conception of the relation between servant and master. Nevertheless, it may be justly said that the common law rule has passed away and been supplanted by the newer rule that the industry in which a man is injured should provide for him whether his own negligence contributed or not. In short, the world now recognizes "indisputable compensation."

ONTARIO proposes at the present session of the Legislature to pass an act to be known as The Workmen's Compensation Act. This law is

the result of an investigation of the situation by the Hon. Sir William Ralph Meredith, who was appointed a special commissioner for the purpose. He investigated the laws of Great Britain and Germany, of Oregon and Washington, and decided that the principles of the German legislation should be followed with slight amendments. The underlying principle of the act is *indisputable compensation to a workman, enforced by the State and paid out of a fund assessed on the manufacturers and distributed by the State.*

For the purposes of assessment the industries of the province are divided into forty-four classes, of which the following may be taken as samples.

- Class 1.—Lumbering; logging; river-driving, rafting, booming; saw-mills, shingle-mills, lath-mills; manufacture of veneer and of excelsior; manufacture of staves, spokes, or headings.
- Class 9.—Car shops.
- Class 19.—Tanneries.
- Class 28.—Power laundries; dyeing, cleaning or bleaching.
- Class 34.—Structural carpentering.
- Class 41.—Construction of railways.
- Class 44.—Dredging, subaqueous construction or pile driving.

In addition to these forty-four classes there are six industries which are liable to their employees under the act without the intervention of the government. There is also a third schedule relating to industrial diseases.

THE scale of compensation where death results is as follows: \$75 for burial expenses; \$20 a month to the widow; \$5 a month to each child under the age of 16 years; \$10 to each child where there are children only; a sum not exceeding \$40 a month where there are dependents other than wife, children or parents.

Where there is permanent total disability, but not death, the compensation shall be a weekly payment during life equal to 55 per cent. of the average weekly earnings during the previous twelve months.

In order to rank for this or other compensation a man must be sick at least seven days. If he is sick more than seven days, then he is entitled to compensation for the whole period of his sickness. He is thus entitled to a weekly payment until he

returns to his work. These payments shall be made and determined by "The Workman's Compensation Board, which shall consist of three members to be appointed by the Lieutenant-Governor-in-Council."

An "accident fund" shall be provided by contributions to be made by the employers in the classes or groups of industries enumerated, and compensation payable in this way shall be paid out of the accident fund. Every employer is required once a year to prepare and transmit to the Board a statement in detail of the names and ages of all his employees and the amount of wages earned by each during the previous year. The Board shall then make a provisional assessment on the employers in each class of such sum as will be sufficient to provide a reserve fund for current and future claims. This assessment may be a percentage of the pay-rolls or a specific sum as the Board may determine. If this assessment is insufficient supplementary assessments may follow.

THE first thing to be noted is that the fifty-five per cent. recommended by Sir William Meredith is larger than in any other country in the world. In Germany, where the broadest laws are found, the rule is forty per cent. In Quebec it is twenty per cent. Sir William Meredith did not make a mere beginning with his recommendations. He does not believe in making two bites of a cherry. He wanted to see full justice done at once, irrespective of the willingness or unwillingness of the manufacturers and other employers of the Province of Ontario.

If the manufacturers should say that they are not in a position financially to meet this impost, it would make no difference to Sir William Meredith. If they should say that this is a young community, and that the manufacturers are not yet firmly established, it would not move the Ancient Political Hero one iota. If they should say that there are many employers who would not be able to bear the strain of this sudden tax, or that they should have time to introduce new prices in order to meet the cost, Sir William would still have no sympathy. He must have his pound of flesh, and he must have it immediately.

There are those who urge that a similar tax should be put upon the Ontario manufacturer who falls, by reason of his business, into one of two

(Concluded on page 23.)