CANADIAN LABOR PRESS.

Saturday, May 22, 1920,



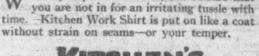
r is not included; this the Labor Party is sen-te delegation of its ow

## HIGH COST OF FLYING.

(By Major 'W, T. Blake.) low much does it really con terally remained silent on the nt. Vague estimates have been de from time to time, ranging m 3s 6d per ton mile to about 10s per ton mile. The general lic have been led to understand t a fair mean is about 30s per mile.

mile. have repeatedly questioned this, cetting, after considering every sible cost, that this estimate was silve. It comes as a relief, refore, to receive detailed figures y expenses and insuran out at 10s 6d per ton mile







fit as neatly as your dress shirts and are the only workshirts with the open front feature. You won't be bothered longer with the obsolete soft after you have worn your first "open front" Kitchen Work Shirt.

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The second se

Taz of one per cent. on sal all manufacturers, who le dealers, jobbers and in orters. It is believed this w come a great source

CLOTHING AND FABRICS. Ten per cent, of the total parchase price on boots and shoes costing over \$9 a pair, men's and boys suits costing over \$45; overcoats costing over \$45; overcoats costing over \$45; women's and robes over \$10b; women's dresses over \$45; women's suits over \$60, and on hats, hose, neck-wear, shirts, purses and gloves costing above certain specified figures, as well as on all fans, opera cloaks, ivory handled cuttery, cut glass ware, velvet and silk fabrics, lace, ribbons, sik embroideries, and sporting goods. Also on trunks over \$40 each, and on valies and anitcases over \$25 each. This tax to be paid by the purchaser to the vendor at time of sale, and coming into effect today, JEWELRY, HUGS, CARPETS.

Canada, has the wisdom in the choice of its central executive officers been so foreibly realized as the selection made at the Hamilton convention last year. The bigger the problem to be handled seemingly to receive a better solution and one carrying conviction to It is a matter of common knowledge to both those inside the ranks as well as onlookers, that the Congress

executive represent a large section of the community at once the most critical as well as exacting employers, and the general support that is meeting the efforts of these officers proves plainly that the big and little-work undertaken is being accomplished to the taste which close scrutiny endorses as accomplishments of sound logic and reason. It is at all times evident such approved product is with definite aim to the highest

of the men involved, is but one of the many instances of showing the masterly grasp that is applied to the undertakings of the Congress executive. No phase of this matter is left to the worker's imagination and lacking

diplomatic or shrouding language the course of previous action taken as well as that proposed is plainly set forth. In definite terms no support is forthcoming to anything done in the name of the movement, either

previously or in the future that does not accord with constitutional methods. In this respect the trade unionist will generously vote approval. Yet, irrespective of this emphatic position taken, the Congress

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CLOTHING AND FABRICS.

just published a report of proceed-ings under the Conciliation Act. This decision was reached ye just published a report of proceedings under the Concillation Act, 1896, and of arbitration under the Munitions of War Acts logether with particulars of (1) proceedings, under the Maniform of Maniform of Maniform of Maniform of the Maniform of Maniform

## . . . **RIDING TANDEM**

believing that noise always means action.

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A WEEKLY NEWS LETTER.

EQUAL TO RESPONSIBILITY

find a ready acceptance with their clients of the Interna-

pedestal of the worker's welfare, through the methods accepted by the International Trade Union Movement. The recent bulletin issued in the review of the Winnipeg situation and sequel in the conviction of some

executive, master of the helm, invoke practical assist-

ance be given to the dependents of those now incar-

cerated. A voluntary appeal will be needed awing

the faith in those who make the request. A fact to be remembered is that this same effective executive

secured bail during trial, a trial by jury along with other conditions granted, and still run the grantlet of misrepresentation from the reactionary - anti-trade union element whose efforts were barren at all times.

suffice in the extract which states: The Congress executive is convinced that their past policies of placing the facts for calm consideration before the authorities have

been the most productive of results. Blatant threats and

heated accusations made from public platforms are

only liable to retard rather than assist efforts genuinely

made on behalf of men now in prison and we would warn our affiliated membership not to be misled in

The Winnipeg review bears full evidence of master minds in practicability, worth repeating in full, but

T no period of the Trades Congress history in

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tional Trade Union Movement.

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HILST it has for some time past been generally accepted that those who would parade as Big Chiefs in the work on behalf of the Winnipeg men in prison, they were acting in dual capacity. It was a case of wreckers and trade unionists, a regular Dr. Jekyll and Mr. Hyde combination: , One glaring case recently uncarthed of this connecting link is in the nature of an official membership receipt in the antiforces, signed by James Law, who has been since inception the paid secretary of the Defence Committee.

This individual was a Law unto himself, signing receipts for membership in the wrecking combination as well as being secretary of the "non-partisan" Defence Committee. The Trade Union Movement was assisting to pay this salary of the secretary and this official was busily engaged in the hopeless task of the destroying of the International Trade Union Movement.



val 7.16 a.m. 5.30 a.m. 1.00 p.m. 5.00 p.m. 5.30 p.m. 5.65 p.m. 10.15 p.m. m. 10.35 a.m. 11.20 a.m. 6.30 p.m. 8.00 p.m. 6.15 p.m. 11.65 p.m. 1.20 a.m.

-Canada" Eastbound 11.00 a.m. for Montreal and Westbound 2.00 from Montreal, arriving Ottawa 8.00 p.m., will carry parlor car passen-only between Ottawa and Montreal. All other trains carry parlor cars, and second class couches.

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