

UNION DIRECTORY

EDMONTON TRADES AND LABOR COUNCIL (1920)

Chartered by Dominion Trades Congress and American Federation of Labor. Meets first and third Mondays in each month in the Labor Hall, Jarvis block, 101st street.

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LOCAL UNIONS

Amalgamated Society of Carpenters—Secretary, G. P. Witty, Box 151; meets 1st and 3rd Wednesdays, in Labor Hall.

Journeyman Barbers Local 227—Secretary, J. W. Heron, 11945 105th street, box 433; meets 4th Tuesday, in Labor Hall.

Bricklayers and Masons No. 1—Secretary, W. Aspinall, Box 353.

Bridge and Structural Iron Workers, No. 129, International Association of—Sec., B. Phillip. Meets 2nd Monday in Labor Hall.

Boatmen's Local 279—Secretary, James McLean, 10338 114th street; meets 2nd and 4th Mondays, in Labor Hall.

Bookbinders' Local No. 188—Pres., R. Speakman, 10288 87th St. Sec., W. J. Smith.

Bakers and Confectioners' Local No. 132—Secretary, W. Anton, 9605 100A street.

United Brotherhood of Carpenters and Joiners of America, Local No. 1225—President, W. B. Gilchrist; Secretary, Thos. Gordon, 10926 72nd avenue; Treasurer, J. Lidstone. Meets 1st and 3rd Fridays, in Labor Hall.

G.T.P. Carpenters—Secretary, W. Kelly; meets 1st and 3rd Thursdays in Labor Hall.

Cooks and Waiters Local 474—Secretary, W. C. Connors, 207 Craig Nair block; meets first Friday, in Sandison block.

Clerk Employes Local 90—Secretary, A. K. Noaks, Labor Hall; meets 2nd Thursday, in Labor Hall.

Civic Service Local 82—C. M. Small, 10527 127th street; meets 2nd Friday, in Labor Hall.

Dairy Workers Union, No. 75—Sec. P. Jones, 1023 88th street.

Dominion Express Employes, No. 14, Brotherhood of—Pres., Jas. Stevenson, 12209 106th avenue, Sec., S. G. Easton, 11428 96th street.

Electrical Workers of America, No. 544, International Brotherhood of—Sec., J. L. McMillan, 10632 105th street; meets 2nd and 4th Wednesdays in Labor Hall.

International Association of Firefighters, No. 209—Secretary, C. E. Merriott, No. 1 Fire Hall.

Garment Workers Local 120—Secretary, Miss L. M. Kitchener, 9 Haddon Hall; meets 2nd Wednesday, in Labor Hall.

Letter Carriers, No. 15, Federated Association of—Pres., E. A. Figg, 7726 107th street. Sec., Alex. D. Campbell, 10282 90th street. Meets 1st Tuesdays in St. Andrews Society Club Rooms, Jasper avenue.

Locomotive Engineers, No. 817, Brotherhood of—Chief Engineer, Daniel Powers, 11524 102nd avenue. Sec., W. P. Beal, 10748 104th street.

Locomotive Engineers, No. 864, Brotherhood of—Pres., J. P. Brown, Sub. S. P. O., Edmonton. Sec., H. Kelly, Sub Office No. 8, Edmonton.

Locomotive Firemen and Engineers, No. 847, Brotherhood of—Pres., Gordon Flemming, Sub Station No. 8, Sec., Mark Barker, Sub Station No. 8, Edmonton, Alta.

Locomotive Firemen and Engineers, No. 810, Brotherhood of—Pres., O. E. Bidd, King Edward Hotel. Sec., S. Baxter, 10225 105th street.

Locomotive Firemen and Engineers, No. 809, Brotherhood of—Pres., W. Smith, West Edmonton.

Smith, West Edmonton. Sec., E. Moulders' Union of North America, International Local No. 373—President, Wm. Sturdy; Secretary, Stephen Settle, 9541 108th Avenue; meets 3rd Tuesday in Labor Hall.

Machinists, Old Fort Lodge, No. 1266—Secretary, J. S. King, 10244 108th street; meets 2nd and 4th Tuesdays in Labor Hall.

Machinists Local 817—Secretary, H. E. Cronk; meets 2nd and 4th Fridays, in Labor Hall.

Machinists West Edmonton—Secretary, G. A. Booth, Box 9, West Edmonton; meets 1st and 3rd Thursdays in Labor Hall.

Maintenance-of-Way Employes and Railway Shop Laborers, No. 95, United Brotherhood of—Pres., C. P. Dunston, 12320 Stony Plain Road. Secretary, E. Jones, 12917 122nd street; meets 1st Sundays of each quarter at Trms, Alta.

Maintenance-of-Way Employes and Railway Shop Laborers, No. 324, United Brotherhood of—Pres., Geo. J. Muggs, Vermilion, Alta. Sec., W. J. Stanton, 9518 103rd avenue | Edmonton.

Maintenance-of-Way Employes and Railway Shop Laborers, No. 418, United Brotherhood of—Sec., John M. Rouse, 11425 125th street.

Meat Cutters and Butcher Workmen, No. 398, Amalgamated—Sec., J. Barclay, 10456 98th street.

Mine Workers of America, No. 4119, United—Pres., L. Payne, 10257 89th street. Sec., Thomas Coxon, Box 792, Edmonton, Alta.

Moving Picture Operators, Local No. 360—Secretary, Alf. M. Malley, Box 2072; meets last Saturday night each month, room 201 Sandison Block.

Musicians Association—Secretary, H. O. Turner, 10255 114th street; meets 1st Sunday, in Alexander Bldg.

Painters and Decorators Local 1016—Secretary, C. Sievers, 9745 100th street; meets 1st and 3rd Tuesday in Labor Hall.

Plasterers and Cement Finishers' International Association, No. 372, Operative—Secretary, J. H. Davey, 11442 82nd street. Meets 4th Monday in Labor Hall.

Plumbers and Steam Fitters of United States and Canada, No. 685, United Association of—Secretary, E. E. Owens, 9646 106A avenue; meets 4th Fridays in Labor Hall.

Plumbers' & Steamfitters' Local 488—Secretary, J. Bramham, 11438 96th street. Phone 72320.

City of Edmonton Policemen's Association, Local No. 74—Sec., John Leslie, 10618 114th street. Meets 1st and 3rd Thursdays in Reed & Robinson Bldg.

Printing Pressmen—Secretary, A. K. Southan, 10907 University avenue; meets 1st Friday, in Labor Hall.

Brotherhood of Railway Carmen, Local 328—Secretary F. D. Wishart, West Edmonton.

Railway Carmen Local 530—Secretary, F. Gathereole, c/o Englewood Store, 127th street; meets 3rd Friday, in Labor Hall.

Brotherhood of Railway Clerks—Secretary, F. Hawcroft, 9744 83rd avenue; meets 1st Thursday in Labor Hall.

Railway Conductors, No. 591, Order of—Chief Conductor, J. F. Pierce, 10723 106th avenue. Sec., J. J. McGreevey, 9538 106A avenue, Edmonton, Alta.

Railway Employes, No. 99, Canadian Brotherhood of—Sec., C. J. Miller, 11522 95A Street.

Brotherhood of Railroad Trainmen—Secretary, G. W. Ware, 10651 109th Street. Meets 2nd and 4th Sundays at 2 p.m. in Oddfellows' Hall, Norwood Block.

Canadian Brotherhood Railway Employes—Secretary, A. Cameron, 11421 125th street; meets in Alexander Bldg.

Canadian National Railway System—employes Local Federation—H. Hawker, Chairman E. E. Owen, Sec. Treas., 9646 106A Avenue. Meets third Thursdays in Labor Hall.

Sheetmetal Workers 371—George Tomlinson, P. O. Box 4061; meets 1st and 3rd Tuesdays, in Labor Hall.

Stage Employes—Secretary, E. Wolfe, 9646 107th avenue; meets over Empire Theatre.

Stage Employes' International Alliance No. 360, Theatrical—Pres., W. H. Allen, Box 2072. Sec. Alf. M. Malley, Box 2072, Edmonton, Alta.

Steam Shovel Dredgemen—Secretary, C. Youngberg, 11414 96th street; meets in Labor Hall.

Stereotypers and Electrotypers' Union of North America, No. 129, International—Pres., Wm. Hayler, c/o Edmonton Bulletin. Sec., Alex. N. Bryce, c/o Edmonton Journal, Edmonton.

Street Railway Employes—Secretary, Fred McClean, 11249 91st street. Phone 2302. Meets 1st and 3rd Tuesdays, in Norwood Hall.

Stencillers—Secretary, A. Farnio, meets in Labor Hall.

Tailors' Union of America, No. 253, Journeyman—Sec., J. A. Wills, 9313 85th street.

Tailors, Chauffeurs, Stablenen & Helpers' Union, Local No. 514. Meets every Monday in Labor Hall. Secretary, J. Matheson, 428 Muffart Block.

Commercial Telegraphers—Secretary, L. F. Bayzard, Box 2073; meets 1st Sunday in 202 Balmoral Block.

Typographical Local—Secretary, D. K. Knott, Box 1058; meets 1st Saturday in Labor Hall.

CAPITALISTS ARE ORGANIZING TO CONTROL THE AIR

Cannot Government Nationalize Aerial Transportation Before Interests Get Monopoly.

(By the Critic)

Side by side with advertisements of rival aircraft firms in our own and other cities, we read of the work which the Government is organizing for the use of aeroplanes and seaplanes in detecting fires in the forests or smuggling in the fabrics of Western Canada. The question immediately arises: "Must the capitalists be permitted to organize aerial transportation? Cannot the Government for once step in to nationalize the industry before there are any vested interests to be bought out?"

It is true that there are still many sceptics concerning the future of aerial transportation. They ask us how many people will be so keen to get to Calgary in two hours that they will prefer the aeroplane at \$50 to the railroad at \$6. They point out that the life of an aeroplane is only about two years and claim that these manufactures will never carry the heavy freight. They also point to the danger to life involved in the air.

The young man who tried to sell us shares in the Edmonton Aircraft company laughed at all these objections. He pointed out that similar objections were brought forward at the time when railways were beginning to take the place of the old stage coach. He said that speed meant money, that already the flying statistics proved that less were killed in proportion to the number of workers than on the railroads, and suggested that soon the aeroplanes would be developed to the stage where they would add life to the rider rather than threaten it. He claimed that more would be done in the improvement of aeroplanes during the next few years than men could now imagine.

We confess that we believed more of what the young man said than of the pessimism of the sceptic. After all the short haul is never the paying proposition. Journeys to Calgary alone may be few but journeys into the North Country or journeys across the sea may be many. The Edmonton company has already set to work to lay stress on the profits that will be gained by the journeys into the North Country. Other companies, e.g., the Cansud line, are laying special stress on the development of journeys by aeroplane across the ocean.

Meanwhile what are the governments doing? During the war the governments held all the secrets of aeroplane manufacture and improvement. They organized the force for fighting and commercial purposes. Major General Sykes of the British Air Ministry is in Spain now organizing important dealings between the British and Spanish governments. And all the time the governments are pretending to discuss the need of nationalization of other means of transport. In the case of air-transportation they had everything in their power. What is the use of the Canadian government, for example, nationalizing the C.N.R. and the G.T.P. if it is going to allow various firms in various cities to run the faster "bus" through the air? What is the good of dreaming about the E.D. and B.C. if our friend McNeal of the Twin City Transfer and his companions are to have the rights to destroy the value of any railway with their aerial transportation?

Here is a golden opportunity for a real test of Nationalization and Transportation. Up to date there are no companies which have to be bought out. This in itself is a large matter to consider in any argument for nationalization. Then again so far as companies have arisen, they have arisen all over the place. They seem to be preparing to send planes up into the air from every city. There is little joint organization. Perhaps this will follow when some of these gamblers see the chance of "selling out" to the Big Company. But at present the Government can step in and organize the whole aerial transportation throughout Canada. Why be content to use the planes only to look for forest fires?

A friend who is especially expert in propaganda tells me that it is useless to appeal to the common sense of governments today. Raise the German scare is his advice. Tell how Herr Noaks is indubitably preparing a fleet of aeroplanes to average the fleet at the bottom of Seaga Fove. Or rant how the communists of Russia are turning their reds into wings and the British tanks into bombs with which they may terrify the innocent nations of civilization. That is the sort of stuff that will persuade the governments to retain in their own power the modern means of transport and of war.

But I still prefer to trust to the intelligence of fellow citizens. Here is one of the great interests of the future. Capitalists have been permitted to make a mess of everything else in the way of means of transportation. In this case the men who know the flying art are the best type of sportsmen, accustomed to fly for the sake of a people, not for certain individuals, liking the job for the job's own sake. Are we to permit the commercialization of the skill of these men? Are they to become the slaves of the petty capitalists?

Mind, when laborers speak of nationalization, they do not mean government administration. They mean administration by the experts in the industry with government ownership. Therefore when we appeal for Nationalization of Aerial Transportation, we appeal for administration of the possi-

General Labor News

Items of Interest for Free Press Readers

Organized Bakers at Deserai, Ill., have reduced the work day from 10 to 8 hours and secured substantial wage increases.

The British Columbia Federation of Labor will hold their annual convention at Victoria on March 8th.

Machinists employed on auto and other work at Visalia, Cal., are uniting under the International Association of Machinists.

Journeymen Tailors at Detroit, Mich., have prepared a new wage scale which calls for a minimum of 90 cents an hour. The rate is now 75 cents.

Electrical Workers' Union, Local No. 165, Hamilton, Ont., have decided to ask an hourly wage of 90 cents for inside wiremen.

Printing pressmen and Employers at Detroit, Mich., will arbitrate wage differences. Heretofore they have succeeded in adjusting rates themselves.

A strike in one of the groups of Welsh coal mines has been set for Monday, says a news dispatch from Perth, Wales.

British cotton operatives to the number of 400,000 are preparing to send an application to the employers for an increase of 100 per cent in wages over the pre-war rates, it is reported.

Ladies' Garment Workers' Union, No. 34, at Bridgeport, Conn., has established the 44-hour week in the Warner Corset factory. Cutters are advanced to a \$40 weekly minimum and rates for other employes are raised.

The Carpenters' Union at Hamilton, are leaving no stone unturned to organize 100 per cent all Ontario millmen, cabinet makers, upholsterers, finishers and furniture workers, with a view to standardizing wages and a uniformity of working hours. The International Painters' Union have pledged support to the movement.

Officers of the Colorado state federation of labor have notified affiliates to prepare to meet an advertising campaign of anti-union employers who are determined to secure the passage of legislation that would outlaw unions in that state.

Harold Saville, a returned soldier, who was I.L.P. alderman candidate at the January elections in Hamilton, has been recommended by Minister of Labor Bello to succeed Jas. Coates, who has retired as assistant superintendent of the Ontario Labor Bureau. The position is worth \$1,500 per annum.

Miss Margaret Bondfield, the well-known Labor leader in England, was recently attached to the Labor delegation to the Washington International Labor Congress, has just been adopted as Parliamentary candidate at the next election by the Northampton Labor Party.

Silent picketing was granted the Retail Clerks' Union at Portland, Ore., in their fight against the Greenfield Shoe Co. of that city. The court permitted the union to maintain one picket at each store wearing a sash or carrying a banner with the inscription, "Unfair to Organized Labor." The picket will not be permitted to address customers. The attorney for the Clerks has given notice of appeal to the Supreme Court.

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CLEVELAND LABOR MAY WITHDRAW ITS BANK DEPOSITS

Cleveland Labor may withdraw its deposits, totalling \$40,000,000, from the local banks and launch a "co-operative bank of its own," said Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers.

"This \$40,000,000 might just as well go for Labor," he said.

LABOR MOVEMENT IN FINE SHAPE ROCHESTER, N.Y.

Good Wages and Plenty of Work for Building Trades Is Reported.

Reports from Rochester, New York, show that the international labor movement there is in fine shape, especially the crafts affiliated with the Building Trades Council, which is chartered by the American Federation of Labor.

The structural iron workers have been conceded a new wage scale of \$10 a day and the following organizations are asking for minimum wage schedules per hour as follows: Bricklayers, \$1.25; plasterers, \$1.25; electricians, \$1.12½; plumbers and steamfitters, \$1.12½; sheet metal workers, \$1.00; laborers, 80c.

The lathers, after a long continued agitation have at last succeeded in abolishing piece-work and have inaugurated the day work system. All the unions will enforce hereafter double pay on all overtime work. It is practically certain that there will be little opposition to putting the new wage scales into operation, as building operations are brisk and any amount of work is sight for the coming season. The building contractors are not averse to paying high wages as they realize that strikes in the spring would have an injurious effect on business and are anxious to avoid complications if possible.

The union label directs and concentrates public sentiment against the evils peculiar to many industries.

billions of the air by the airman for the whole country and not for the wealthy few.