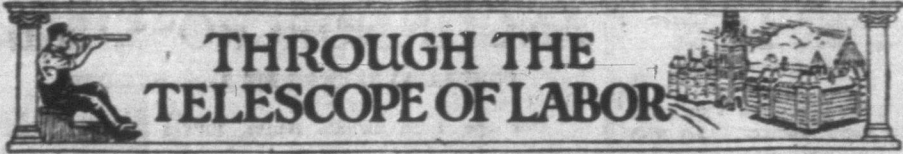


OUR HOME PAGE



Lord Leverhulme and Labor

With the passing of Lord Leverhulme, the Labor movement in Great Britain and Canada and the working class generally, loses one who proved himself to be a sterling friend of the worker.

Membership in a Trade Union was never a barrier to employment by the firm which he founded, it being a principle of his that a man was entitled to join a trade union or not just as his inclination lead him. He was on excellent and friendly relations with all the prominent labor leaders of Great Britain and on innumerable occasions discussed with them, ideas for the amelioration and improvement of the conditions of the laboring class. He did not, however, end at mere discussion, but proceeded to translate into facts various theories he held would improve the condition of the workers employed by him.

To those connected with the Labor movement who visit the village of Port Sunlight, the thing that strikes them most is not merely the greatness of the industrial plants that comprise the principal unit in the Lever organization though its efficiency and magnitude are tremendous, but the wise foresight and provision made for the workers employed there, in housing and welfare conditions so that they are enabled to lead healthy happy lives and rear their families in excellent homes. During the course of a recent tour in Great Britain, the writer talked with a number of Lever employees and found that they are contented and satisfied with their employment and no possible inducement could lead them to transfer their loyalty and allegiance.

As well as providing healthful surroundings, the late Lord Leverhulme was a strong believer in the theory that the quarrels which so cruelly rend modern industry could be avoided and industrial harmony promoted by the work people becoming partners of the business in which they were employed. This he felt was

the only and proper solution for the industrial problem as it is called to-day and in this belief also, he did not stop at theory, but converted it into practice amongst his own employees. He was one of the earliest advocates of co-partnership as it is called and by his wise foresight, thousands of Lever Brothers' employees are now partners in the organization. The results have more than justified his wisdom and it is a tremendous pity that he did not live to see the co-partnership idea become general throughout industry.

The same wisdom and fair dealing was extended to all his employees throughout the world including Canada and Canadian Labor has a right to feel proud that the organization he founded, plays such an important part in Canadian industry. His death means the Empire has lost a consistent adherent; Industry a brilliant executive, public life a mind devoted to the best interests of the community and the working class a generous and loyal friend.

Provinces May Enact 8-Hour Day Law

Ottawa, Ont.—The enactment of an eight-hour day law lies generally within the competence of the provincial legislatures. But the authority vested in the legislatures does not enable them to enact an eight-hour day law in relation to servants of the Dominion Government, or for parts of Canada not within the boundaries of the Province. This, in substance, is the finding of the Supreme Court of Canada, on whether the Dominion Parliament has jurisdiction to pass an eight-hour day law.

The question came up on a reference from the Dominion Government. At the first International Labor Conference held under the League of Nations, Canada assented to an eight-hour day convention in regard to industrial undertakings, the justice department ruled, however, that jurisdiction in the enactment of eight-hour day legislation lay with the provincial legislatures and the convention was referred to the provincial governments. There was further discussion of the question of jurisdiction in Parliament, and the Dominion Government then referred it to the Supreme Court, following a recommendation of a parliamentary committee.

Carpenters' Dispute

Bureau Agent John Doggett, of the Amalgamated Carpenters of Canada, takes exception to statements pledged to have been made at conference between representatives of the building trades and the Provincial Minister of Public Works. The deputation is quoted as saying "that a preference was being given to members of one of the carpenters' unions in Toronto and that practically one-fourth of the whole body of that organization were working on the new administration building in Queen's Park."

Challenges Statement
Mr. Doggett challenges this statement. "We have 563 members in good standing in our four Toronto branches," he says, "with over 1,000 members on the books, and as a matter of fact, there are only 30 carpenters on the work referred to, some of whom are members of the American Brotherhood of Carpenters."

"In reference to the alleged discrimination against members of the American Union, the same people who are crying about discrimination went to the Jackson Lewis Company and other contractors of Toronto in June, 1922, and requested these firms to discharge members of the Amalgamated Carpenters' Union because they did not belong to the American Federation of Labor."

Charges Discrimination
"Further, two American contracting companies, who are at present doing work in Toronto, have at the behest of the A. F. of L. officials discriminated against members of our

union because we are a Canadian organization. "In reference to the wage rate, our union, through negotiations with the Toronto Builders' Exchange, is endeavoring to re-establish the 90-cent rate per hour for all carpenters in our city. Mr. Varley's policy appears to be to re-establish the 90-cent rate on one job only."

Very Few Articles Left by Looters

Sydney, N. S.—A visit to the company's store in Sydney Mines, the biggest and best of its kind in the district, showed the thoroughness with which the looting had been done by the strikers during the recent riots. The only portable goods which the rioters had left behind were half a dozen dressmaker dummies and a cash register. There were some articles of mahogany furniture which had proven too heavy to carry out but these had been smashed beyond recognition.

The manager of the store, Mr. Day, estimated about \$50,000 the value of the stock that had been looted, apart from the value of the damage to company's property otherwise. "This is the first thing that came through the window when the riot started," he casually remarked, showing a cement building block which must have weighed about 25 or 30 pounds.

U.S. Products Invade Britain

London.—Bitter complaint that a certificate awarded by the authorities of the British Empire Exhibition for its exhibit of paper and stationery was watermarked "Made in U.S.A." has been made by an Edinburgh firm to the National Union of Manufacturers.

The Morning Post comments sarcastically: "At a time when we are making heavy debt payments annually to the United States it is surely incumbent upon us to do all in our power to reduce our imports from America. Yet the most British of exhibitions takes this opportunity for advertising American paper, and adds insult to injury by giving a credential made by a foreign rival. If Wembley continues this way the United States out of sheer gratitude may have to pay it a subsidy."

Nassau, B. C.—Chinese were called into service here to man the mines of Western Fuel Corporation, whose workers to the number of 1,200 went on strike recently. The Chinese are assisting officials and officers staff in maintenance work. The company is keeping up steam and running locomotives despite the tie-up of other activities.

Report on Garment Shops

Toronto, Ont.—In a report to Joint Board of Sanitary Control, which brought her here to make an inspection of Toronto garment factories and workshops, Miss Pauline Newman, of New York, stated that common towels and common cups are in use in many of the factories visited. Miss Newman also announced in her report, presented to the board, that several employers occupying lofts where sanitary and safe conditions were difficult to obtain from the owners of the building, had signified their intention of moving when their lease expired. In only four factories did she find poor lighting and a need for artificial illumination. In 13 factories she found the floors were not level, and in nine factories the windows were thick with dust and dirt. Lavatory accommodation in eight factories was bad and in direct violation of the Factory Act of the province, while in 29 factories there were no dressing rooms, let alone rest rooms, for female workers.

In practically every factory the first-aid kit consisted of a bottle of iodine and some cotton. In twelve factories there were no fire extinguishers.

Grants Application for Deregistration

Sydney, N.S.W.—Application for deregistration of the Seamen's Union on the ground that it had exercised union dictation of conditions of work was granted by the special Arbitration Court.

Tom Walsh, president of the union, in pursuance of the decision of his executive, did not oppose the application, but flatly declined to obey the order of the court to man the ships *Etyomanga* and *Diga* of the Commonwealth Government line, which were deemed "black" by the union last April because they had taken goods and coal to the steamer *Volturna*, about which a dispute had been raging.

Walsh added: "This should make it all the more easy to comply with the shipowners' application. There are now no difficulties in the way." The judge said: "It is exercising my mind whether the court ought to exercise its discretion." "If it is ever to be exercised, it should be exercised now," remarked counsel for the owners. "I agree with that," said the judge, who subsequently gave a decision de-registering the union.

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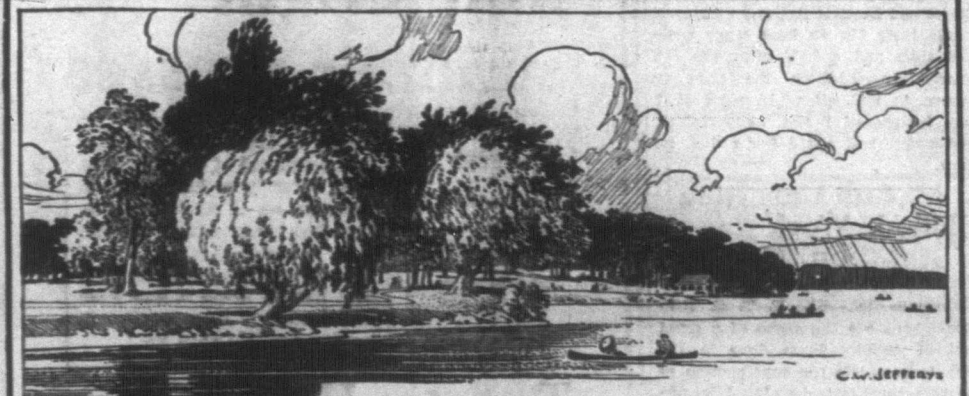
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The speed limit exists in the law to save the surfaces of roads, as well as to prevent accident. Because the highway is clear, you may think the law may be broken. This is a mistake. There is always danger of damaging the road by excessive speed.

The material which is displaced each year by automobiles driven too fast would weigh hundreds of tons. The repair work made necessary costs thousands of dollars.

The public of Ontario have spent \$160,000,000 to make roads easier and safer for you to travel on. The law seeks to preserve from accident those who use the roads, and to conserve the roads themselves. The Government requests the co-operation of yourself and every other automobile driver in maintaining the condition of the roads. Take pride in the highways of Ontario. You are interested, for they are yours. They are being maintained with your money.

While the Government relies on the goodwill and co-operation of the great majority of motorists, notice is given that the enforcement of The Highways Act will be all the more rigorous in the case of those who disregard the law and this request.

An advertisement issued by the Ontario Department of Highways to secure the co-operation of motorists and truck drivers, Automobile Clubs, Good Roads Associations and all other public spirited bodies, in abating the abuse of the roads of the province.

The Hon. Geo. S. Henry, Minister S. L. Squire, Deputy Minister

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