

OUR BOARDING HOUSE

Reflections on Current Events by the Boarders.

"Chief Arthur stated the other day in Toronto that the Brotherhood of Locomotive Engineers was a labor organization," said Phil, "and I am mighty glad to hear it. When you consider its record in connection with the great South West strike some years ago, and later on, its action on the Reading road and on the New York Central, it wanted some such assurance as Arthur has made to make people believe that it was a labor organization. My own opinion has always been that, but for the traitorous action of that organization to the interests of labor, all of the great railway strikes of the last ten years could and would have been won. Where and when did you ever see the Brotherhood take the part of organized labor in its struggle with capital, and when did you ever hear Chief Arthur give public utterance to sentiments or thoughts that would entitle him to the claim of labor reformer? If Arthur is really the chief of a great labor organization, as he pretends to be, now is his time to show it. It is admitted on all sides that if the engineers make common cause with the switchmen on the Erie road, the strike in New York State can be won in twenty-four hours, but you can bet dollars to matches that they won't do it; what else is the meaning of Arthur's trip to Georgia at the present time? He wants to get away—he wants no 'entanglements' with other organizations which might strain the extremely friendly relations which exist between himself and those other great benefactors of labor, Chauncey Depew and Walter H. Webb."

"What the railway men of this continent need," said Brown, "is an organization which will cover all branches of the service. Either that or an offensive and defensive alliance among existing organizations which will prevent a repetition of the error of letting one branch do the fighting while the others remain inactive. In this case the trouble started with the switchmen, and they are left to 'wage unequal war' while conductors, brakemen, firemen and engineers remain neutral. The next time it will, perhaps, start with brakemen, and all the rest will look quietly on; and so, one after the other gets a thrashing, and labor is gradually forced against the wall. It was this policy which enabled Webb to make the Central, and Corbin the Reading, non-union roads, and if persisted in will make non-union roads of all of them. Railway men must federate, and whenever any section of their organization is attacked the whole system should be tied up at once."

"They have a federation of the four big brotherhoods now," said Sennett, "and I believe if Sargeant was sure that Arthur could be relied upon, he would have ordered the firemen out a week ago, and Sweeney would come out of this fight with flying colors. If, however, Arthur would allow the members of his organization to take their engines out with green hands as firemen, then Sargeant would be simply sacrificing himself and his men for nothing by coming out at all. The federation of railroad men will never amount to anything as long as Arthur remains Chief of the Engineers and a member of the executive committee."

"This strike," said Phil, "is costing the people of New York State in general and those of Erie County in particular a terrible amount of money. There is first the expense of maintaining an army of 8,000 men in the field; secondly, the loss to the merchants and shippers in delaying the transportation of their goods; the loss of wages to the men and revenue to the stockholders of the company; and last, but not least, the loss on perishable freight. All of this will again bring the question of

State ownership of railways prominently to the front, and will be a benefit to the People's party which has made this reform a leading plank in its platform. Railway strikes are unknown in countries where the governments own and control the roads, and they would be unknown in America if the roads were taken out of the hands of private corporations. Whether the men win or lose, this strike must prove beneficial, in so far that it will open the eyes of the people to the danger of allowing private corporations to own and control the means of transportation, which, at the present day, are as necessary to the existence of a large percentage of the population as the air we breathe."

BILL BLADES.

LABOR DAY NOTES

The Treasurer of Labor Day Celebration Committee begs gratefully to acknowledge the sum of one hundred dollars from Sir Donald A. Smith as a contribution to the prize fund. The donation is accompanied by a kindly written communication in which the writer hopes that the day will be fittingly celebrated.

The delegates from this city to Dominion Trades and Labor Congress are requested to meet on Sunday, 4th September, in Ville Marie Hall, at two o'clock.

Messrs. E. Farrell and V. DuBrueil have been appointed marshals of the parade, and have appointed the various organizations their places as follows:—

- Platoon of Police.
- K of L Juvenile Band.
- Sons of Organized Labor.
- Amalgamated Association of Iron and Steel Workers, Lodge No. 2.
- Amalgamated Association of Iron and Steel Workers, Lodge No. 3.
- American Flint, Glass Workers, No. 24.
- Green Glass Workers, No. 18.
- United Watch Case Workers Assembly.
- BAND AND BANNER.
- Black Diamond Assembly, No. 1711.
- River Front Assembly, No. 7628.
- Unity Assembly.
- Progress Assembly.
- Carters Assembly.
- BAND AND BANNER.
- Railway Porters Union.
- Phoenix Assembly, Brass Workers.
- Maple Leaf Assembly.
- Tailors Assembly.
- BAND AND BANNER.
- Marble Workers Assembly.
- Dominion Assembly.
- District Assembly 18, K of L.
- BAND AND BANNER.
- Grand Hermine Assembly.
- Hochelaga Assembly.
- Hope Assembly.
- Montcalm Assembly.
- Mount Royal Assembly.
- Co-operative Assembly.
- BAND AND BANNER.
- Maisonneuve Assembly.
- DeSalaberry Assembly.
- Ville Marie Assembly.
- District Assembly 19.
- BAND AND BANNER.
- District Council of Carpenters and Joiners.
- United Carpenters and Joiners of America.
- Nos. 636, 134, and 311.
- Amalgamated Society of Carpenters and Joiners.
- Carriage Makers Union.
- Tinsmith and Roofers Union.
- BAND AND BANNER.
- Painters and Decorators of America, Nos. 74, and 222.
- Plumbers and Steamfitters Union.
- Iron Moulders Union No. 21.
- Machinery Moulders Union No. 51.
- BANNER.
- International Machinists Association.
- Mount Royal Lodge 224.
- Victoria Lodge 111.
- BAND AND BANNER.
- Plasterers Union.
- Single Tax Club.
- Coopers Union.
- Printing Pressmen's Union, No. 52.
- Brotherhood of Locomotive Engineers, Point St. Charles Division No. 89.
- Hochelaga Division.
- Lalumiere Division 383.
- Deputation Brotherhood of Locomotive Engineers St. Lawrence Lodge No. 15.
- Typographical Unions No. 145 and 176.
- BAND AND BANNER.
- Cigar Makers International Unions Nos. 226 and 58.
- BAND AND BANNER.
- Central Trades and Labor Council.
- Invited Guests
- President Central Trades and Labor Council

QUEBEC NOTES.

(FROM OUR OWN CORRESPONDENT.)

QUEBEC, Aug. 24, 1892.

Edward Reynolds has been elected as delegate to the Trades and Labor Congress by the Stadacona division of the O. R. C.

Gear and tackle inspection and the bill introduced at the last session of the Provincial Legislature by Morris did not materialize. Probably that is why Quebec has to mourn the loss of another fine young man named George Moran, aged 21 years. He was employed by an English firm of contractors who are putting up a new gas reservoir for the Quebec gas works and was engaged up on the top receiving heavy iron pieces which were hoisted up by a derrick. The gear in connection with said derrick had already broken a couple of times and, according to the finding of the jury, was not fit for the work, which consisted of lifting into position pieces weighing over two tons. It is necessary to state that the height was 75 feet from the ground, and the derrick breaking again, carried young Moran with it. He was picked up an almost unrecognizable mass of human flesh and bone. An inquest was, of course, held and to the credit of the jury be it said the verdict was not one of accidental death. The finding was that the deceased came to his death through the effects of the fall, and that the gear used was not fit for the work. Something else about this inquest. The parties interested were represented by counsel, a lawyer named Stewart representing the contractors and Ch. Fitzpatrick, M.P.P., the friends of the deceased. One of the witnesses in his evidence stated that he believed the deceased had been sunstruck. I should state that this witness was one of the employees on the same work as the victim, and also that his father is an employee of the Gas company as a laborer. I will leave your readers to decide as to whether this individual is the most deserving of their disgust or pity, and I should add that the wages on this job was \$1.25 per day, and that no scaffold inspector was needed, as the only scaffold was the top of the brick wall. With but a couple of exceptions every tavern in the city was open all day Sunday, Aug. 21, and the number of drunks around the city was surprising. I can't say exactly who benefits by the fines imposed for infraction of the license laws, but I can say that if everyone of the law breakers are prosecuted it ought to prove a veritable bonanza for either our municipal or provincial authorities.

The Montreal Star has not enough to do in Montreal, so it is going to run Quebec for awhile, and has begun by causing to be painted out a sign (that one of our Quebec merchants ex-secretary of the Quebec Board of Trade and a bitter antagonist of organized labor) had caused to be painted on the cliff hared by the landslide. The lawyers will likely enough have another job now.

ATLAS.

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That is one definition, perhaps the very mildest possible, of the bonus system in business, ladies! The method seems in the first instance to have been devised for the express purpose of warping or confusing the judgment of the buyer. Its main object of course is the aggrandisement of the seller. Let us take a case in point.

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