

FROM COAST TO COAST

HAMILTON STREET RY. DID NOT WANT ARBITRATION.

Despite the objection of the Hamilton Street Railway Company, Senator Oliver Robertson, Minister of Labor, has appointed a conciliation board to adjudicate the wage differences between the company and its employees, members of Local Union No. 167, Hamilton. On the recommendation of the Street Railwaymen's Grievance Committee, Harry G. Foster, recording secretary of the union, has been appointed by Senator Robertson as the men's arbitrator. It is likely that R. F. Washington, R. C. C., will be the company's choice. When the Minister of Labor advised the company regarding the men's request for the granting of a board, the Hamilton Street Railway Company conveyed its opposition, stating that the present agreement did not expire until April 1, 1920. However, the Minister of Labor over-ruled the company's objection and further advised the company that he had appointed a board and requested that within the required five days, provided by the Industrial Disputes Act, name a representative. The Street Railwaymen's present hourly wage scale is 30 cents, 32 cents, 34 cents, and 37 cents. The men say this rate is inadequate with the cost of living so high.

WINNIPEG LABOR CRISIS PASSES.

For a time last week Winnipeg was again faced with the prospect of another strike. This time it was the street railway employees. The street railway company increased their fares to 6c, and with it there was an increase in the men's pay. The city was granted an injunction against the increased fares, but on Wednesday last the city's plea for its continuance was refused. The company have accepted the award of the board of conciliation, and have granted the men an increase in their wages. Had the injunction been allowed against increased fares there would in all probability have been a lockout and a strike, as the company would only accept the board's award on condition that they be allowed to increase their fares. However, the matter is settled for the time being, and now comes the suggestion that the city purchase the railway and avert future trouble.

OTTAWA LEATHER WORKERS APPLY FOR CHARTER.

For some time past the leather workers in the city of Ottawa have been considering the advisability of forming a union with international affiliation. The matter came to a head on Friday last, when a number of the workers employed in local shops got together and made application for a charter to the United Leather Workers of America. Another meeting will be held on Saturday night, when many weeks have been appointed as other matters of interest to the leather workers will be considered. Ottawa has not had a union of leather workers for some years now and the hope of the workers is that they will have a 100 per cent organization before many weeks have elapsed. It is interesting here to note that during 1918 the international organization issued 21 charters, increased its membership by 3,000. Twenty-five agreements were secured, without strike, resulting in ten per cent increase in wages. As a result of the organization an 8-hour day has been established, and wages have been increased from 25c to 50c an hour; \$4.00 per week in benefits and \$5.00 in sick benefits.

TORONTO CONSIDERS PURCHASE OF STREET RAILWAY.

With the recent report of the city transportation commission on the acquisition of the street railway system before them, the members of the Toronto Board of Control occupied themselves for two hours on Thursday with a discussion of how negotiations for the purchase of the system and its operation later on ought to be conducted. Decision in the matter was laid over for a week, as the controlling body felt it to be worth the delay.

VANCOUVER RAILWAYMEN'S CONCILIATION BOARD.

A conciliation board at Vancouver is hearing the claims of the B.C.E.R. street railwaymen for a substantial increase in pay. The representative of the men put in figures showing that the cost of living had increased by 65 per cent, since 1913 while the men's wages in that time had been increased by only 35 per cent. The demand is for another 14 cents an hour in pay.

MONTREAL MAY HOUSE A. F. OF L.

John Flett, general organizer in Canada for the American Federation of Labor, says that there is a strong probability of that organization holding its next annual convention in Montreal. The executive of the federation will meet in Washington this week, and one of the chief items of business will be the selection of the convention city.

EDMONTON TRADES COUNCIL.

The regular meeting of the Edmonton trades and labor council which was held on Monday, was well attended. Interesting reports from H. Bishop and H. J. Clark occupied a good share of the meeting, and the delegates appreciated the very complete synopsis of the proceedings of the national conference on industrial relations which was reported on by Mr. Bishop, and the trades congress convention in Hamilton on which Delegate Clark reported. Both reports were received and the delegates thanked.

Walter Smitten and John Loughran who are in Edmonton as labor delegates on the conciliation board, addressed the council and requested labor men to appear before the commission to give evidence regarding the price of coal, and the keeping qualities of the Edmonton fuel. Mr. Loughran represents the miners and Mr. Smitten is secretary of the Alberta Federation of Labor.

The council dealt with a letter from the Great War Veterans' Association regarding the bonus scheme. The executive committee recommended endorsement of the veterans' demand and the committee's recommendation was concurred in by the council. Delegate Geary was appointed to act on the committee of the War Veterans as requested by that body.

A. E. Groff addressed the council on the appeal of the welfare board for funds and asked the council's sympathy. President McCreath expressed the hope that the request of Mr. Groff would be complied with by the individual members.

The organization committee reported new affiliations and progress made in a number of organizations. President McCreath reported having installed the officials of the Bakers' union.

The council has communicated with the machinists' international representative regarding the situation in Edmonton as it affects the old Fort lodge of contract machinists, and requesting him to come to Edmonton or select a representative. President McCreath reported that while progress was being made in the selection of candidates for civic elections by the local committees of the council and the labor party, there was nothing definite to report.

A question of a local resolution was discussed in the province and the executive were ordered to investigate. The question arose over the death of Thomas Watson who was killed on Monday afternoon.

MOOSE JAW TRADES COUNCIL.

A report on the Trades and Labor Congress convention in Hamilton, by President W. Watson, delegate from the Moose Jaw council, occupied most of the time at the last regular meeting of the council. Special mention was made of Moose Jaw's splendid showing in their endeavor to swing the convention to the western city next year.

Several motions of special interest to the local council were read in detail by President Watson, and also an abbreviated statement on some of the speeches. There was no doubt in the minds of those present that their delegate had worked in the best interest of the local council. Delegate Riedel was appointed a committee of one to meet with the representatives of the other organizations in this city, who are working on the plan for a war memorial for the men of Moose Jaw and the surrounding district who gave their lives in the war.

SYDNEY STEEL WORKS AGAIN IN OPERATION.

Steel making is once more in progress in Sydney Mines. After a shut down of three and a half months, a portion of the open hearth furnaces of the Nova Scotia Steel and Coal Company are once again producing ingots. The re-lining of the blast furnaces has just been completed and steel officials expect to have the furnaces blown in within the next few days. Under the most favorable conditions it takes about two weeks to reline a furnace and produce a cast, but it is not the intention of the officials to force as quick cast as this, new lining is to be given every chance to become gradually accustomed to the increasing heat pressure.

ST. JOHN'S WORKERS' STRIKE.

The employees of the Singer Sewing Machine Co. at St. John's, Que., went on strike last week for a few hours. Organizer Bastien, of the American Federation of Labor, arrived on the scene and the difference were soon adjusted and the men returned to work.

SYDNEY TYPOS' NEW OFFICERS.

At the regular monthly meeting of Local No. 449 of the Typographical Union, held at Sydney recently, the following officers were elected for the ensuing year: President—Clarence Demont. Vice-president—Francis I. Desmond. Secretary—Harry J. Finch (re-elected). Recording secretary—Murdoch J. McNeill. Sergeant-at-arms—Alexander Martineau.

OTTAWA GARMENT WORKERS RECEIVE CHARTER.

Miss Helen Butterfield, of Vancouver, the Garment Workers' representative at the National Industrial Conference at Ottawa, some few weeks ago, drew attention of the public to the fact that some Ottawa girls were receiving 13.37 a week. The garment workers of Ottawa decided to form a union. As their pay in many instances was too small to allow them to expend any of it in the necessary expense in securing a charter, the Allied Trades and Labor Association voted them \$250 for this purpose. Organizer Chas. W. Lewis has the matter in hand and this week a charter arrived. A meeting of the newly formed union will be held in the near future.

CANADIAN LABOR STILL CANADIAN.

The Canadian Labor movement will sponsor no class politics. The Canadian Labor movement will enter into no class war. The Canadian Labor movement will not tolerate Bolshevism. The Canadian Labor movement will have nothing to do with the Soviet Russian propaganda.

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AMERICAN RAILWAY SHOPMEN GET NATIONAL PACT.

While the Steel Trust and other anti-union employees are attempting to hold back the tides of time, the United States railroad administration has signed a national agreement with the railway employees' department of the A. F. of L. in which hours of labor, working conditions and rates of pay are provided for the 500,000 railroad shopmen on all roads under Government operation.

The interested unions are the international organizations of machinists, boilermakers, sheet metal workers, blacksmiths, electrical workers and railway carmen. The agreement recognizes the right of the A. F. of L. affiliates to represent and negotiate for their respective groups. The following principles are established:

Eight-hour day, with extra pay for overtime.

Abolition of piece work bonus and premium systems.

Personal injury cases may be handled by unions or representatives in the same manner as grievances are handled.

Rules for handling of grievances through committees with railroad officials.

Craft point seniority established and definite avenues of promotion outlined.

Rates of pay retroactive to May 1, 1919, and a 10 days' clause for amending the agreement.

Where a shop man is engaged outside the shop, he shall receive his standard pay. Formerly, if a machinist, for instance, was employed as signal maintenance he received a lesser rate, but the agreement provides that a machinist is a machinist regardless of where he does machine work.

Acting President Jewell of the railway shop employees' department states that this is the first national agreement ever secured by any labor organization or group of labor organizations in the United States. He shows that all other agreements secured by the trade unions have applied to divisions or sections of the country, and that the present agreement is a result of the development of national federation, starting with craft unions in the various shops, then shop federations, and then railroad system federations.

ENORMOUS GROWTH OF THE A. F. OF L.

Some idea of the rapidly with which the American Federation of Labor is enrolling recruits in the continent-wide International Trades Union Movement may be gleaned from the last monthly report received, dealing with August, 1919, when 248 charters were issued. This was the largest number of new organizations ever instituted in a similar period of time, and does not include organizations formed during the same period by affiliated international bodies. It completely refutes the claim that the A. F. of L. is a decadent body. It is statistics such as the above which go to show that the American Labor Movement is solid at the core. There must surely be some reason why year by year the A. F. of L. continues to grow in membership and power. People do not join a decadent movement, and the more its detractors deny it the greater advancement does it make.

There are many beneficial changes to be desired in the A. F. of L., but these changes can be secured in a constitutional manner. It would be a crime to try and disrupt a movement that upon the field of industry has accomplished so much for the cause of organization. No other movement in America is to be compared to it in fact, so far every rival movement, and they have been many, have ended in ignominious failure. The A. F. of L. has weathered every storm. It is still beating the waves, and for years ahead at least will undoubtedly continue to make good.

LATEST TYPE OF TOURIST CARS.

The Canadian National daily transcontinental train, Toronto-Winnipeg-Vancouver, made its initial trip from Toronto, with one of the very latest type of steel tourist cars as part of its equipment, the first of an order of 20 such cars in which construction every point has been considered for the safety and comfort of passengers. This modern type of tourist car, with anti-telescopio device, is of a similar design to the standard sleeping coach, the exception being they are upholstered in leather instead of plush.

Electrically lighted throughout, all berths, upper and lower, are provided with berth lamps. A new feature for this class of car, that lamps have been installed under the seats in the aisles of the car, so that when the ceiling lamps are turned out for the night light may be provided under berth curtains, a great convenience for passengers when going through the car.

Phosphorous push buttons can be readily seen in the dark, should the passenger require to switch on the light or ring the bell, when the berth is in darkness.

A safety feature introduced is a device for holding down the upper berth which precludes any possibility of the upper berth closing when in use. Separate berth curtains are provided so that passengers in the upper berths will not disturb passengers in the lower.

The kitchen has the latest steel range, facilities for washing dishes, and lockers enable passengers to store their food. Lavatories have received special attention, and provide greater convenience than the older type. An electric thermostat heating control can be so adjusted as to regulate the temperature of the car, thus preventing overheating.

Thus with the introduction of the daily service of the Canadian National lines between Toronto-Winnipeg-Vancouver, is the added convenience of the very latest type of tourist cars for second-class passengers, who can enjoy a transcontinental trip in every comfort at minimum expense.

LABOR.

Out of chaos, out of work, I arose and did my work. While the ages changed and sped, I was toiling for my bread. Underneath my sturdy brows, Forests fell and cities arose. And the hard, reluctant soil Blossomed richly from my toil. Palaces and temples grand Wrought I with my cunning hand. Rich indeed was my reward—Stunted soul, and body scarred—With the marks of scourge and red. I, the tiller of the soil, From the cradle to the grave Shambled through the world—a slave! Crushed and trampled, beaten, cursed, Serving best, but served the worst. Starved and cheated, ragged and thin, Undernourished, underpaid In the world myself had made.

Up from slavery I rise, Dreams and wonder in my eyes. After brutal ages past, Coming to my own at last, I was slave—but I am free! I was blind—but I can see! I, the builder—I, the maker, I, the calm tradition-breaker, Slave and serf and clod no longer, Know my strength—and who is stronger? I am done with ancient frauds—All the sham is overthrown, I shall take and keep my own, Unimpassioned, unafraid, Master of the World I've made!

BERTON BRALEY.

Why Every Canadian Will Buy Victory Bonds

TRIUMPHANT, Canada emerged from the war, a nation great in arms and great in trade, a nation respected and admired by the world.

And Canada will continue to hold high her head.

Our obligations to the heroic dead, to the crippled and disabled soldiers, and to the men who were so fortunate as to return, will all be met.

That is Canada's duty.

To fulfill it, every Canadian will do his part.

Canadians will keep the machinery of prosperity humming, the factory chimneys smoking, the sea and lake ports bustling with activity, and the surplus products of farm and factory going forth to Great Britain and other lands.

But to accomplish all this more National Working Capital is needed.

The money is here, but it is in the hands of individuals rather than in the hands of the nation. It is in the savings banks, loan companies and generally scattered throughout Canada. For instance, our deposits in banks and post offices have increased in five years from one billion (\$1,086,013,704) to a billion and three-quarters (\$1,740,462,509), an increase of nearly two-thirds of a billion (\$654,448,805).

The people will loan their individual savings to the nation to be used as National Working Capital in maintaining our commercial prosperity.

Every man and woman from every walk of life is interested in maintaining this prosperity. Therefore, every man and woman from every walk of life is personally interested in making the Victory Loan 1919 an overwhelming success.

It will serve to keep Canada in its present place, far up in the vanguard of World Progress.

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