

# Ontario Workman.

THE EQUALIZATION OF ALL ELEMENTS OF SOCIETY IN THE SOCIAL SCALE SHOULD BE THE TRUE AIM OF CIVILIZATION.

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## Labor Notes.

The paper hangers of Chicago have organized, and formed a union, and meet regularly.

The number of industrial establishments in France at present is 150,000, employing two million of hands.

The journeymen letter-press printers of Paisley have demanded a second increase of 2s. 6d. per week—the rise is to commence on the 6th of next month.

Work has been resumed at the Pembroke, Me., iron works. The workmen had been on a strike for some weeks, owing to a reduction of their wages.

A number of female operators in Campbell's mill at Manyunk, Pa., have struck in consequence of a reduction of wages and five days in the week.

The general wages for carpenters in San Francisco is three dollars. Hodmen are paid at the same rate, and building laborers receive two dollars fifty cents.

The Society for Improving the Condition of the Working Classes, so long known in connection with its object, has been awarded the Exhibition medal for its merit at Vienna.

Belfast, as the most important centre of Irish industry, is steadily improving, and with the exception of the usual depression occasioned by the changing of the season trade on the whole is brisk.

The workmen of the Southwest foundry, Pa., Henry G. Morris, proprietor, struck last week in consequence of the proprietor insisting upon a reduction of 20 per cent. off mechanics, and 15 per cent. off laborers.

A new foundry is to be added at once to the shops of the Utah Central, in Salt Lake City. The equipment of the machine shops has been increased by a large driving wheel lathe, and several other tools built by the New York Steam Engine Company.

All differences having been adjusted between the proprietors and employes of the Phoenix Glass Works, of La Salle, Ill., the fires have been again introduced in the furnaces, and glass blowing will be resumed in a few days.

The Irish Bakers' National Union has issued an address indicating the manner in which it proposes to work. It suggests "a thorough and complete union of the bakers of Ireland." Mr. Patrick Mooney is President; Mr. John Basset Low, Secretary Office 8, Upper Bridge street, Dublin.

There has been a great revival of American shipbuilding this year, chiefly for the coast trade. Shipbuilders have plenty to do, and are making contracts which will keep them busy for a year to come, the business being almost entirely in wooden vessels. Ship carpenters and other shipbuilding operatives are not too plentiful.

At a meeting of operative nailmakers at Bromsgrove, on Monday, it was resolved to strike at once for an advance of ten per cent. on present prices, the masters not having conceded the advance of which notice was given last week. A proposition to wait another week before striking was rejected by a large majority. It is expected a similar strike will take place in the Dudley district.

The operative joiners of Dunfermline, have made a demand upon their employers for an additional halfpenny per hour, making their wages 6½d. per hour. The demand was at first resisted, and a strike was the result; but it has since been granted. Six or seven weeks ago they were working at 5½d. an hour. A demand was made for 6d., which was granted; and now a demand for 6½d., which has also been granted.

The *Workingman's Advocate* says, the miners of Streator, numbering several hundred, met in mass meeting on Saturday, 27th Sept., and organized a Lodge. On Thursday last, a district meeting was held at Braidwood, and the following delegates elected to the Youngstown Convention; Daniel McLaughlin, John James, Frank Lofty, Meshesk Dando, Peter Daly and John Keir. The District comprises a membership of nearly one thousand miners.

The overseers, sorters and letter-carrier of the General Post Office, Dublin, to the number of 236, have addressed a memorial to the Postmaster-General expressing dissatisfaction with the recent revision of the Dublin establishment, and claiming to be put upon the same scale of wages as the London officers, on the ground that the prices of provisions are

now assimilated between the two countries, and there is no longer any reason for the disparity between the scales of remuneration laid down between the two offices. They press their demand upon the further ground that it has been conceded in the case of the Edinburgh Post Office.

A National Congress of Early Closing Associations, and a subsequent public demonstration, are to be shortly held in Manchester, (under the auspices of the National Early Closing League,) for the purpose of adopting such measures as may be considered necessary to meet the threatened opposition of Prof. Fawcett, M. P., and his supporters in Parliament, and to secure the passing of Sir John Lubbock's Shop Hours Regulation Bill. Delegates are already promised from the principal towns in England, Ireland, Scotland, and Wales, and several well known advocates of the "Factory Hours Bill" in Parliament are expected to take part in the proceedings.

## LONDON TRADES.

The new industries arising out of the discovery of electrical agency, have, in the main, been enriching the labor market of Birmingham and Sheffield; the metropolis is however, beginning to ask a question why it has allowed such profitable work to slip through its hands; and consequently London has, at present, a fair share of the electrotype work, and is keeping to itself an invention that bids fair to supersede the old bell hanging trades.

I allude to electric bells for domestic use, which are now laid in the New Foreign Office, Buckingham Palace, Sandringham House, Windsor Castle, hotels, mansions, and all new large and public buildings. The engineers are Adams and Son, of Marlborough Works, Marshall street, Golden square, and skilled workmen, who are acquainted with mechanics, would do well to pay attention to this new industry, as it is one of the most rising in the metropolis, and there can be no question that as the invention becomes more known most noblemen's country mansions and public buildings will have the old clumsy bell hanging superseded by electricity and workmen will be sent to all parts and even abroad.

The revolving steel shutters is another London industry employing a large number of hands, at the works in Rathbone place, Oxford street.

The London gas engineers also hold their own, and the constructional iron works for building are as busy as can be, both in the Goswell road, Southwark and Millwall.

The machinists in the King's road, Chelsea and at Millwall, are well employed in making machines to supersede manual labor in joinery and lifting.

At the East End the shipbuilding yards are by no means scarce of hands. Boiler makers, steam engine makers, engineers and rope makers are active. The sugar bakers, weavers, tailors and furniture makers are dull.

In Clerkenwell the silversmiths, goldsmiths, tinplate workers, watch and clock makers, looking glass makers and engravers are falling off.

At the West End coachbuilders, cabinet makers, upholsterers, tailors, gunsmiths and carvers and gilders are anything but active; and the boot and shoe makers are now beginning to get slack.

In Southwark the glass trades, engineers and hatters are fairly on; and the emery and black lead mills at Blackfriars are active. In Lambeth the potteries and cement works are busy.

In Battersea an inroad is being made on the stonemasons at the Corunna Works, Stewart's lane, where stone is dressed by machinery instead of hand labor, and at a fraction of the cost. This is likely to effect a revolution in masonry. Granite or any stone can be dressed. The horseshoe and patent nail works are also making head here.

For the season-trade altogether must be reported good, although provincial and metropolitan "commercials" are treading on each others' heels, and are grumbling at stock orders.—*Labor News*.

## THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

TENTH INTERNATIONAL CONVENTION AT PHILADELPHIA.

The tenth International Convention of the Brotherhood of Locomotive Engineers convened Thursday by a public meeting in Horticultural Hall. There was a full attendance of delegates 165 members being present; and many of these were accompanied by their wives and daughters.

After the proceedings were opened with prayer by the Rev. Mr. Hill, Mr. L. D. Tufts, of this city, Third Chief Engineer, presented letters from Governor Hartranft and Mayor Stokley regretting their inability to be present, but warmly welcoming the delegates to the city and State.

Mr. Charles Wilson, of Cleveland, Ohio, Grand Chief Engineer, was then introduced and delivered his annual address. After congratulating the brethren on the favorable auspices under which the association meets, he said: Our progress during the past year has been rapid. We now number 172 sub-divisions, with a total membership of over 9,500 members. Our finances are in an excellent condition the total receipts during the year have been \$21,641 34; the total expenses (including \$8,000 dispensed as charities) during the year have been \$23,287 11, this with \$31,448 87 cash on hand at the commencement of the year, leaves a total cash on hand, October 1, 1873 \$29,803 10. Our Journal has been well patronized, affording a net income of \$5,396 91, and the means thus put into our hands has made the heart of many a widow and orphan glad.

Eighty-three deaths of members were reported to the Grand Office during the year.

He alluded to the action of the Moberly Division, No. 86, (whose charter had been suspended.) wherein a strike had been organized in connection with the Louis, Kansas City and Northern R. R. and the occasion of the strike condemned.

In speaking of the principles of the Brotherhood, the Chief said:

"The difference in our organization from other trade organizations consists, first, in requiring qualifications for membership, such as character, education, experience and ability in our calling as locomotive engineers; second, we try to manage our business so as to secure the confidence and esteem of our employers, and work entirely in harmony with them, insisting that our members must pursue a proper course of conduct, &c.; third, we rely entirely upon our merits for strength to obtain what we are justly entitled to; fourth we stand alone, seeking no entangling alliances with other trades, nor forming combinations with any view of forcing a compliance with our demands. We do not believe in denouncing our employers with every vile epithet that language can invent, but prefer to treat them with respect, believing that we can get better pay and treatment if we manage to maintain a friendly feeling between the official and the employee.

The chief closed his address by urging the members to fully realize the importance of their position, and so endeavor to frame the rules and transact the business of the society as to satisfy the hopes and expectations of their numerous members and friends.

The Rev. D. C. Babcock, Secretary of the State Temperance Union, then made a short address, in which he urged the great importance of temperance among the employees of railroads, and he instanced several cases of railway accidents caused by the use of intoxicating liquors.

Mr. T. S. Ingram, of Fort Wayne, Ind., the First Grand Engineer, was then introduced. He urged his brethren not to be blinded by personal or sectional feelings, but to legislate for the good of the ten thousand locomotive engineers whom they represent.

Mr. R. Pierson, of Toronto, Ontario, was the next speaker. He alluded to the courtesies extended to the Brotherhood by railroad officers in Canada, and to the measur-

able success of the movement in the Dominion to prevent the starting of any trains from twelve o'clock Saturday night to 12 o'clock Sunday night, and hoped the Brotherhood would take the subject of Sunday trains into serious consideration.

Mr. P. M. Arthur, of Albany, N. Y., Second Grand Assistant Engineer, was the next speaker. He also warmly advocated the abolition of Sunday trains, and urged his brethren to use all just means to accomplish this end, and criticised bitterly those high railroad officials who give largely to churches and attend divine service regularly, gathering around the communion table with their families and Christian brethren, and at the same time compel thousands of their fellow-men to violate the law—"Remember the Sabbath day, to keep it holy."

Mr. G. W. Johnson, of San Francisco, Grand Guide, was introduced, and gave a flattering account of the condition of the Brotherhood in California. He also spoke on the Sunday question, and hoped to see laws passed by the State Legislatures forbidding the starting of trains on Sunday.

Mr. George W. Tyre, of Indianapolis, Ind., Grand Chaplain, spoke of the great growth of the Association within last six years, and urged the importance of temperance, morality and religion among men who have such a dangerous calling as locomotive engineers.

Mr. Charles H. Sherman, of Dunkirk, New York, president of the insurance branch of the Brotherhood, was the next speaker. He said that during the year ending July 1, 1873, 68 active members of the Brotherhood had died. During the first year of the association the insurance department paid out on 22 policies, \$31,920. During the second year, from No. 22 to 48, there was paid \$48,324 59. During the third year, from No. 48 to 76, there was paid \$71,463. During the fourth year, from No. 76 to No. 115, there was paid \$119,225 40. During the fifth year, including a period of eighteen months, ending July 1, 1873, from No. 115 to 182, there was paid \$204,000, making a total in five years of \$294,000. The whole number of deaths to July 1, was 182, and the amount paid in each case varied according to the number of members and the amount of the assessment. The assessment at present is \$1 in every case of death, which produces a sum in each case of \$3,347. The cost of insurance during the past year has been 1 2.5 per cent. on the amount of the policy, about one-fourth the premium required by any good insurance company; and this on a class of men whose occupation always causes them to be rated as extra hazardous.

In the afternoon the Convention met in Common Council Chamber, where it had been intended to hold all the business sessions, but the room was found to be too small to accommodate all the delegates and the Committee of Arrangements were instructed to procure a larger hall. The whole afternoon session was spent in the examination of the credentials of delegates and distribution of badges. The election of officers and appointment of standing Committees will take place to-day. The Convention will meet in Common Council Chamber to receive the report of the Committee on Hall Arrangements, and will adjourn to the hall which they may select.—*Inquirer*, Oct. 16.

## CURRENT EVENTS.

John Bright has been unanimously re-elected a member of Parliament. There was no opposition to him.

The Republicans of France are working with great activity and energy to obstruct the designs of the Monarchists.

Eighteen Deputies in the French Assembly signed a manifesto protesting against and declaring they will resist the attempted royal restoration.

A change in the Prussian cabinet is rumoured, and it is not improbable that Prince Bismarck will resume his position President of the Ministry of State in place of Von Roon.

The police have not succeeded in obtaining any trustworthy information likely

to lead to the clearing up of the recent Thames mystery.

The international congress of locomotive engineers held two sessions at Philadelphia on Saturday last, which were conducted in secret. It is understood the proceedings were in reference to the amendments to the constitution.

The beavers of Northern Canada, and the musk-rats of these latitudes are reported as having already commenced to put up double doors and windows to their dwellings, from which the rural seers predict an early and severe winter.

The Spanish Government has made a complaint to the Government of France that the French Consul in Cartagena offered protection to the insurgents. A reply has been received promising that justice shall be done.

The new German iron-clad in course of construction in England, which General Von Stosch is about to inspect on his visit to that country, is to be christened Deutschland. It will be, for the present, the most powerful vessel in the German Navy.

The Dutch Government is in the fortunate and exceptionable position of having no debt, and also of making money out of its colonies. The expenses are always kept below the income. The budget for 1874 estimates the expenditure at 100,000,000 florins, and leaves a surplus of 400,000 florins.

The dread of yellow fever has provoked a spirit of outlawry in the town of Nevada, Tex. On the 6th inst., a body of armed men from among the citizens stopped three trains coming from a locality infected with yellow fever, obstructed the track and declared their determination that no train should pass through.

French suicides continue to present strange features. A young sub-lieutenant of cavalry in Paris recently invited a young girl whom he casually met on the streets to ride with him in the Bois de Boulogne. Returning to the city he ordered a lavish supper, with wines, of which he and his companion partook. Then he completed his day's spree by blowing out his brains with a pistol. Neither the girl nor any one else knew his name, nor was there a sou in his pocket to pay his restaurant bill.

A young Parisian artist has become insane through hopeless love for an actress to whom he had long and vainly sought to be introduced. Recently the lady left Paris for Rio Janeiro, and the young man's mind became so completely absorbed by thoughts of following her thither that finally he presented himself at the post office, his forehead covered with postage stamps, and on his breast a written address directing him to be sent to Brazil.

The Minister of Public Works at Versailles, M. Deseilligny, has addressed a circular to the French prefects regarding the proposal to construct a submarine railway between England and France. He states that a scheme has been submitted to the two Governments by an Anglo-French company, to construct a tunnel under the Channel, of about 34,400 metres long, connected with the railways on each shore by underground lines of about 10 kilometres in length, the company asking no pecuniary assistance or guarantee except the perpetuity of the exclusive right to work the railway and freedom from competition. The English Government replied that it saw no objection to the proposal except so far as regarded the monopoly, to which it could in no case give its assent. Before any building engagements were made the principle of the project should be submitted to a public examination. With this view, instructions have been issued to the Prefect of the Pas-de-Calais to open an inquiry, and at the same time the minister thinks it desirable that a work of this international importance should be placed before the Chamber of Commerce, and he requests the prefects to invite the Chambers of their several departments to favor him with their views on the scheme.