

"The very fact of mutual interests being amicably discussed would lead insensibly to co-operation. From the employe feeling he had a practical interest, it would be but a short step to wishing for a monetary interest in his employer's business. The more interest his employes showed in his business the more interest the employer would be likely to give them. Co-operation is not a very difficult problem to solve where the employe looks on his 'job' as a permanence. Co-operation would undoubtedly solve much of the present labor difficulty. It gives a man a stake in his work. It could be supplied in varying forms to almost any trade. A system of bonuses is not at all on the same level as true co-operation, unless the bonuses given are in direct ratio to the profits earned. Perhaps the finest example of co-operation and its effects is shown by the South Metropolitan Gas Company, in London, England, where the workmen not only have a direct share in the profits earned, but are represented on the board by directors selected from among themselves.

"It would appear a great problem to introduce a system of co-operation in a lumber mill, for instance. But such a problem, though difficult, would not be impossible of solution. It might take a considerable time to work it out successfully, but the increased efficiency of the mill, and the immunity it would enjoy from labor complications, would amply repay the time and trouble taken. It is a matter of study and patience on the part of the employer, and of an honest effort on the part of the employe. Let labor as an organized body turn its attention towards this problem of co-operation, and a great deal of the bitterness at present apparent between labor and capital would disappear naturally. Broadly speaking, co-operation should be based on:

"1. A certain percentage of the net profits earned by the business.

"2. The sum thus set aside should be divided among the employes.

"(a) In ratio to the wages earned by each employe.

"(b) Plus an extra percentage according to the length of service.

"(3) The direct representation of the employes in the management of the business.

"Many things have contributed toward the great unrest and the strained relations now existing between labor and capital on the American continent, and the difficulty is that it is impossible to place a finger on any special act and diagnose the disease which has caused the irritation. It has been a succession of small ailments which have poisoned the health of the whole body."

LABOR MAKES REQUESTS.

A deputation representing the Trades and Labor Congress of Canada waited on Sir Wilfrid Laurier and Hon. Rodolphe Lemieux on Friday last to present a number of requests for legislative action in the interests of the laboring classes. The deputation was composed of Messrs. Alphonse Verville, M.P., president of the Congress; Jas. Simpson, vice-president; P. M. Draper, secretary, and J. G. O'Donoughue, solicitor.

Among the requests urged were the appointment of a Cabinet Minister to devote his whole time to the work of the Labor Department; a Dominion workers' compensation act to apply to railways; an eight-hour day bill; increased pay for letter carriers and telephone operators; a Government system of old-age pensions; amendments to the Lemieux Act so as to shut out strikebreakers during investigation by the Board of Conciliation; abolition of the bonus system to all immigrants; exclusive of Hindoo immigrants, and the adoption of an adequate policy of land for the settler, and not for the speculator.

In reply to the deputation Sir Wilfrid Laurier and Hon. Mr. Lemieux promised to give careful consideration to all the matters brought to their attention.

In regard to Oriental immigration the Premier noted that the Hindoos were now practically shut out, under the recent immigration regulations, while the Japanese question was satisfactorily settled. As to the ap-

pointment of a Minister of Labor, he thought the Department was now being most efficiently looked after, but if the Cabinet was increased then the Labor Department should have a Minister who could devote his whole time to the work of the Department. The Government, continued Sir Wilfrid, were considering the question of investigating by Royal Commission the needs of technical education in Canada.

THE WIDTH OF ROADWAYS.

The width of roadways was discussed recently in a paper read before the League of Iowa Municipalities by Mr. Andrew Rosewater, city engineer of Omaha, who believes that a great waste of money is caused in many cities by unnecessary width of paving. On the average, cities have about 20 miles of street per square mile of area, which, if 30 feet wide, would mean over 350,000 square yards of pavement. At \$2 per square yard this means an expenditure of \$700,000. Traffic on residence streets is much less than is generally supposed, the heaviest in Omaha probably not exceeding a given block.

Many residence streets which several years ago were made 40 feet between curbs have later been reduced to 30 and even 20 feet without any objectionable results, but with a very large saving in cost for paving. One of the chief objections raised against the 20 foot roadways was that teams could not turn round in them, and that nothing less than 30 feet would permit of the turning around of a fire engine, but in reply Mr. Rosewater stated that for such traffic as used residence streets it would be no great hardship to travel a block to the nearest intersecting street. He did not advocate decreasing the total width of residence streets, but would assign 50 feet as a minimum width and would prefer a width nearer 100 feet; the space not occupied by either street or sidewalk paving to be sodded, planted to trees and treated as parkways.