

LABOR AND WAGES.

AMERICAN.

Kansas City has 26 union printing offices. Philadelphia building trades have amalgamated.

New York printers are collecting money for Homestead workers.

The last great iron and steel strike was in 1872, and cost \$12,000,000.

The bookkeepers and office men of Grand Rapids, Mich., are organizing a union.

Philadelphia printers have adopted the six day law, with a \$5 fine for violation.

Mexican bricklayers lay 500 bricks in 11 hours; American, 2,500 in nine hours.

Eighty-four thousand carpenters will not handle a nail manufactured by Carnegie.

The Pinkertons claim they can concentrate 2,000 men at any point on 48 hours' notice.

The commercial telegraphers of the United States are engaged in forming a national brotherhood.

The Central Labor Union and Builders Trades Council of San Francisco are about to consolidate.

The Sheet Iron and Cornice Workers International Association shows a total membership of 24,861.

Cleveland Typographical Union No. 53 is renewing its attack against the Leader printing company of Cleveland.

Cigarmakers' local union No. 2 imposes a fine of \$2 on members refusing to take part in Labor Day demonstrations.

Striking Chicago boilermakers are talking of starting a co-operative shop, and have been promised support by many unions.

The printers lockout in Des Moines, Ia., for demanding an apprentice system proved short-lived, as a majority of the employers have signed the scale.

The Battle Creek Council has resolved that the bridge to be built in that city shall not be constructed of Carnegie iron or steel under any circumstances.

A writer from Pittsburg says that nine men have been recently killed by the machinery in the Homestead mill, one man going clear through the rolls.

New York Central Labor Union has issued a call for a convention on November 4th, to devise ways and means to check monopoly and overthrow plutocracy.

It has leaked out that the great strike of the New York Central several years ago cost the Vanderbilts \$2,000,000, and of this sum the Pinkerton brothers got \$15,000 for "meritorious services."

Boston District Telegraph boys struck on Monday, organized and applied for a charter from the A. F. of L. on Tuesday, won the strike on Wednesday and went to work on Thursday. They're not very slow.

The Trades and Labor Assembly of Chicago declines to patronize the Chicago Musical Union, who demand \$7 a day per man, for the reason that the union only asks \$5 from other civic bodies for the same service.

Tanners and carriers of Milwaukee are still on strike and firm as ever. Over 900 men have been out for the last six months. They are fighting a noble fight, and have a great army of capitalists arrayed against them.

In the Central Labor Union of New York a resolution was offered to call a congress of all labor organizations in the country to discuss the new aspect of the labor movement brought about by the undisguised use of civil and military power by the capitalists for subduing striking workmen.

The New York Theatrical Protective Union has decided upon the following scale. For machinists, \$30 a week, and when traveling \$35; assistant machinist, \$20, and when on the road \$25; property men and assistants, \$35; property men when traveling, \$25, and their assistants, \$20; electricians or gas men, \$21; stage carpenters, \$3.50 per day; stage hands, \$1.50 for each performance. Double rates for overtime and Sunday work and 50 cents an hour for rehearsals.

EUROPEAN.

Labor unions of Queensland have resolved not to recognize Queen Victoria.

The Congress of Miners in Germany have started a paper, an official organ.

Printers' International Congress, representing the whole world, will shortly meet at Berne, Switzerland.

Italy has a new labor paper, whose motto is: "Workmen of all countries, unite!" It is called The Class Struggle.

CANADIAN.

About 50 of the 80 or more motor men and conductors employed by the Hamilton Electric Street Railway Company went out on strike at one o'clock on Tuesday afternoon. The men left their cars standing on the tracks all along the lines of the company, and the directors are now making a great effort to move them. About 30 of the

employees refused to strike, and these with a few unskilled men are trying to keep some of the cars running. On some of the cars the Messrs. Griffin and other directors are acting as conductors, but as yet they have been unable to move traffic to any extent. The strikers claim that the company have been working them 15 hours a day during the week, while the agreement with the city was that the men were not to be compelled to work more than ten hours a day. It is also said the company refuses to pay the motor men and conductors for overtime, as was stipulated. The managers of the company were approached by a committee from the street railway employees' association yesterday, but the latter were refused a hearing, and every man who approached them on the subject was discharged on the instant. The strike is for ten hours a day, extra pay for overtime and reinstatement of the discharged union men.

MISCELLANEOUS.

Ohio volunteers are climbing out of service as fast as possible. They recognize the beauties of swell officers' thumb-hanging treatment.

The feeling of the working classes in New York over the recent disturbances is developing into a bitter hatred for the monopolistic class of employers.

Thousands of people in New York sleep in the parks, unfinished buildings and on vacant lots. It is so stated by the police. Among them are many women.

Carnegie is going to break into the English Parliament. If the voters trip him up he can come back to this country and buy a seat in the United States Senate.

The Church of England congress has under discussion the industrial condition of women. Mrs. Annie Hicks and Miss Clementine Black are the leading agitators in the cause.

Cost of Racing in England.

L. H. Curzon estimates the horses at present devoted to the service of the English turf, including those in training, sires, mares, foals and yearlings, at 10,000. On these he puts an average value of £300 apiece, and on the £3,000,000 thus obtained he charges five per cent interest, making £150,000 a year for capital account. He then assumes that half the 10,000 horses are in training, and allows £156 per head for trainers' bills, making £780,000 a year, £10 per head for entries and forfeits, making £50,000 a year, and £25 per head for traveling expenses and jockeys' fees, amounting to an additional £125,000 a year. These sums make up a grand total of £1,105,000 as the annual cost, including interest of capital and expenses of the horses devoted to the service of the turf. No charge is made for the expenses of the stud farms. He puts the number of persons employed in the various capacities in direct connection with racing at 10,000, and the average earnings of these, including board and lodging, at £1 a week each, or more than £500,000 a year.

A thousand pounds, says Mr. Curzon, for riding a Derby winner has come to be looked upon as quite a common fee, and he states that over £5,000 on one occasion was paid to the rider of a Derby winner. The Saturday Review believes that £3,000 of this was given him by the owner of the colt and the rest by other people who had won largely in bets. As the author very truly states, jockeys receive many presents besides money, such as dog carts and yachts and cases of champagne. A famous jockey received, it is said, in two seasons, as many boxes of cigars as would have stocked a modest shop, and he was given seven gold watches (he always used a silver one) and seven finger rings set with diamonds.

Glass Has a Mysterious Origin.

There is little known in regard to the invention of glass. Some of the oldest specimens are Egyptian, and are traced to about 1500 years before Christ. Transparent glass is believed to have first been used about 750 years before the Christian era. The credit of the invention is given by the ancient writers to the Phoenicians, a party of whom were driven ashore near the mouth of the river Belus, and lighted a fire with kali, a plant which grew there abundantly. They noticed that the sand, when mingled with the ashes of this plant, melted into a vitreous substance. Among the first cities noted for the manufacture of glass were Tyre and Sidon. There is every reason to believe, however, that the world owes the art of glass making to the Egyptians, who carried the art to the highest perfection; and that the glassworks at Disopolis, capital of the Theboid, formed the first regular manufactory of it. Glass was introduced into Rome in the time of Cicero, and some of the most beautiful specimens were made before the Christian era. During the middle ages the Venetians were the most famous makers of fine glassware, and after them the Bohemians. Though the art of making glass and blowing it into all sorts of shapes was known so early, it was not used for windows until about A. D. 300.—Detroit Free Press.

All That The Traffic Will Bear.

Here is an illustration—taken from the Virginia (Nevada) Chronicle—that was going the rounds of the press several years ago, but it is good enough to reproduce.

A communistic person identified with the dangerous classes of the Comstock, and notorious for his disregard of truth and contempt to vested rights, has just returned from a visit to San Francisco. Monday morning he endangered the good name of the Chronicle by entering its editorial room. The Nihilist declared that he had 'a good thing on Stanford and Steve Gage,' but he supposed the Chronicle, like the rest of the corrupt and time-serving press would be afraid to publish it.

'Tell your story,' said the editor with dignity, gazing enquiringly at the boot of the Socialist, which was resting upon the editorial table. The boot remained there, however, while the following ridiculous narrative was delivered:

It's fine weather on the bay and everybody who can afford it takes a spin occasionally out of the dust and heat. Last Saturday Stanford and Gage were wa'king along Kearney street, and when they got to the corner of Bush, the Governor took off his hat, wiped his brow and remarked:

'Steve, it's top hot for anything. What do you say to a breath of fresh air?'

'Have we time?' inquired Mr. Gage, pulling out his watch. So did the Governor who replied:

'There isn't anything very pressing for a couple of hours, I guess, and we may as well take a spin out to the park. It isn't worth while to have out my horses; let's take a hack and then we can enjoy a walk when we get there. It'll be better than riding around the dives.'

So they got into a coupe and were driven out to Golden Gate Park. At the entrance the Governor alighted.

'What's the fare?' asked the Governor.

'Only \$15, Gov'nor.'

'What!' yelled Stanford and Gage in the same breath.

'Fifteen dollars,' repeated cabby, unbuttoning his coat and spitting on the hands.

'But, m' good man,' protested the Governor, 'such a charge is exorbitant. The law confines you to a reasonable price for your services and you can be arrested and punished for such a violation of the ordinance.'

'Hang the law,' growled the cabby. 'My money bought and paid for this hack and horses, and as Governor Stanford said in his letter to the New York Chamber of Commerce, 'the essence of ownership is control.'

'Hem!' coughed the Governor, looking at Steve, who began to grin. 'That's all well enough when applied to my railroads, but—'

'but—er, now if you charge us \$15 to bring us to the park, what on earth would you charge us to the Cliff House?'

'Five dollars.'

'From here?'

'No, from the city.'

'But it's twice the distance!'

'Yes, but it's a competitive point. Fifteen to the park, five to the cliff. No hogging about it. Through rates to the Cliff, local rates back to the park added, just as you fellows do when you charge \$300 for drawing a car-load of stuff from New York to Frisco, and make it \$800 if you drop the car at Elke, about 500 miles nearer New York.'

It was Steve's time to cough and the Governor's to grin.

'Well,' said the Governor with a sigh, 'take us to the cliff.'

At the Cliff House the Governor and Stephen drank their beer and smoked a cigar, and listened to the barking of the seals and filled their lungs with sea breeze. Suddenly Steve clapped himself upon the leg and cried out:

'By Jove! Gov'nor, I forgot that lot of coal of Smith's that the sheriff is to sell at 3 o'clock. If we miss that a chance to save at least a thousand dollars will be gone.'

'Good heaven!' cried the Governor, snatching out his watch, 'let's hurry back at once.'

'Driver! oh, driver!'

'Yes, sir,' answered the cabby, who was leaning over the balcony parapet within earshot, 'here, sir.'

'We want to return to town immediately,' cried Mr. Gage.

'Ya-as, I suppose so,' said the cabby, slowly, chewing a straw, 'but I'll take my pay in advance if it's all the same to you, gents.'

The Governor growled somewhat between his teeth and tendered him \$5.

'Tain't enough,' said cabby, contemptuously.

'In heaven's name, how far will your extortion go?' snorted the Governor, 'How much more do you want?'

'Five hundred more,' calmly replied the hackman.

'Heh!' shrieked Steve and the Governor.

'Five hundred and not a cent less,' replied cabby.

'How, sir—er—damme, sir! how do you dare ask such a price for driving two gentle-

men four or five miles?' spurted the Governor.

'I base my charge on what the traffic will bear; same as railroads does,' replied the hackman, with a grin. 'If taters are sellin' in Los Angeles for 50 cents per bushel and at \$3 a bushel at Tucson, you fellers charge the poor devil of a rancher \$2.50 a bushel to haul his taters to Tucson and gobble all the profit.'

'Now, I ain't as hoggish as that. I heard Mr. Gage say if he could get into town by 3 o'clock he could make a thousand dollars. As they ain't no other hack here, I'm as good a monopoly for this wunst as any blasted railroad on earth, but ain't so greedy. I don't want all you can make by usin' my hack. I'm willing to get along with half.'

With a dismal groan the Governor and Steve emptied their pocket and counted the money.

'Now, see here,' said cabby, as he closed the door of his hack upon his victims, 'I've done for wunst what you roosters day in and day out have been doin' for years and made your millions by it. I happen to be able to give you a small dose of your own medicine for wunst, an' I don't want you to do no kickin'. I know you can send me to jail for runnin' my business on your principles; but if you jails me I'll have to have your blood when I git out, an' don't yer forget it.'

Hereupon the hackman clapped the door to with a bang, and, climbing to his seat drove at a rattling pace to the place where the sheriff was about to sell out poor Smith Smith was a coal dealer who didn't have special rates.

When the Nihilist had finished this absurd and libelous tale he took his foot off the editorial desk laughed hoarsely, and departed for the nearest socialistic haunt.

OF COURSE THIS IS NOT CONSPIRACY!

The wholesale sales agents met Thursday last in Philadelphia to fix the price of coal to the local retail trade for September. The price outside of Philadelphia has already been advanced 25 cents a ton, and as the output of coal for September has already been limited to 3,000,000 tons, it is expected that a similar raise will go into effect here. This will make the retail price \$6 per ton, chuted in for all sizes except pea, which will probably remain unchanged.

The Wholesale and Retail Coal Dealers' Exchange is rapidly perfecting its organization and increasing its membership. The exchange has taken no action in regard to price, but it is its intention to do so as soon as the organization is completed. A majority of the members favor the adoption of an iron-clad agreement regulating the minimum price at which coal will be sold and imposing a heavy fine on every dealer cutting prices. To insure payment of the fine all dealers will be required to deposit \$100 with the treasurer, to be deposited with a trust company. Dealers who do not join the exchange and who persist in cutting the prices established by the exchange are to have their supply of coal cut off. Wholesale dealers cannot refuse to take their orders, but will plead shortage of cars as a reason for not filling them and this will force them to become members.

Members of the exchange claim that the price of coal to the consumer will be regulated on an equitable basis which will give the retail dealers moderate profit and that no effort will be made to squeeze high prices out of the consumer. Whether this is true or not the price of coal for September will be 75 cents a ton higher than it was all last winter, and the expectation of those who are in the trade is that coal will be considerably higher by the time cold weather sets in.—Philadelphia Press.

Reading Makes a Full Man.

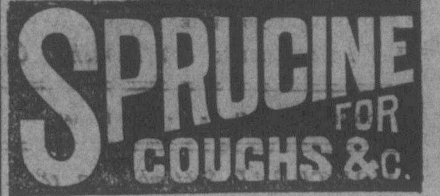
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