

the crew over the lieutenant discovered that two were missing, and again entering the dark interior of the boat, he found his missing men at their posts by the pumps. They were quite cool, and had not heard the order to leave the ship. Lieutenant Nasmith paid high tribute to the courage and coolness displayed by Sub Lieutenant Herbert and the crew when they found themselves within an ace of a terrible death.

It is said that the wages of the workers in the Scotch shipbuilding trades are rising on account of a boom in that industry.

There are 609 labor unions in England, with a total membership of 1,905,116, and of this number 122,644 are women.

Handsome baths for the exclusive use of Jews have been opened in Leeds by the Lord Mayor.

So many constables have been withdrawn from their ordinary duties in Surrey in order to set traps to catch motorists that burglaries are being committed with impunity.

A Sidney, New South Wales, undertaker was recently fined \$6 6s. and costs by the arbitration court, on the application of the Master Undertakers' Association for hiring vehicles for funeral purposes from persons who were not members of the bosses' union, this being a breach of the court's award and the association's rules.

Editor Over-Sea Daily Mail.

Sir,—In the British press I have constantly seen references to the unemployed as "rabble."

No doubt many of the readers of the Over-Seas who have left the old country had at some time or other known what it is "to hunt for work and not find it," and hence they will be able to sympathize with the unfortunate out-of-works, whom it is hardly fair to designate by the term of "rabble."

The mere thought that eight million acres of land are held by thirty-nine individuals in Great Britain is sufficient to take away the breath of democratic New Zealanders. Here in New Zealand the Government are buying up the large estates and cutting them up into small blocks. Why do not you do the same at home? Yours faithfully, J. Pieton, New Zealand.

PROTEST BY MURDER.

Kum Yung, an aged and feeble Chinaman, was shot dead in the Chinese quarter of Wellington, New Zealand, one night last month, writes our correspondent. The following morning a refined, gentlemanly man, a tourist from England, who gave the name of Lionel Terry, surrendered to the police as the confessed murderer.

Terry is the author of a pamphlet condemning the admission of aliens to Australia. He is a native of Kent, England, and is well connected; was educated at Eton and Oxford, and is said to have served in the Garrison Artillery and Horse Guards Blue. He was at Bulawayo during the Jameson Raid, saw service in the Matabele war and has since visited South Africa.

After the crime he spent a calm evening with his friends. At breakfast the next morning he was bright and cheerful, and went to a bookseller's to inquire about the sale of his book, "The Shadow of the Empire." On being told that it

was not much inquired for, he said, coolly, "It will sell better to-morrow," and went off to give himself up to the police.

About the same hour Lord Plunket received the following letter, signed by Terry:

"Sir,—Having spent several years in various portions of the British Empire inquiring into the results arising from alien immigration, and being convinced of the evil consequences arising therefrom, I have decided to bring the matter before the public eye in a manner which will compel attention. To make this decision perfect, I have this evening put a Chinaman to death in Haining street."

At the coroner's inquest a verdict of wilful murder was returned.

Recent unjustifiable and uncalled for wage reducing awards by the West Australian arbitration court have thoroughly disgusted the workers in that state, who have lost all confidence in that body as at present constituted. In union circles the court is universally regarded as "the weapon in the hands of the employers."

When a blind man was admitted into the workhouse at Wolverhampton, the authorities discovered the sum of nearly £40 hidden in his clothing.

In the New South Wales Assembly recently the Premier was asked if he would introduce a provision into the Amending Old Age Pensions Act, providing that drovers, shearers and all others except seamen, who were at present provided for, of 25 years' residence in the State, should be eligible for a pension, even if they were absent from the State for an aggregate of two years during that period. The Premier promised to give the request every consideration.

The Sydney, New South Wales, eight-hour demonstration, held on October 9 was the jubilee—the first demonstration having taken place in 1855. The committee decided to mark the occasion by reverting to the old-time custom of holding the official dinner at night in the Trades Hall, instead of on the sports ground. This obviated the necessity of limiting the time for speeches, and the work of the officials on the sports ground was not interfered with by the usual hurried dinner.

SHIPPING PROSPERITY.

As an instance of the rise in value of shipping property, we hear that a firm which last month placed an order for a large steamer, for delivery in September, 1906, transferred their contract to others at a profit of £1,750, the buyers subsequently disposing of same for a further £2,000, showing an increase of £3,750 on the original price.—Shipping World.

"Fatalities often occur from the misuse of prescriptions," said the Paddington coroner. "Prescriptions given years before are used by people when their physical condition is wholly different. There should be some legal check on the use of old prescriptions."

STRIKE ENDED.

The strike of the Berlin Electrical Workers is ended. At a conference the delegates of the workmen voted to accept the associated companies' original offer of five per cent. increase in wages. The result is a complete victory for the employers.

FRIENDLY ITALY.

Italy's wisest policy is to reinforce as much as possible her precious friendship with England not only because the sympathy of our people is all for the English

nation but mostly because of the sacred memories of the struggle for Italy's independence, to which England so vigorously contributed.—Roma, Naples.

Professor Korn, in a lecture before the Electro-Technical Association at Munich, Germany, has claimed that the problem of transmitting photographs by telegraph has been solved in principle, and it was now possible to transmit a photograph or sketch six inches square in from ten to twenty minutes.

HOW REVOLUTIONISTS WORK TO OVERTHROW CZARDOM.

Two interviews with active Russian revolutionary workers, the one at Baku and the other in a small town in Austria, may help to show something of the underground methods of the sections attempting to overthrow Czardom.

The man with whom I held the first conversation has already, so far as I can learn, paid for his activity with his life. He was one of the victims of the September fighting in the Caucasus. He was a born rebel. Young, eager, enthusiastic, and believing that any means were justified to encompass his ends, he was well fitted for his task. At one time he engineered part of the Armenian outbreaks in Turkey, and had tasted the pains of Turkish imprisonment. He could detail the different effects of Turkish bastinado and Cossack ngaika (the lead-loaded whip), from personal experience. He preferred the bastinado, declaring that the ngaika, skillfully used as the Kuban Cossacks can employ it, is the cruellest weapon found in Europe.

The weavers in four mills at Gera, Germany, having refused to withdraw notice of intention to strike, the Association of Millowners declared a general shut-down of their factories on October 15. This action has thrown 20,000 persons out of employment, and it is expected to lead to lockouts in a number of other Thuringian and Saxon towns.

IN SEARCH OF WAR.

It is nothing but the desire for war experience that prompts our young officers and men in such large numbers to seek service in South-west Africa. They wish to perfect and prepare themselves for the day when the call to arms reaches through Germany, when the sons of those who made the empire in 1870 will have to defend it.—Der Deutsche, Berlin.

WATCHING THE EMPEROR.

The Emperor Kwang Hsu frequently sends his attendants outside the city to purchase the latest books and newspapers. On learning of this the city officials have warned the bookstalls to be careful of what they sell.—South China Post, Hong King.

"I affirm it is my conviction that class laws placing capital above labor, are more dangerous to the Republic than chattel slavery in the days of its haughtiest supremacy. Labor is prior to and above capital, and deserves a much higher consideration."—Abraham Lincoln.

A FEW THINGS OF WHICH YOU NEVER HEARD.

Did you ever hear of non-union death benefits? Did you ever hear of a ten per cent. raise in wages that shop employees got by not organizing? Did you ever hear of the corporation that cut the hours down from ten to eight because the workers were disrupted? Did you ever hear of a trust that put up wages because its employees were too disinclined to demand more pay?—Labor Herald.

PUBLIC OWNERSHIP.

The following excerpt from G. L. Brayton's letter to the Typographical Journal is well worth perusal at this time when our statesmen and politicians are awaking to a realization of the advantages of public ownership, either to themselves or the public:

While Germany is a land of natural beauty, of history, and of romance, there is yet a more practical side which appeals to the modern visitor, for in the country government ownership of public utilities has reached a magnitude hardly approached by any other land in the world, though in some smaller countries public ownership is more complete. In this land, smaller than Texas, there are over 30,000 miles of railway, all but about 2,500 miles owned by the governing states. This system of roads is the second in the world in size, and under government ownership has reached a high state of efficiency. All the main lines are double-tracked and completely equipped with block signals, and the percentage of accidents is very low when compared with the appalling totals reached in our own land. There are few grade crossings in cities, the lines being elevated, as a rule, on approaching city limits. Passenger fares are low, the traffic being divided into four classes, and rates based as follows: First class, 8 pf. per kilometer; second, 6 pf.; third, 4 pf.; and fourth, 2 pf., which figures may be translated as approximately 2.51 cents, 1.88 cents, 1.255 cents, and 63 cent per mile. The train service is excellent, but fourth-class passengers are not carried on the limited trains. The first three classes differ mainly in furnishings and fittings of the cars, but the fourth-class stands by itself in many particulars. The coaches of this class are built with seats at end or side, with an open space in the center, and are intended primarily to enable small farmers to bring their produce to city markets. The products of small farms are generally carried to market in large baskets strapped to the shoulders, and not infrequently it falls to the lot of women to take these great loads to the early markets, for vegetables are not delivered at the customer's door, as in our country, but are displayed for sale in central squares in the cities, to which intending customers may come. Except in the early morning when passengers must expect to ride in a great mixture of cabbages, turnips, chickens and fruit, traveling fourth class is not, as a rule, disagreeable, and the coaches are generally filled with well dressed people. Fourth class passengers can not check their baggage, but must carry it in the coaches with them, but as fifty-six pounds is the limit of free as fifty-six pounds is the limit of free baggage in the other classes, it matters little. Freight rates seem higher than the average American rate, but this is somewhat deceptive, for in the United States it is the very shippers of beef, oil, coal and ore which bring the general average down, while not infrequently the farmer must pay "all the traffic will bear."

The telegraph and telephone lines are also under government control, and the service is very good. The telegraph rate is about 1.5 cents per word (minimum ten words) in Germany, where the distance, of course, would rarely exceed 300 miles. Most European postoffices seem more up-to-date than the United States Postal Department, in that, besides the regular mail services, they have also parcel post and savings bank departments. The parcel post does a good portion of the business handled by our express companies, and at a great sav-

ing to the shipper. The German post office is superior to the American in the rapid collection, dispatch and delivery of mails, partly owing to the fact that distances are short and the cities very compactly built. Pneumatic tubes are extensively used in the larger postoffices for transmission of mail to sub-stations. I did not see a single mail box from which less than five collections a day were made, even in towns of 20,000 or less.

The street car systems are almost all owned by the respective cities. Fares are low, sometimes being graduated by distance, and sometimes being a flat rate for all distances. The systems are up-to-date, in some places combining the trolley and storage battery plans, no poles being erected in the center of the city, but the cars being propelled with storage battery or motor through the heart of the city, and utilizing the trolley in the less crowded portions, where poles and wires can be placed.

Most European and colonial towns own large bath and wash houses. These constitute an important branch of public ownership in Germany, where excellent plunge and tub baths can be found at prices from 5/2c. to 11c. The larger cities also own their leading theatres and opera houses.

A SHOE MANUFACTURERS' SERMON ON THE EIGHT-HOUR DAY.

"I believe that ten, or even nine, hours makes too long a day for any shoe worker to do his best work," says Alfred T. Dodge, a shoe manufacturer of Dolgeville, California, who not only has given his employees an eight-hour day, but a ten-minute recess during the middle of the forenoon and afternoon as well.

"Most of the poor work done in factories is the result of too long hours. Late in the afternoon both men and women, weary of the monotonous motions they are obliged to go through, and without realizing it, they become careless. The result is defects in shoes, which are rarely found in work that is done during the early part of the day. To overcome this we tried the eight-hour day and noted immediate improvement. But I was not quite satisfied even then, and instituted a ten-minute recess during the middle of the forenoon and the middle of the afternoon.

"This, of course, cuts twenty minutes out of the already short eight-hour day, but it has proven a great success. More shoes are turned out in my factory during the seven hours and forty minutes of labor than were ever made before during ten hours of continuous work. And not only this, but there is no longer any trouble about poor workmanship."—Ex.

TRADES UNION BENEFITS.

The trades union is fast becoming the workingmen's fraternal society, so far as life insurance goes. Many labor organizations pay sick and death benefits. A few pay out of work benefits.—Painter and Decorator.

The annual report of General Secretary Duffy, of the Carpenters, is full of interest. One hundred and eighty-six locals were organized, making a total membership of 161,217. During the year \$185,632 were paid out in different benevolent benefits. The report also shows that the "open shop" policy has not been forced on a single local during the past season.

THE "ELLIOTT" CHURCH & SHUTER STS.

THE ELLIOTT has again been taken over by Mr. John Elliott, for the past thirty years one of Toronto's leading hotel men. Mr. Elliott has with many alterations transformed The Elliott, with its good service and appointments, into one of Toronto's leading hotels. In connection will be found a bar in which purely unadulterated goods are dispensed. A share of your patronage will be appreciated. JOHN S. ELLIOTT, Prop.

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