

LABOR NEWS FROM COAST TO COAST

OTTAWA.

REORGANIZATION OF THE BUREAU.

Reorganization of the Printing Bureau, involving readjustment of old machinery, installment of new and the dropping of some 250 employees, will be begun by the end of next week. The Government's gratuity plan for employees who are being dispensed with has been completed by the Civil Service Commission.

This plan, The Labor Press understands, is as follows: (1) employees of 45 and over, and (2) employees under 45 in the case of the former group, is provided that all with three years' service or more, to their credit, are to receive an allowance on a sliding scale. In the case of the latter group it has been arranged that all with less than three years' service shall be retired with two months' salary.

Employees of over 45 who have had more than ten years' service are to receive an allowance for 18 months. The sliding scale provided for employees over 45 is of a very generous character. Those between the ages of 45 and 55 are to receive one-third of their average salary for the past three years. Those between 55 and 65 will receive one-third of their average salary for the same period.

TORONTO.

"DICK" RILEY OUT OF HOSPITAL.

Business Agent Richard Riley, District Michigan's Union, is on the way again. He was in St. George's Hospital for nearly four weeks. It was hard luck for him, because he couldn't get out to vote for Walter R. Hall, member-elect for West Hamilton, and Ontario's first Minister of Labor. "Dick" has much accumulated work to get rid of, so he's busier than ever. By the way, there's a rumor that he's going to some Hamilton machine if they can be located. Mr. Riley has received word from across the line that between August 1918, and March, 1919, 9,999 machinists and other employees were laid off by the Bethlehem Steel Company. It now appears that the money paid to them, Mr. Riley is asked to round them up so that the money might be paid to the Hamiltonians entitled. So far Mr. Riley has failed to locate any of the lucky chaps.

MANY JOIN I.L.P.

Heartened by the splendid support accorded the Labor candidates in the recent elections in Ottawa, and heartily applauding the prediction that the present Labor representation in the Ontario House would in the near future be augmented by members on Parliament Hill, the mass meeting held in the Carpenters' Hall recently, unanimously went on record as endorsing the Independent Labor Party.

The majority of those present at once signed applications for membership, and the suggestion that Labor candidates enter the field in the coming municipal elections as well as the federal, was heartily endorsed. Mr. McDowell presided, and Mr. W. T. McDowell presided.

In remarking upon the necessity for Labor to have their own legislative representatives in order to secure beneficial measures for the working classes, Mr. McDowell deplored the lack of public speakers in the recent provincial campaign, and advocated the systematic training of speakers. He stated that future campaigns will be conducted with such thoroughness as to insure success. He also stated that the policy of the I.L.P. in future would be to get the general public.

HAMILTON.

WANT BLANKET WAGE SCALE.

Of late the Hamilton Building Trades Council has undergone a decided change. The delegates are manifesting a deeper interest in the council. They are attending the meetings more regularly and their attitude is now very alive to the fundamental that if Hamilton's building trades and affiliated members desire progress, they must have adequate wages and improved working conditions greater cohesion is absolutely imperative.

Last Monday, Vincent DeFalco, International Fifth Vice-President Hod Carriers' and Common Laborers' Union told the B. T. C. delegates an unpleasant truth. He stated that Hamilton's building trades mechanics were the lowest paid in America. He said the wage rate per hour should be at least 75 cents. The delegates applauded Mr. DeFalco.

Mr. DeFalco presided over the meeting, while "Bob" Taylor, engaged in his secretarial duties. Bad news came from the Ladies' delegates. The recent membership campaign had been unsuccessful in organizing seven non-union lathers. So it looks as though in the immediate future there'll be a showdown, when some of the other organized crafts cardmen return to work on the same jobs with non-card lathers. Not only did the Structural Iron and Steel Workers secure an eight-hour day recently, but a wage scale per hour of 75 cents. And more pleasing still, all members of the union are at work.

The delegates after much discussion decided to prepare a "blanket wage schedule" embracing the various building trades unions affiliated with the council, which will be submitted to the contractors. By next spring the B. T. C. will have on the job a permanent business agent. For the first time credentials were received from the newly organized Hod Carriers' and Laborers' Union. The delegates were duly obligated by President Dwyer. Mr. DeFalco said the organization was making marked headway. New members were being enrolled every open meeting.

TORONTO MILK DRIVERS UNION INCREASES.

A membership increase of 100 per cent. during the past three months is reported by the Toronto Milk Drivers' Union. In a statement issued recently by J. S. Jones, business agent of the Teamsters' Union. At a special meeting in the Labor Temple, the committee which is negotiating on the wage schedule with the City Dairy Company, gave its report, the details of which were withheld. The men, however, confidently expect to have the question fully adjusted in the course of the week.

LINING UP WITH INTERNATIONAL.

The Builders' Laborers' Union of Toronto, which for a number of years past has been run as an independent union, at its last regular meeting decided to affiliate with the International and thus get in line

with the American Federation of Labor, says the Executive of the A. F. of L. who was present, said the boys some wholesome advice and his remarks were heartily applauded.

This organization sent several hundreds of its members overseas and is in a splendid financial condition. It gave substantial donation to the Labor Party campaign fund and has subscribed for \$2,000 worth of new Victory Bonds. It has mapped out a real progressive campaign of education and organization and expects to make greater headway in the future.

PORT ARTHUR LABOR MEN WILL CONTEST CIVIC ELECTION.

The Independent Labor Party at Port Arthur has definitely decided to enter the civic elections at the coming New Year. It will have candidates for the Mayorship, the City Council, Utilities Commission and the Board of Education.

The matter was discussed at a meeting held recently in the Trades and Labor Hall, and it was decided to call another meeting shortly to make nominations.

It is understood Alderman R. M. Young is the likely choice of the party for Mayor. There will be at least three nominations for the Council, one for the Commission, and

GLACE BAY CLERKS ELECT OFFICERS.

At Glace Bay the members of Clerical Union No. 1875 at their annual meeting elected officers as follows: Joseph Sexton, president; J. B. Bates, vice-pres.; T. J. Crabb, secretary; J. D. MacGillivray, financial secretary; Theo. Hussey, recording secretary; Angus C. Mac-

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FOUR REASONS WHY SHREWD MEN ARE BUYING VICTORY BONDS 1919

1. Security.

SHREWD men are buying Victory Bonds because Victory Bonds are backed by Canada's guarantee that she will repay the full amount stated on the face of the bond—the five-year bonds on November 1st, 1924; and the fifteen-year bonds on November 1st, 1934. And she not only binds herself to pay the money back, but she pledges all of her vast resources as security for her promise.

2. Income.

SHREWD men are buying Victory Bonds because the interest return is unusually good considering the absolute security. You will be paid 5½% per year on Victory Bonds—2½% more than you can get in the Savings Banks. Unlike many other investments, you have absolutely no worry as to the prompt payment of the interest.

3. Saleability.

SHREWD men are buying all the Victory Bonds they can pay for now and all they will be able to pay for during the next ten months under the instalment plan, because they know that if at any time they should need ready money they can sell them. There will always be a ready market for Victory Bonds.

4. Advancement in Price.

SHREWD men are buying Victory Bonds because they consider them to have an excellent prospect of advancement in price.

ALL of Canada's previous issues of Victory Bonds have advanced. You can sell your Victory Bonds 1917 and 1918 even in this short time—one and two years—and get more than par for them. What will Victory Bonds be worth when the world finally gets back to a normal basis—when interest rates come down—when Canada will be able to borrow again at 4%, or even less?

WAR conditions have created the opportunity for you to buy the very best of Government securities on unusually attractive terms. Do not miss such a good investment opportunity, but buy to your limit.

BUY VICTORY BONDS

Issued by Canada's Victory Loan Committee, in co-operation with the Minister of Finance of the Dominion of Canada.

OLD CHUM TOBACCO

is the "chum" of more pipe smokers, than any other tobacco smoked in Canada

EVERYBODY SMOKES "OLD CHUM"

LONDON TEACHERS TO FORM UNION.

The school teachers of London, numbering about 350, have decided

WINDSOR FORMS BUILDING TRADES COUNCIL.

For the purpose of bringing the building trades into a more compact organization, and to specialize in caring for their needs, the Builders' Trades Council was formed at Windsor recently. The purpose of the new organization is to co-operate with the Trades and Labor Council, in a general way, and to concentrate more particularly with problems affecting the building trades only.

KINGSTON LOCOMOTIVE WORKS GETTING BIG ORDERS.

Since the Canadian Locomotive Company re-opened its works after the five months' strike, 454 former employees have returned. The works has orders to keep them busy till January, but since the coming orders have come from the Canadian Government. Enquiries have been received from various foreign Governments regarding the ability of the Kingston works to supply them with locomotives when peace is finally declared, by the Canadian railway requirements, make it impossible to accept many contracts from abroad.