

as possible for local demand. It is expected that the ruling will soon be extended to include all classes of skilled labor.

The necessity for this regulation is evident when in Pittsburgh, for instance, there are advertisements urging men to go to Detroit, while in Detroit street cars are posters asking men to go to Pittsburgh. Constant shifting of labor cannot fail to have a deteriorating effect on economic effort.

Personal liberty is not seriously affected, however. Anyone is free to quit his position and go elsewhere in search of work, but employers are forbidden to solicit such moves by advertisements or personal canvassing or by any other means.

By means of an order-in-council, Canada should follow this United States example. Most Canadian manufacturers are strongly in favor of such an order being issued at once. Conditions are becoming worse right along. Many manufacturers are losing and hiring hundreds of men every month. One prominent Canadian munition manufacturer states that his whole force of fifteen hundred men is entirely replaced at least every three months.

PERSONALS

CAPTAIN FRÉDÉRIK ALFRED DALLYN, C.E., sanitary engineer of the Ontario Board of Health, left Toronto last week for Siberia, where he will be in charge of water

supply and housing in connection with the Canadian Expeditionary Force. Captain Dallyn has received a staff appointment in the Canadian Army Hydrological Corps. He was born June 6th, 1885, at Hamilton, Ont., and was educated in the public and high schools of that city. He graduated with honors in the class of 1909, Faculty of Applied Science, University of Toronto, and the



following year was a post-graduate student in sanitary engineering. After graduation he had charge of the Board of Health's experimental station at Toronto, and two years later he was appointed provincial sanitary engineer.

ALBERT E. GHYSENS has been appointed engineer for the city of Verdun, P.Q., in succession to A. S. Clarson, who has resigned.

H. B. STEVENS, of the Canadian Pacific Railway System, has recently been appointed assistant superintendent at Havelock in place of R. G. Edwards.

HON. C. A. MAGRATH, fuel controller of Canada, has returned to Ottawa from Nova Scotia, where he was called in connection with the strike in the Pictou field.

Mr. Magrath has announced that the strike has been settled.

W. McNAB, valuation engineer of the Grand Trunk Railway, has been appointed chairman of the valuation committee, which is formed of Grand Trunk officials, in accordance with the act of the United States Congress directing the Interstate Commerce Commission to secure the valuation of all the property owned or used by the common carriers. The Grand Trunk Railway comes under this act, being owners of lines in the United States. Arthur Crompton succeeds Mr. McNab as valuation engineer.

OBITUARY

LIEUT. SYDNEY ALBERT LANG has died in the officers' hospital, St. John, Quebec, of Spanish influenza. He had been serving with the Canadian Engineers in St. John, New Brunswick, for the last year, never being able to go overseas on account of a defective knee. In 1913 he graduated in engineering at Toronto University and went to Chili, South America, as a mining engineer, returning to Toronto a year ago for the purpose of enlisting in the Canadian army. He joined as a private, but was only a short time in the service when he was given a commission in the Canadian Engineers.

ONTARIO WORKMEN'S COMPENSATION

(Continued from page 336)

recovered from the injury as fully as he is likely to recover. Awards for serious permanent disability and awards to widows and children are in the form of a monthly pension.

The outstanding features of the present law are its simplicity, speed and inexpensiveness. The intricacies and technicalities of the old law and procedure have been abolished. Legal assistance is unnecessary. The board insists upon dealing directly with the parties. We eliminate the lawyers not because we object to them—personally I would rather deal with them than with any other class of the community—but because the intention of the act is to make their services and the consequent expense unnecessary. Under the present law compensation to workmen for accidents in their employment has become the general rule rather than the exception; the employer is no longer troubled with vexatious litigation; there are no costs and expenses; and practically everything paid by the employer goes direct to the workman or his family.

Employees not covered by the new system of law may pursue actions for damages against their employer in the ordinary courts, and in several respects their case there is made easier than it used to be by the provisions of sections 106 to 108 of the Workmen's Compensation Act. With this, however, the board has nothing to do, except that in case any question arises as to the right to pursue such action that question is to be determined by the board. (Sections 15 and 64 (4).)

The workman's right to bring an action against a party other than his employer, where such party has caused the accident, also still continues, except where that party is an employer in schedule 1, and where such a right of action exists he must elect whether he will pursue it or claim compensation through the Workmen's Compensation Board. If he does the latter the employer in schedule 2 cases and the board in schedule 1 cases, is subrogated to his rights against the third party. (Section 9.)

The seven building inspectors employed by the city of Montreal have all received notice to tender their resignations, as the city commissioners desire to reduce the staff to five. A competitive examination will be held to determine the five who will be re-appointed.