

LABOR NEWS FROM COAST TO COAST

OTTAWA.

THEATRICAL STAGE EMPLOYEES.

No longer "stage hands," if you please, but in future stage mechanics, to give the dignity to this class of unskilled workers that enter to your amusement. Having arisen from the swaddling clothes and side issue status, Bro. Jos. Thibault deemed it proper that the correct interpretation to his craft should prevail, and the rest of the boys were in hearty accord. So watch your step both inside the ranks and the outside when addressing members of this international craft.

It was decided to take up the parade of Labor Day in serious fashion, with nothing less than the securing of the premier cup as the objective for the turnout in the parade. To engineer this success all members were made part of the committee, with the following as chief engineers: H. Ladouceur, J. Matthews, J. Godin, Gilbert Graham and J. Thibault. It would be unfair to state what this committee has in mind, but if the plan, matured after hours of discussion, is carried out, the parade will be held in the heart of the city, with the parade route passing through the heart of the city. The parade will be held on Friday, August 13th, and a large number of the local unions were represented including representatives from the Hull Trades and Labor Council. Many local unions announced that they purpose taking part in the parade and the parade route will be held in the heart of the city. The parade will be held on Friday, August 13th, and a large number of the local unions were represented including representatives from the Hull Trades and Labor Council. Many local unions announced that they purpose taking part in the parade and the parade route will be held in the heart of the city.

LABOR DAY CELEBRATION.

Labor Day, 1920, promises to be a red letter day in the history of organized labor in Ottawa. The Labor Day Committee of the Allied Trades and Labor Association met on Friday last and a large number of the local unions were represented including representatives from the Hull Trades and Labor Council. Many local unions announced that they purpose taking part in the parade and the parade route will be held in the heart of the city. The parade will be held on Friday, August 13th, and a large number of the local unions were represented including representatives from the Hull Trades and Labor Council. Many local unions announced that they purpose taking part in the parade and the parade route will be held in the heart of the city.

BUILDING SITUATION AT OTTAWA.

"I can place 30 bricklayers at once if I can get them," said Mr. A. Cole, secretary of the Building Trades Council, in discussing the general building situation this week. There is a distinct shortage of bricklayers and stone masons in Ottawa at the present time, some contractors being practically held up for this class of workman; others are not badly affected now, but will be in the near future unless the supply improves.

Hailing trades men are satisfied with the outlook for employment at the present time and the expectation is that there will be a general demand for all classes of building workmen during the summer months and well into the winter.

OTTAWA NEWSY BRIEFS.

Business Agent M. Beaudet, of the local Hotel and Restaurant Employees' Union, informs the Canadian Labor Press that conditions in his organization are better at the present time than they have been for some months. Many requests have been made for help but he has been unable to secure men and women to fill the positions.

J. A. P. Haydon, editor of the Canadian Labor Press, has received an invitation to address a gathering at Renfrew on Labor Day. This is the first time in the history of Renfrew that Labor Day is to be celebrated by the workers in the Creamery Town and the event promises to be an unequalled success.

The Allied Trades and Labor Association meets this Friday night and election of officers is the special order of business for nine o'clock.

TORONTO.

TORONTO NEWSY BRIEFS.

At a largely attended meeting of the Builders' Laborers held at the Labor Temple last week 25 new members were initiated.

The executive of the Building Trades Council held a meeting in the Labor Temple last week at which plans for the new steward system were considered and the balloting arrangements for the referendum on the proposed "blanket agreement" were perfected.

At one of the best attended meetings in the history of the Painters and Decorators' Union, 25 new candidates for membership were initiated. This brings the total of new members so far this month up to 62.

Business Agent Styles told the meeting that the total membership now stood at 862, that general conditions in the trade were good and that all the members of the union were working.

John Duggett, general secretary of the Building Trades Council, is planning to address the various trades unions affiliated with the council on the subject of a blanket agreement and the revised shop steward system.

Secretary W. J. Storey of the Plumbers' and Steamfitters reports that while the plumbers are busy the steamfitters have been rather "slack" of late. "Conditions on the whole are much improved compared to a few weeks ago," said he.

The Independent Labor party are planning an elaborate speaking campaign on behalf of the candidature of James Higgins, nominee for North-East Toronto.

Business Agent Styles of the Decorators' and Painters reports that conditions throughout the city are better than they have been for some time, and that there is every indication that they will continue to be so.

James T. Gunn has asked the Hydro-Electric Commission to accept the award of the Board of Conciliation giving electrical workers a 15 per cent. increase.

Secretary John Cottam, of the District Carpenters' Council, states that the feeling among the carpenters throughout the city was unanimously in favor of the proposed blanket agreement. If the policy of a blanket agreement is adopted by all the branches of the Building Trades Council one body, then the union after wage disputes instead of 19 unions.

Secretary McCollum, of the Electrical Workers, recently visited Ottawa and reports that all the craft workers in that town are busy and that conditions are all that could be desired. The union now has a membership of 1,200.

Business Agent S. Williams, of the steamfitters, reports that conditions at the present time are good, and that every steamfitter in the city is busy.

Business Agent Mackay of the Sheet Metal Workers, visited Ottawa recently, and reports that conditions among the trade in that town are very good. "But they are not any better than in Toronto at the present time," said he. "There are 25 to 35 men wanted at the present time in the city for various jobs."

Secretary John Duggett, of the Building Trades Council, states that the various unions comprising the council would make a strong attempt to obtain recognition for the structural iron workers throughout the city.

At the regular meeting of the Labor Day committee held in the Labor Temple on Sunday, arrangements concerning the Labor Day parade were discussed. The committee still have hopes of having President Sam Gompers of the Building Trades Council, states that negotiations are now proceeding between the representatives of the Structural Iron Workers and the employers looking to further recognition of the union than at present obtains.

Compensation Reforms in Great Britain

The committee appointed by the British Home Secretary to inquire into the working of the Workmen's Compensation Act has prepared its report.

Recommendations are made for increasing the compensation payable under the act of 1925 in respect of accidents and of death, and for improving the administration of the act.

Under the act of 1925 dependents of workmen killed during employment were entitled to compensation of not less than £150 and not more than £300. The maximum benefit for total disablement was at first £100 a week, but this has since been raised to £25 a week, the latest increase coming into effect on January 1, 1920. The number of workers affected by this act was estimated at 15 millions.

LABOR'S CRITICISM.
Criticism from the Labor point of view have been directed against the act. It has been urged that it should include all workers. All accidents are not at present included. Further, the present compensation is far too small.

The committee reports in favor of widening the scope of the act. The new classes of workers which it thinks should be included are:
(a) Persons employed otherwise than by way of manual labor whose remuneration is at a rate not exceeding £150 a year, instead of £250 under the existing act.

(b) Casual employment for the purpose of any game or recreation where the persons employed are engaged on a casual basis through a club. Otherwise casual employment is to remain as at present.

(c) Taxi-cab drivers.
(d) Shore fishermen employed in the trawler industry.

(e) Shore fishermen employed in the herring or other fishery to be brought within the act by order of the Commissioner, if he is satisfied after public inquiry that they ought to be included.

(f) All persons ordinarily resident in this country who are employed or are travelling in the course of their employment in a British ship. Large increases in benefits are recommended. They are:

(1) Where a widow is left, £250.
(2) Where the person killed leaves a child or children, a weekly allowance of 10s for the first of 15, 12s for the second and 10s for every other child. The allowances are to be provided by the payment by the employer into a Central Fund of £500 in every case of a workman dying and leaving a child or children until 15 years of age.

(3) Where other dependents are left, in addition to the benefits mentioned above, a further sum of £250.
(4) Where dependents are left, not including widow or children, £250.

This will increase the maximum compensation for death to £1,000. The provision for investment in a central fund for children is new. Burial and medical expenses are to be increased to £15.

A payment of 5s 2-3 per cent. of the average weekly earnings is recommended, with a maximum of £15.

For Partial Incapacity.
The payment is to be on the basis of two-thirds of the difference between the average weekly earnings before the accident and the average amount the workman is earning or is able to earn.

Instead of the present waiting period of one week, it is proposed that compensation should be paid for any incapacity lasting more than three days. It is also proposed that a scheme should be worked out by means of which medical and surgical treatment can be provided for the injured workmen at the employer's cost.

It is proposed that County Court Registrars should be appointed to undertake the following duties under the supervision of the Registrar:

(a) To give information, free of expense, to injured workmen or their dependents about the benefits provided by the act and the necessary procedure to protect their rights.

(b) To act as mediators between the employer and the injured workman or his dependents on the request of the parties.

(c) To be empowered, if both parties agree, in the event of a dispute as to the workman's condition, to refer the matter to the medical referee, whose certificate shall be final.

A commissioner is to be empowered to inquire into the practicability of a scheme by which discounts from the normal compensation rates may be allowed to employers who use approved safety devices and provisions for preventing accidents.

Who Must Insure.
At present many employers insure against compensation risks. Sixty-five joint stock insurance companies, says the Committee, are transacting business of this sort, with an annual premium income of well over £1,000,000. Fifty mutual indemnity associations who insure their members pay about £2,000,000 a year in compensation. It is now proposed that every employer other than the Crown, a local or public authority, a statutory company, or a household employer in respect of servants not employed by him for the purpose of his trade or business, is to be compelled to insure against workmen's compensation risk.

There is to be State supervision, exercised through the proposed Commissioner, of the rates of premium of insurance companies, with a view to the restriction of their expenses and profits in this business.

A NATIONAL FARMER-LABOR PARTY PROPOSED.

A National Farmer-Labor party is to be organized in readiness for the next Dominion general elections, and to this end circular letters are being sent to secretaries of labor parties in the various provinces of the Dominion by J. Simpson, of Toronto, secretary of the Ontario section of the Canadian Labor party. The decision to issue the call for a meeting for the purpose of organizing the new national party was arrived at on Saturday at a conference between Labor representatives and officials of the United Farmers of Ontario.

The circular letter states that "the recent success of the Labor-Farmer forces in Ontario, Manitoba and Nova Scotia make it all the more necessary that a national party should be organized with a view to adequately meeting the situation arising from time to time, and solving the big national problems which have to be solved in the future." The date and place of the meeting have not yet been decided upon.

EASTERN CANADA.

MORE EMPLOYMENT FOR N.S. LABOR.

Great possibilities for the permanent reduction of the high cost of building in Nova Scotia are opened up by the announcement that the manufacture of cement and pressed brick is to be revived by the Dominion Steel Corporation at Sydney. The plants of the Sydney Cement Company and the Sydney Pressed Brick Company, which have been dormant for some years, were taken over last week by the steel people. The coal shortage has practically doubled the price of cement within the past 60 days, and the pressed brick market is also steadily climbing higher.

HALIFAX STRIKERS LEAVING REGION.

Fifteen or 16 of the striking mechanics of the Halifax shipyard have gone to the island of St. Pierre to work for the French Government. A few others have come to New York, while others are to follow them.

HALIFAX LABOR COUNCILOR.

Alderman J. E. Rudge, one of the representatives of Labor in the Halifax Council, has announced his intention of resigning owing to the fact that he is accepting a position as a machinist in Montreal.

WESTERN CANADA.

BOARD FOR PRINCE RUPERT LONGSHOREMEN.

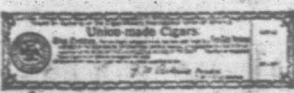
After being out on strike for six weeks, the longshoremen of the Port of Prince Rupert, B.C., have returned to work. On the appointment of a conciliation board under the Lemieux Act, the international headquarters ordered the men back to work pending a final settlement of the dispute. Judge Young has been appointed chairman of the conciliation board, and the other two members are W. E. Thompson, for the men and F. Dawson, for the Grand Trunk Pacific Company, which owns all the docks. The longshoremen are demanding the same rate of wages as paid at Vancouver and Victoria, but the company contends that the rate of living is higher in the two larger cities named, and refuses to meet the demand. During the strike considerable freight was handled by office employees of the company and local merchants.

GOT A TASTE, YOU SEE.

At a recent gathering at the Labor Club, George M. Cohen told the following story:

"When I was a youngster our town was thrown into a frenzy of excitement through the appearance of a chap known as 'Jack the Kisser.' He used to jump out of dark places, grab the girls, kiss them and run away. A friend of mine and a girl were discussing the kisser, he declaring that a man could kiss a girl whether she willed it or not, and she maintaining it couldn't be done. Finally they decided the only way to prove their contentions was to try it. They did. And he won after a brief struggle and kissed the girl ardently for several minutes. Then he released her. 'Oh, well,' said the girl, 'you really didn't win fair. My foot slipped. Let's try it again.'"

DEMAND THIS LABEL.



When purchasing cigars always look for the Union Blue Label on the box. It guarantees sanitary factories and first-class workmanship and protects you against cheap labor. Help the trade union movement by always demanding goods bearing the union label.

CANADIAN FARMERS KEEP HALF-HOLIDAY.

Action of a few of the clubs of United Farmers in Middlesex County in declaring a weekly half-holiday has not been generally emulated throughout the Province. When the big ship started the idea and declared that all members must observe the holiday and let their hired help observe it, too, there were various opinions, but mostly in approval. A few of the neighboring organizations took up the scheme and these, with the original club, are sticking to it. Every Saturday afternoon the whole community quite work and engage in recreation and sports. Other clubs in Ontario were advised of the success of the plan, but did not adopt it, and the approach of the haying season added to their disinclination to fall in line.

When the matter came to the attention of the provincial secretary of the United Farmers of Ontario, J. J. Morrison, he immediately wrote the club which originated the idea and expressed unqualified approval. Mr. Morrison's statements carry weight with the rank and file of the farmers in the Province.

There is no easy way. Freedom and rights come as a result of organization and struggle. They can be maintained only through organization, eternal vigilance and above all, preparedness for defence. It is therefore up to you, Mr. Member, to get busy.

BRITISH RAILROAD WORKERS SCORE A VICTORY.

A message from the military authorities to the railway managers announcing that henceforth military guards will not be furnished for goods sent by rail and that it is not proposed to use the railways for the transport of munitions, is hailed as a victory by the Irish railwaymen. Recently J. H. Thomas, M.P. Secretary of the National Union of Railway men with the representatives of that organization, appeared to Premier Lloyd George for this condition. Secretary Thomas said that if it were necessary to bring munitions to Ireland that the Government should use the fleet and army transport and not Irish railroad workers. This, apparently, the British Government purpose doing.

FARMERS OFFER PLAN.

A reconstruction programme which, it is asserted, will save American farmers \$3,000,000,000 annually, has been made public by the farmers' national council. The programme includes:

Government ownership and democratic operation of the railroads for service and not for profit.

Government ownership of the people's ships for service and not for profit.

Thorough going federal control of meat packers, with the object of eliminating uncontrolled profits.

According to the statement, if this programme were carried into full effect, it would save \$75 annually for every man, woman and child of the 49,000,000 farmer population. The statement adds:

"This programme will save the other workers fully as much as it will save the farmers, and it is to the common interest of at least 95 per cent of the American people to have the programme carried into effect at once."

The council estimated that Government ownership of railroads would save the farmers \$1,900,000,000 annually.

Miner Rubber Co., Ltd.
GRANBY, Quebec.

STEEL

AND IRON

PRODUCTS OF EVERY DESCRIPTION

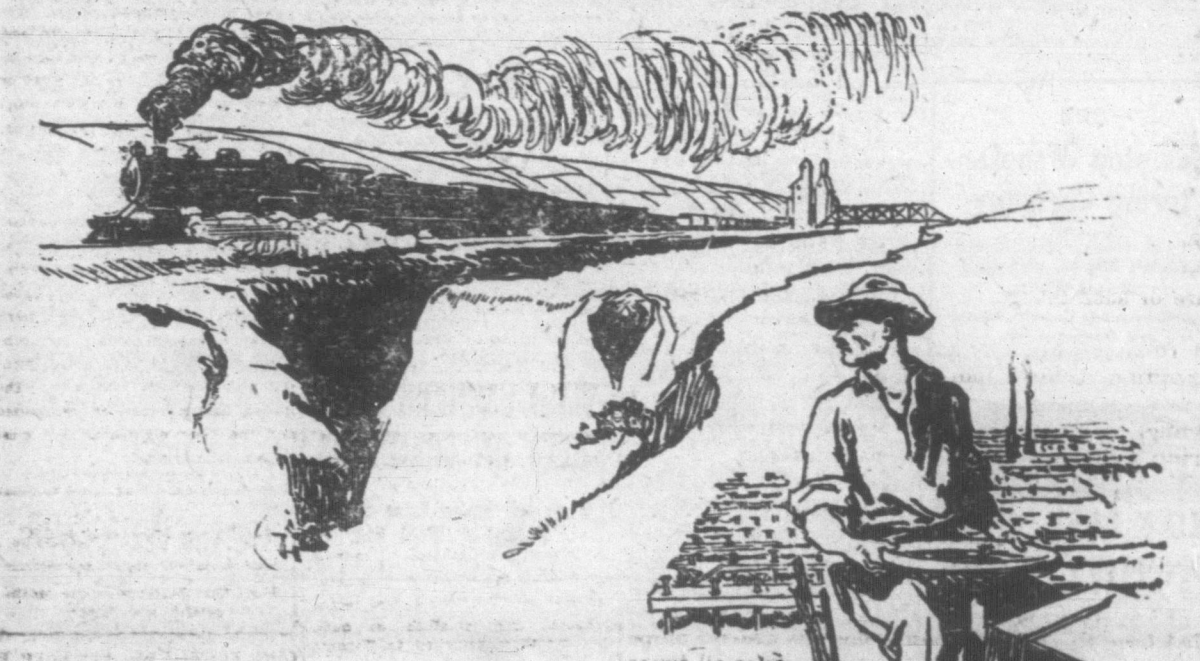
From Ore Mines to Export.

The Steel Company of Canada
HAMILTON. Limited. MONTREAL.

Roofing Materials

Do you need roofing for your country cottage? Our Asphalt Shingles, slate surfaced, either red or green, are just the thing for this purpose as well as for city buildings. We also carry all other lines of supplies for roofing, such as Slates, Gutter, Conductor, Ventilators, Skylights, Ready Roofing, Roof Coating, Roofing Gravel—in fact everything you may require. Give us a call.

Geo. W. Reed & Co. Limited
37 St. Antoine Street. Phone, Main 967.
MONTREAL.



The sight of a train is like the throb of an enormous pulse in the arteries of the nation. To slow the beat is to slow the life of the country.

THE train in this picture is one of the eleven hundred freight trains in daily service in Canada.

It consists of one heavy-duty freight engine and 45 standard box cars.

It can carry 2,000 tons of wheat.

In 1913 its engine could have been built for \$34,700—to-day \$81,000; its box cars for \$1,138.85 each—to-day \$3,797.50.

In other words the rolling stock alone in the movement of 2,000 tons of wheat has increased in cost from \$85,948.25 to \$251,887.50, or 193.1%!

The labor bill of the railways has risen in the same period from \$115,000,000 to \$231,000,000,—101%!

The cost of rails for a mile of track has gone up from \$9,497 to \$19,680—107%!

No cost has been unaffected by the general rise.

Operating expenses continue to rise more rapidly than Gross earnings. Net earnings are sinking at an alarming rate.

These are the facts that lie behind the application for increased freight rates for the railways.

*Estimated.

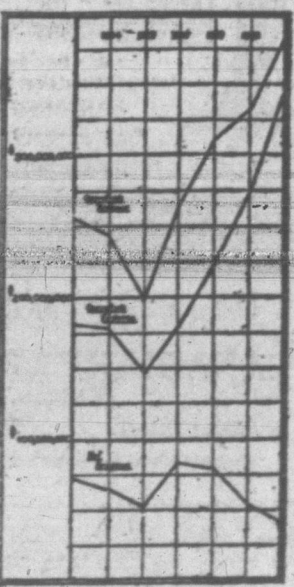
This is the second of a series of advertisements published under the authority of
The Railway Association of Canada
formerly the CANADIAN RAILWAY WAGE BOARD

Explanation of Chart:

Top line shows the rise of gross revenues.

Middle line shows the more rapid rise of operating expenses.

Bottom line shows the downward slope of net earnings as a result of the rise in the middle line—Operating Expenses.



"OLD CHUM" is a family friend. Grandfathers, Fathers and Sons have been smoking it for years and years.

During this half century, "OLD CHUM" has grown steadily in popularity and favour.

Every pipe smoker appreciates "OLD CHUM" quality—the choice Virginia Flake Cut tobacco—chosen by experts—stored away until the perfect tobacco taste and mellow flavour are fully developed.

It is this dependable, constant quality, maintained for years, which has made "OLD CHUM" the chum of all pipe smokers in Canada.

OLD CHUM

Canada's Favorite Pipe Tobacco.