

HAREHOLDERS' BIG DIVIDENDS

Making shareholders satisfied and miners dissatisfied can be traced to the report, which states, in spite of the adverse conditions during the first half of 1921 at the silver mines, as well as high costs and a shortage of Hydro-Electric power the gold mines, the precious metal mining industry of Northern Ontario, as found at Cobalt, Porcupine and Kirkland Lake, paid an average of \$540,883 in dividends per cent, or a total of \$3,245,361 during the half year.

The gold mines of Porcupine led the way for the half year with a total of \$2,175,361, to which three contributed, namely the Holmwood, McIntyre and Dome. This brought the total to \$2,528,017 to the 26, 1921, from that field.

What Silver Mines Paid.

The silver mines of Cobalt during the six months' period paid an aggregate of \$1,600,000. Three mines distributed, these being the Nipigon, Kerr Lake and Cosiaguas, the O'Brien mine at Cobalt, the Miller Lake-O'Brien mines at Gowanda, both closed corporations, continued to produce profit. This brings the total to \$850,000 from the silver mines.

The Kirkland Lake district, the Shore was the only dividend, although some of the others are looking up as likely to join the total from Kirkland Lake amounts to \$718,655.

A DETROIT WARNING

"If you want a job don't come to Detroit," was the warning issued today by George D. Grant, secretary of the Manufacturers' Employment Association, of Detroit, as a result of inquiries for work which are being received daily from every section of the country.

Thousands of men have been coming here from all over the United States within the last few months, he said, but there is no work here. This condition has resulted in the city being infested with beggars and is said to be responsible for many robberies which are being staged.

Figures given out by the association to-day show there are 170,000 men working in Detroit industries, compared with 273,000 last year, most of them in the automobile plants. A few men are being taken on, but none except former employees. On the whole re-employment is decreasing here a drop of 4.8 per cent, being reported last month.

The Ford Motor Company's Highland Park plant is employing 43,000 men as against 51,000 just before the shut-down last fall. Six hundred former employees have been taken on so far this month, and all who worked there last fall can have their jobs back, the officials said to-day.

The Ford tractor plant at River Rouge has 9,000 men employed, about the same number as last December.

Most of the other motor factories report normal forces at work, but officials are reluctant to give figures, declaring only that employment is practically at a standstill. No men are being laid off, however, and a few old employees are being put to work.

INCOMPETENT SEAB HELP UNION MEN

Tales of emery dust disabling the Alameda en route from Seattle to Anchorage are plain bunk, according to Chairman P. B. Gill of the seafarers' council and a vice-president of the International Seamen's union.

"It's a case of inefficient scab crews imperiling the lives of 200 passengers again," he declared.

"Some day there's liable to be a serious catastrophe at sea, when one of these scab crew vessels gets in trouble and then an investigation conducted impartially will show where the blame belongs for placing the lives of Alaska passengers in jeopardy."

ALL FIREMEN GRANTED BOARD

The Minister of Labor, Hon. G. A. Healy, has granted a Board to the National Firefighters' Local of P.O. The men have selected Eng. Reinhardt and the city has named its first selection by Mr. M. J. Dure. This local's interest is watched on behalf of their association by the General Vice-President for this section Mr. Don-

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DROP NIGHT SHIFT AND CUT WAGES

In an effort to arrange an amicable readjustment in wages and the elimination of the night shift on the big Hydro Development at Chippawa, the Provincial Hydro-Electric Commission is to have a conference with its engineers and leaders of the labor force engaged on the canal. For some time past the Commission has had under consideration the stoppage of night work on the development and, more recently, the reduction of wages. At the present time laborers employed on the canal are receiving 50 cents an hour, while labor on power works across the boundary is being paid for at the rate of 35 cents. The wage question, however, has a wider application than the amount paid to the laborers, a general adjustment apparently being required.

The elimination of the night shift is a serious step, and the Commission is considering it carefully. For some time past the night shift has not been efficient and the work has fallen behind schedule. This is due partly to the difficulty of exercising strict supervision at night, but more largely to other conditions which have been giving the Commission some concern.

Following a sitting of the Commission yesterday at which the matter was thrashed over, Sir Adam Beck stated that the wage and night shift questions were "under consideration."

The Hydro chairman pointed out that a considerable saving could be effected if night work was largely dispensed with. It would delay the completion of the canal somewhat, but in any event the big Development would be completed well before the end of the year. It was absolutely necessary that the concrete lining of the canal—one of the last things to be done—should be completed before frosts arrived.

When the time comes to reduce the working force—the dropping of the night shift means letting out about 3,000 men—the Commission, according to an assurance by Sir Adam, will give the preference in employment to married men and returned soldiers.

Ample Power Assured.

The completion of the canal by September 1, which was considered so important that a double shift was operated at high cost, is no longer vitally important, since ample provision has now been made to take care of the requirements of the Toronto Railway system when it passes into the hands of the City of Toronto. Even if the clean-up deal fell through, the City is protected by an arrangement the Commission has made with the Niagara and Lockport Company to furnish the needed power if required.

Sir Adam Beck stated last night that the 110,000 horse power to be developed from the first, two units will all be required for the Hydro system and that no part of it will be available for export. The Commission anticipates an increase of 50,000 horsepower in the load this winter, a large part of it Toronto consumption and the balance will not more than take care of power adjustments. The Commission, for instance, will drop 18,000 horsepower which it has been receiving as a sort of emergency ration from the Canadian Niagara Power Company over and above the 50,000 contracted for. The new supply will also permit of the overhauling of the generators in the Ontario Power Company plant.

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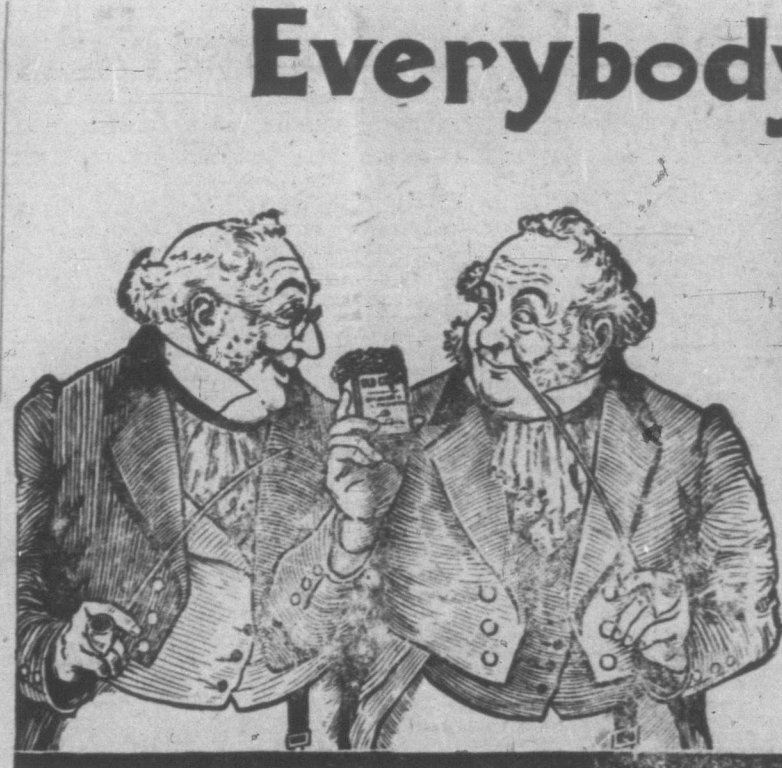
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EMIGRATE NOW EMIGRATE

Returning home from Hamilton thoroughly disheartened by their failure to procure employment, and, at the same time, deeply incensed at the transportation agents who inveigled them into leaving the Old Land by promises that did not materialize, John McIntosh and Harry McKelvey, two brawny young Scotsmen, left for Glasgow, determined that conditions are much better in Scotland than in Canada.

Both intelligent and thrifty fellows, they said that they left Scotland less than seven weeks ago. When they embarked each had about eight pounds in cash. Eager to do any kind of work, McIntosh said they both had tramped the streets of Hamilton until they were satisfied there was not a job to be had. With their savings dwindling each day, they decided earlier in the week that their chance of finding work in Glasgow were much better than in Hamilton. Today they were advised that they could sail from Montreal this week. They therefore lost no time in boarding a train for that city. "Something should certainly be done to adjust what conditions are in Canada. Carefully advise men in the Old Land. We are fortunate in that we have the wherewithal to carry us back home, otherwise I don't know what we should do," said McKelvey, adding that he formerly worked as a stone-cutter in Scotland, while McIntosh was a cooper by trade.

EMIGRATE NOW EMIGRATE

The Commission expected the Government to deal yesterday with the recommendation that it guarantee the \$13,500,000 of Hydro bonds in connection with the clean-up and the \$600,000 for the rehabilitation of the Metropolitan, but though Premier Drury was on hand he was able to gather to the Cabinet Board only Mr. Raney and Mr. Grant. As a result according to Mr. Raney, the clean-up matter was not touched upon. The next move in the deal is now up to the Government, and nothing can be done toward completing the agreement until the matter of guarantees is settled.

In the meantime, the Commission is trying to get the difficulty presented by the York County claim against the Toronto Railway in respect to freight rights on the city section of the Metropolitan straightened out before the deal goes through. The Commission, it was intimated last night, had been given to understand in the course of earlier negotiations that the County's claim would be at-

ended to, and it will insist upon this possible source of future litigation being disposed of before the big deal is closed.

ORGANIZATION OF TIMBER MEN BEING PLANNED

Everett—Jocal 35 of the International Timber Workers, having decided that something must be done to awaken workers to a realization of the necessity for organizing, has a committee working in conjunction with one from the Central Labor Council to secure some of the best speakers in the Northwest for a series of meetings. These meetings are to begin in the near future and will be held in cities and towns most accessible to workers in the lumbering industry.

Ray Canterbury, organizer for the state, and Woods, the organizer who was beaten up and jailed in California because of his activities in organizing locals there, are to meet in Everett at an early date with documents and records that will aid in smoothing out some of the rough places that developed between the international officers and organizers.

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