

TORONTO DRAUGHTSMEN FORM LABOR UNION

MORE than 100 draughtsmen employed in municipal, provincial and private engineering and architectural offices, in Toronto, met last Friday evening in the Sons of England Hall, Toronto, and formed Local No. 40 of the International Federation of Technical Engineers', Architects' and Draughtsmen's Unions, affiliated with the American Federation of Labor.

After formally dissolving the "association," which was organized about a year ago, the draughtsmen proceeded to form a labor union with a charter from the A. F. of L. F. M. Hiatt, a designer in the Navy Department, Washington, who is prominent in the Washington Local, delivered an address and then answered numerous questions regarding the locals in the United States and their organization. An address was also delivered by a district representative of the Trades and Labor Council, in which he extended labor's welcome to the draughtsmen and intimated that they would have the support and co-operation of the Building Trades Council if they could become sufficiently well organized. Enough draughtsmen must belong to the union to enable the Building Trades Council to supply union men wherever and whenever required, or that council cannot enforce a "closed shop" order in respect to draughtsmen.

Organizations in United States

Mr. Hiatt explained that the International Federation consists of 39 locals of which all are in the United States, excepting one, Montreal. Toronto will be the fortieth local in the federation and the second in Canada. It is expected that Hamilton will be the third Canadian local. Over 5,000 draughtsmen, engineers and architects are members of the federation. The New York Local has about 1,400 members and is the largest in the federation. Washington, with about 600 members, is the second largest. Chicago comes third, with about 500, and most of the others have less than 200. The International Federation was formed about 18 months ago, but some of the locals were in existence previously.

The federation's office is in the A. F. of L. Building, Washington. Its affairs are managed by an executive council consisting of the president, three vice-presidents and the treasurer. One vice-president represents each of the following groups or sections in the membership: (1) Men engaged in marine work; (2) government employees; (3) employees of industrial corporations. The vice-presidents and the treasurer are paid nominal salaries and devote only a portion of their time to the work of the federation. The president, A. J. Oliver, is a paid official devoting all of his time to the federation, as is also the corresponding and financial secretary, Mrs. A. H. Miller, who also acts as office manager. There are two paid organizers,—one in New York and one who works in the St. Louis territory.

Wage Scale in Washington

The dues are \$1.25 a month, of which 60c. goes to the federation's main treasury and 65c. can be used for local expenses. The Toronto Local, explained Mr. Hiatt, will be free to make its own by-laws, provided that they contain no regulations contrary to the constitution of the federation or of the A. F. of L., or contrary to the local's charter from the A. F. of L.

In regard to wages and salaries, Mr. Hiatt stated that the Washington Local had adopted the award of the "Macy Board" as to salaries to be paid by the the U.S. Shipping Board, and had succeeded in obtaining its general recognition in Washington. Under this award, draughtsmen are divided into five classes—viz., charge men (squad bosses or men engaged on special work), Class A men, Class B, Class C, and copyists. The rate of pay is as follows: Charge men, \$12 to \$10 a day; Class A (designers), \$9.60 to \$8 a day; Class B (detailers), \$7.20 to \$6; Class C, \$5.20; copyists, \$4.80 to \$4. Forty-four hours constitute a week, but the men are paid for six full days each week. Time over 8 hrs. in any day is overtime work and subject to extra pay,

The New York Local has adopted a scale of pay that is considerably higher than the Washington scale. Chicago expects to be able to obtain recognition of a uniform scale this summer and has the support of the building trades in its demands, but no other locals in the International Federation have yet reached the point of seriously discussing wage scales. The federation is opposed to strikes and has declared in favor of arbitration of all disputes.

GRAND FORKS IRRIGATION PROJECT

UNDER the direction of W. J. E. Biker, district engineer, and E. A. Cleveland, comptroller of the Water Rights Branch, Lands Department, British Columbia Government, plans have been prepared for the irrigation project at Grand Forks, B.C. About 25,000 ft. of concrete pressure pipe, 5 ft. 9 ins. in diameter, will be required, also several miles of smaller sizes of pipes, ranging from 6 ins. to 4 ft. in diameter. The maximum head under which the largest pipe will be operated will be 16 ft. The estimated cost per mile of the largest pipe is \$34,108, or \$6.46 per lineal foot, as follows: Concrete in pipe, 6.4 cu. ft. @ 60c., \$3.84; concrete in saddles, 51c.; reinforcing steel, \$1.61; excavation and preparation of right-of-way, 50c.; total, \$6.46.

ISLE PERROT BRIDGES COMMITTEE

ORGANIZATION of the Isle Perrot Bridges Committee was completed at a recent meeting in Montreal by the election of the following officers and directors: President, T. B. Macaulay, president of the Sun Life Assurance Co., Montreal; vice-president, Brig.-Gen. A. E. Labelle, Montreal; vice-president, Henry Miles, M.P.P., Montreal; secretary, Gustave Boyer, M.P.P., mayor of Rigaud, Que.; adjoint-secretary, Ludger Lemieux, architect, Montreal; treasurer, Lt.-Col. F. S. MacKay, mayor of the town of Dorion, Que. Directors—Senator Arthur Boyer, Montreal; Geo. Summer, president of Board of Trade, Montreal; Eugene Tarte, editor of "La Patrie," Montreal; Adrien Rouleau, mayor of Coteau Landing, Que.; Guisolph Daoust, mayor of St. Anne de Bellevue, Que.; Jos. Wilson, mayor of Hudson, Que.; R. Ouimet, secretary-treasurer of St. Polycarpe, Que.; J. A. Duchastel, city engineer of Outremont, Que.; F. W. Stewart, manufacturer, of Montreal; and a representative of the city of Montreal. Honorary members—The federal deputies for the counties of Jacques-Cartier and Vaudreuil; the provincial deputies for the counties of Vaudreuil, Soulanges and Jacques-Cartier; municipalities and other public bodies joining the commission. Towns—Montreal, St. Anne de Bellevue, Rigaud and Dorion. Parishes—Vaudreuil, Isle Perrot, St. Lazare, Rigaud, St. Marthe, St. Justine, Les Cèdres, Coteau du Lac, St. Zotique, St. Claire d'Assise, St. Polycarpe and St. Telesphore. Villages—Vaudreuil, Como East, Como West, Pte. Fortune, Les Cèdres, Coteau du Lac, Coteau Station, Coteau Landing, St. Zotique, St. Polycarpe and River Beaudette.

The committee has had several meetings, including an interview with Sir Lomer Gouin, who promised to build the bridges provided that the federal government will contribute 50% of the cost and provided that the municipalities of the counties of Vaudreuil and Soulanges will guarantee bonds to the extent of \$100,000. The estimated cost of the bridges is \$400,000. An interview was then held with the acting prime minister, Sir George Foster, at Ottawa. At the latter meeting a delegation from the city of Kingston, Ont., supported the request of the Isle Perrot Bridges Committee, stating that the construction of the bridges between St. Anne de Bellevue and Isle Perrot and between Vaudreuil and Isle Perrot is of vital importance to both Ontario and Quebec, and that Eastern Ontario would unquestionably derive great benefit from direct communication with Montreal.