

Editorial Page of The Canadian Labor Press

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THE CANADIAN LABOR PRESS
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Following in brief is an outline of our Policy:

1. The Canadian Labor Press supports the International Trade Union Movement, of which there are approximately three hundred thousand members in Canada.
2. The Canadian Labor Press supports the policy of the present Dominion Trades and Labor Congress of Congress.
3. In the interests of the Canadian Worker, The Canadian Labor Press believes that Canadian industry needs adequate tariff protection.
4. The Canadian Labor Press advocates fair play to employer and employee.
5. The Canadian Labor Press stands for the betterment of Trade Union conditions in Canada and the welfare of our country at large.
6. The Canadian Labor Press is independent in politics and free from any political influences.

Fatal Industrial Accidents in Canada, 1923

The Department of Labor has just issued statistics covering fatal industrial accidents in Canada in 1923 and the report shows in a very clear way the number of fatalities that occur in the various industries.

The records of the Department show 1,396 fatalities as the result of industrial accidents in 1923 as compared with 1,128 in 1922. There were 16 deaths among Canadian workmen engaged in industry at points outside of Canada. The highest record, 508 fatalities, was in the Province of Ontario; British Columbia came next with 316; Quebec had 184; Nova Scotia 111; Alberta 81; Saskatchewan 72; New Brunswick 57; Manitoba 56; Prince Edward Island 9; and for the Yukon district and Northwest territory only one was reported. In the quarters ending August and December the record was higher than for the first and second quarter of the year, the highest record being shown in the last quarter with 371 deaths reported which was but one more than in the previous quarter.

There were 367 deaths, or 26.2 per cent. of the total fatalities reported for 1923, in the transportation and public utilities group. In 1922, 319 deaths or 28.6 per cent. of the total industrial fatalities were reported in this group. Of the 367 deaths, 165 or 11.7 per cent. occurred in the steam railway service and 100 or 7.2 per cent. in water transportation. There were 97 deaths in the steam railway service through being struck by, run over, or crushed by or between cars and engines, 28 were due to derailments and collisions, and 24 to falls from cars and engines. On a basis of 155,887 employees in the steam railway service in 1922 as reported by the Dominion Bureau of Statistics the figures show a fatality record of slightly over one per thousand employees while in 1922 the record of 143 deaths was slightly below that ratio. (Maintenance-of-way men and car inspectors are included in the steam railway figures for 1923, but railway carpenters and car repairers in railway shops and on trains are included in the iron, steel and products section of the "Manufacturing" group, there being 14 of these workmen reported.) In the manufacturing group there were 196 deaths, this being 14 per cent. of the total reported as compared with 164 in the previous year, machinery and its parts accounting for 54 deaths and electricity for 15. In mining, non-ferrous smelting and quarrying there were 187 deaths, or 33.5 per cent. of the total fatalities reported, of which 113 were in the coal mining industry, falls of rock, stone, etc., and cave-ins accounting for 48. There were 35 deaths in this group due to explosions, 33 fatalities being recorded as due to an explosion at a mine in Cumberland, B. C., on February 8; 19 deaths were caused by mine and quarry cars. In the logging industry 193 fatalities or 14.8 per cent. of the total fatalities were reported, falling trees, branches, etc., being responsible for 78 and drownings for 39 in this group. In agriculture the fatalities reported numbered 129, or 9.2 per cent. of the total fatalities reported, 46 being due to horses kicking, bolting, etc., and 9 to being gored by bulls. The record of all the industries shows 90 deaths due to machinery and its parts, 55 to hoisting apparatus, 206 to dangerous substances among which are included steam escapes, boiler explosions and compressed air, 16; explosive substances 84; electricity 42; and gas, fumes, etc., 25. There were 218 deaths due to falling objects, 180 due to falls of persons, 147 to drowning, 66 were caused by animals, and 51 occurred while handling objects.

Compensation Act Revision Promised

Premier Agrees That Modifications Will be Made in Proposed Amendments

The Workmen's Compensation Act amendment bill, now before the Ontario legislature, will be revised before it is further proceeded with with a view to eliminating the objections which organized labor has taken to the measure in its present form.

Such was the understanding, reached at a conference between Premier Ferguson and a large and representative labor delegation at Queen's Park yesterday afternoon. Premier Ferguson gave no intimation of what modification might be made in the bill, but requested the delegation to submit their representations in writing, that they might receive the attention of the cabinet.

This suggestion was followed at a meeting last night of the trades and labor council, when 17 specific objections were drawn up for submission to the cabinet.

Tends Towards Contest
Organized labor objects to the amendment bill on the ground that it tends to introduce a system of contest into the Compensation Board. Fred Bancroft, spokesman for the delegation, told the prime minister, He referred particularly to the clause providing for appointment of a board of review, and for legal representatives. The spirit of the original act had been that all compensation should be automatic and without contest, he stated.

There is no thought of encouraging the litigious side; quite the contrary," Premier Ferguson gave assurance. He explained that legal representatives were not required in large urban centres, but that workmen in sparsely settled districts might benefit by their appointment. As regards the creation of a board of review, he pointed out that at the present time, in cases of appeal, Chairman Price of the Compensation Board was required to review his own decisions. It was desired to eliminate this, and also, thereby, to lighten the duties of the chairman, which had become extremely onerous of late years.

"I want to get away from the air of compensation board grievances in the legislature," Mr. Ferguson stated.

Changes Suggested
Mr. Bancroft suggested that the act be left unchanged at the present time, but that one official of the compensation board be delegated to take charge of all complaints and appeals.

Another delegate took exception to the fact that the employers' representative to be appointed, would have power to appeal from any award of the board, at any time.

Those on the delegation included Fred Bancroft, who acted as spokesman; L. L. Pelletier, representing the Brotherhood of Railway Carriers; J. Noble, electrical workers; James A. Sullivan, Trades and Labor Congress; A. R. Mosher, railroad employees; T. J. Coughlin, railway trainmen; Jas. Simpson, Toronto district labor council; Peter Heenan, M.P., locomotive engineers; Harry Kirwin, international machinists; Francis T. Deigan, typographical union; W. J. McPherson, railway employees; W. G. Powlesland, blacksmiths; J. L. Gillanders, carpenters; John W. Bruce, plumbers and steamfitters; S. R. Richardson, plumbers and steamfitters; John A. Flett, American Federation of Labor; Wm. Varley, Toronto building trades council; T. L. H. McGuire, railroad trainmen.

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son, railway employees; W. G. Powlesland, blacksmiths; J. L. Gillanders, carpenters; John W. Bruce, plumbers and steamfitters; S. R. Richardson, plumbers and steamfitters; John A. Flett, American Federation of Labor; Wm. Varley, Toronto building trades council; T. L. H. McGuire, railroad trainmen.

Raise Some Salaries

At last night's meeting the constitution of the council was changed to permit an increase in the salary of some of the officers. The salaries of the two secretaries are advanced from \$30 to \$40 a quarter. The tyler and bookkeeper's salaries are increased from \$5 to \$7 a month.

A letter from the secretary of the Overseas office announced that the Trades and Labor Council's protest against continued immigration had been received and would be forwarded to Premier Ramsay MacDonald. Delegate Loane said that the protest had appeared in most of the English papers.

Delegate Manse had been reappointed as Labor's delegate to the Federation for Community Service.

At a meeting of the Labor Political Representation Association there was a good deal of discussion on the possibility of broadening the proceedings in the Dominion House of Commons.

P. Pearson was elected to replace A. Fluke on the legislature committee.

Delegates Cook and Cox have been appointed to meet the provincial secretary to discuss the advisability of building the boys' home at Bowmanville.

The report of the Labor Day committee was adopted.

Conventions Here Series of Labor Building Trades New Wage Scale

Railwaymen From All Parts of Canada Meeting Next Week

Montreal, Que.—Railwaymen from all parts of Canada will assemble in Montreal next week for the most notable series of railway conventions held in this city for some years. Commencing Sunday four conventions will be held in succession.

On Sunday afternoon an "amalgamation" conference will be held to promote the amalgamation of the sixteen standard railway unions into one industrial union with one general Executive Board representative of all.

On Monday morning, delegates representing 35,000 rail shopmen comprising Division Four, Railway Employees Department of the American Federation of Labor will meet in Montreal for the first time in the history of the Division. This convention will last for one week. Immediately following its termination, the Canadian Pacific Railway System Federation and the Canadian National System Federation will hold conventions simultaneously.

The conference on Amalgamation will be held at 228 St. Catharines street west, commencing at 2:30 o'clock. It will be attended by representatives of the shop crafts and by representatives of the Canadian Brotherhood of Railway Employees. Plans will be discussed for the promotion of the amalgamation project.

Division Four convention, which ranks as the most important railway union event to be held in the city this year, will bring to Montreal some 200 delegates representing some 35,000 rail shopmen on Canadian lines. It will be held in the Royal Bank Chambers, corner of St. James and Notre Dame street west. Already credentials have been received at the offices of Division Four, Corporation Building, from 129 delegates. Wages and working conditions are among the chief matters which will be discussed.

Prominent international union leaders will be present at the convention and at the Division-Four Executive meeting which will precede it. That executive meeting will be held on Saturday in the offices of the Division in Corporation Building and members of the executive present will include:

B. M. Jewell, president of the Railway Employes' Department of the American Association of Machinists; E. J. Evans, board member of the International Brotherhood of Electrical Workers; W. R. Rogers, W. Lester, George E. Wright and C. E. Shaw, and W. A. McGuire, machinists; Geo. F. Chadburn, Joseph K. Hall, K. C. McCutcheon, boilermakers; F. Harrison, F. Dinardo, and J. Barnet, blacksmiths; Frank McKenna, Joseph Corbett, L. McKinnon, F. J. Cullum, and Z. Tardif, railway carmen; P. A. Jardin, A. L. Taylor, F. Mackintosh, electrical workers; S. J. Irwin, J. H. Roberts and T. G. Sykes, pipe fitters and sheet metal workers, with R. J. Tallon, president, and Charles Dickie, secretary of Division Four; Tom Moore, president of the Trades and Labor Congress of Canada will also be present.

The convention will be welcomed to the city on Monday by the Mayor of Montreal, by J. T. Foster, president of Montreal Trades and Labor Council; Frederick Harrison, chairman of the Local Council of the C. N. R. System Federation, Central Region and J. E. McGovern, chairman of the Local Council, C. P. R. System Federation, Canadian Pacific Railway Federated Trades.

The Executive of District No. 2, International Association of Machinists, sat throughout Thursday and Friday in preparation for Division lists, sat throughout Thursday and Friday convention, and for routine matters connected with the district. The Boilermakers and Helpers and Iron Ship Builders of America, District 30, also formulated at their convention which opened in the city on Thursday, resolutions for submission to Division Four convention.

Building Trades New Wage Scale

It is Likely That All Will Ask Increases

Hamilton.—Practically all of the building trades have held meetings to decide on what wages will be asked for at the expiration of the agreement at present existing. Without exception, every union in this industry will ask for increases and no great difficulty is anticipated in the negotiations. No definite statement has been made as to what the various unions will ask for, the officials being very reticent with this information.

Men Leaving Hamilton

Officers of the building trades claim that one of the determining factors in the forthcoming meeting with the contractors will be the fact that many workers in their trades have left this city. They admit that many have come to Hamilton who follow the building trades, but it is claimed that the influx does not cope with the number leaving.

Demand Will be Fair

It is said that some of the building trades are not compensated to the same extent as their fellow-workers in neighboring towns and cities, and it will be the purpose of the unions to arrive at a more equitable settlement on the scale of

wages to be negotiated next May. The men's demands are not likely to be made public for a few weeks yet. One of the pleasing features that is noted, when discussions are heard on these matters, is the lack of strike talk. The business agents of the unions involved claim that what they will ask for is fair and based on wages in existence in cities close to Hamilton.

Apprentices' Needs

Another phase of the negotiations is the likelihood that provisions will be made for apprentices, so that they may be taken into all building trades and receive the proper training that will equip them to become skilled mechanics in the trade of has been much neglected for the last few years and has been given much discussion, recently, by the contractors and the unions alike.

No Appointment Yet

Mr. J. Brown, M. P., And a High Scottish Office

It is officially stated that no appointment has yet been made to the office of High Commissioner to the General Assembly of the Church of Scotland, in connection with which the name of Mr. James Brown, M. P., has been mentioned.

Certain legal points, it is understood, have arisen as to the question of the appointment of a Commoner to the office, which has hitherto been filled by a Peer.

The difficulties are now being investigated, and there is reason to believe it will be found that there is no obstacle in the way of the appointment of Mr. Brown.

Street Car Men Are Not Satisfied

Employees Not All Pleased With Working Conditions, Although Officers Discuss Question

Toronto.—Officers of the Toronto Street Railwaymen's Union declined to discuss what their request or policy would be when their representatives meet the Transportation Commission at an early date to discuss the terms of a new agreement. The agreement expires on March 31.

A trip on the cars, however, revealed the fact that among the motormen and conductors there is a general talk of coming to a showdown about general working conditions.

One man who was seen at one of the barns, said: "Have we a grievance? I should say we have, enough to fill a basket that mother carried in the old days, and while I am not talking too loud just now, when the proper time comes I won't be the only one to talk."

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