THE BRITISH COLUMBIA FEDERATIONIST

INDUSTRIAL UNITY: STRENGTH. OFFICIAL PAPER VANCOUVER TRADES AND LABOR COUNCIL AND B. C. FEDERATION OF LABOR. FOUNDED [illegible]

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Provincial Library Sept 1-14

A CHRISTMAS BOX FOR MINERS' WIVES AND LITTLE TOTS

The Federationist Wants $5,000 to Cheer the Homes of Vancouver Island Strikers.

Unions, Unionists and Friends Given Opportunity to Express Appreciation of Valiant Helpmeets.

The Federationist wants $5,000 or more from the unions, unionists and friends of organized labor with which to cheer the homes and the kiddies of the striking miners on Vancouver Island. And The Federationist believes the amount will be forthcoming inside of sixty days. If the bigness and liberality of the workers of this province exceeds the amount asked so much the better for the little tots and the mothers. Never mind the big husky coal miners. They are well able to take care of themselves. But uncover your bump of generosity and help The Federationist to express your appreciation of the women and children who are loyally sticking by their husbands and fathers in maintaining the right of workmen to organize.

Make all checks payable to The B. C. Federationist, which will be immediately acknowledged and deposited in a special bank account, as "The Kiddies' Christmas Fund."

The union miners of Vancouver Island are valiantly fighting the battles of Labor in this province.

The success of the present struggle for the right to organize will be the culmination of a movement as old as the mines, though the lock-out of 1903, under Dunsmuir's regime, was probably the first time an international union, the W. F. of M., attempted to establish itself.

The United Mine Workers of America were appealed to by the Vancouver Island miners over two years ago to "come over and help us." They asked not in vain.

With the signing of the Jingle Pot agreement a few weeks ago the U. M. W. of A. placed Vancouver Island on the map and there to remain, be the finish long or short.

The U. M. W. of A. has not even had to levy a special assessment to "carry" the strike roll of nearly $30,000 per week. The mites of the army of 400,000 fellow-miners make it possible to extend aid to those most in need of it. It is not charity. In fact, the general treasury of the U. M. W. of A. is increasing in size each month and there are no immediate demands looming up which will materially reduce its thousands of dollars for at least another year.

Consequently the locked out and striking miners of Vancouver Island have not asked their fellow-unionists in B. C. to come to their assistance, insofar as money is concerned.

But this must not be an excuse for apathy; the kiddies and women must be remembered at a time when this old commercialized world seeks to live as it should for at least one day.

The Federationist, with its limited resources, has devoted all the space possible to the plucky miners and in a measure has been able to keep the unionists of the continent informed as to events transpiring from week to week of the long struggle.

But something more should be done to give the unionists, especially of B. C., an opportunity to show their appreciation of the valiant fighting qualities of the miners.

And here is The Federationist's proposal: Let the unions and unionists of this province make a Christmas gift to the women and children of the miners, in whatever form the officers of District 28 deem best.

Send along your contributions to The Federationist, which will be acknowledged in each issue. With the amount available in the special bank account before Christmas let a committee be appointed, say by Vancouver Trades and Labor Council and the B. C. Federation of Labor to co-operate with District 28 officials in buying such articles as the brave women and little kiddies are likely to enjoy best, to be presented as a slight token of appreciation of their forbearance and loyalty to their union husbands and fathers of a rising generation that will forever cherish the sacrifices now being made in defence of the right to organize.

The Federationist is informed that the Street Railway Employees' Union is ready to start the list with $500. What will be the answer of other unions, unionists and their friends?

ROYAL CITY CENTRAL LABOR BODY HOLDS BUSY SESSION

Big Labor Day Celebration Was a Marked Success, Showing a Surplus of $417.75.

Strike Circular Filed—Committees All Busy—Building Trades Unemployment—Convention Soon

NEW WESTMINSTER, Sept. 15.—Several interesting items were disposed of at the meeting of the New Westminster Trades and Labor Council held on Sept. 10th.

The report of the Labor Day committee, presented by Del. Dodd, showed a successful day in every particular and a surplus of $417.75 to be turned turned over to the council.

The committee was discharged with the thanks of the council and Del. H. Gibb, chairman of the committee, was presented with a handsome charm as a token of appreciation of his untiring labors which went far toward making the day a success.

The municipal committee reported the largest attendance ever known at the meeting of the city council in support of the half-holiday bylaw and although Ald. Dodd had withdrawn the bylaw to prevent its emasculation by the council, still a victory had been won, as the business community had at last become wise to the strength of the united working class of this city and now realise that they must do something or it will be done for them.

The committee re Musicians' charter reported having visited the Vancouver local, where they were royally treated and received every assistance toward securing a local musicians' charter, which is now an assured fact.

Many Unemployed.

Reports of unions revealed the fact that many men are idle, especially in the building trades where nearly the whole of the membership is out of employment.

Strike Circular Filed.

The referendum vote asked for by the B. C. F. of L. was filed, the majority of delegates taking the stand that this question should be dealt with by the individual unions.

Del. Maiden stated that the B. C. F. of L. seems to have resolved itself into a propounder of academic questions and other nonsense rather than doing any real work for the workers, while Del. Dodd said it had cost the Streetrailwaymen's union $45 to take one referendum vote asked for by the Federation.

The request for a vote on a general strike of 48 hours as a protest against the militia being used to overawe the coal miners received a similar fate, Del. Grant stating that the calling out of the militia was not the essential point in the question any more than the sending of Bowser's guerillas into the district and that if the non-enforcement of the law by the government had been the issue placed before the council he for one would have supported any protest they might suggest.

Delegates Girg, Knutsen and Cameron were elected as a committee to confer with the Vancouver Trades and Labor Council to secure the affiliation with this council of all Vancouver unions having members resident in New Westminster not in sufficient numbers to form a local here.

On motion it was resolved not to send a delegate to the Trades and Labor Congress, as the financial condition of the council will not permit of so doing in face of the expenditure we will have to make in the coming municipal election and also for the convention of the B. C. F. of L. in January.

Rev. Mr. Henderson sent a message to the council stating that the Moral and Social Reform Council of B. C. had passed a resolution favoring the half-holiday movement.

The Executive was instructed to look into the feasibility of establishing a weekly paper which will voice the demands and aims of organized labor in this city.

Del. Wardrope was appointed a committee of one to secure framed photos of the past presidents of this council, to be placed on the walls of the hall.

The resolution regarding Orientals, passed by the Presbytery of B. C., was endorsed by the council and the secretary instructed to have it published in The Federationist.

B. D. GRANT,
General Secretary.

The Hamilton Herald of August 30 speaks editorially on the subject of trades unions and the militia. The pith of its conclusion is that military force is at times necessary to reduce chaos to order during a strike. It very sagely adds that "militia should not be used when regular troops are available." Then follows the naive admission: "The regular soldiers know their business." The poet Shelley was, of course, a philosopher. He says, "A soldier is a man whose business it is to kill those who never offended him. Whatever may become of the abstract questions of the justifiableness of war, it seems impossible that the soldier should not be a depraved and unnatural being."

TO PRESENT MINERS' CASE AT MONTREAL CONVENTION

Story of Strike to Be Told by B. C. Federation of Labor Delegate.

Del. Wilkinson Will "Sub" for Miners' Delegate Who Was Last Week Thrown Into Jail

J. W. Wilkinson, secretary of Vancouver Trades and Labor Council, left on Tuesday via C. P. R. to attend the twenty-ninth annual convention of the Trades and Labor Congress of Canada, which opens at Montreal on Monday next.

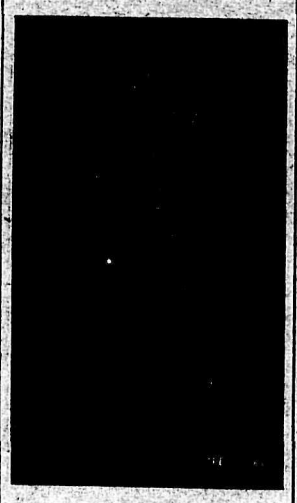
Delegate Wilkinson goes as the representative of the B. C. Federation of Labor. Owing to the fact that Mr. Geo. Pettigrew, who was to have represented the Island miners at the convention, is being held in jail without bail, Del. Wilkinson has been requested by Executive Board Member Frank Farrington, chief officer in charge of the strike, to present the case of the coal miners of Vancouver Island before the Congress, as a special order of business.

Typo. Union No. 226.

Secretary H. Neelands says: "As the season approaches when we may look for the usual excessive influx of printers to the coast, perhaps a statement of the exact condition of the printing trade here may prove of benefit to any who are planning to come to Vancouver this fall.

"Not in many years has the supply of members in all branches of the printing industry in this city so exceeded the demand as at present, and, owing to the general outlook for the winter months, it is advisable to sound a note of warning at this time.

"Reference to the records of the Typo. organization for several years back reveals the fact that during the month of October the cards deposited far outnumber that of any other month of the year, and, as no doubt the same applies to all other branches it is prudent that intending tourists communicate with secretaries of their organizations before coming this way."



W. F. DUNN

Business Agent Vancouver Local No. 213, International Brotherhood of Electrical Workers, with office in Room 207, Labor Temple.

The man of virtuous souls commands
not, nor obeys.
Power, like a desolating pestilence,
Pollutes whate'er it touches;
. . . . and obedience,
Bane of all genius, virtue, freedom,
truth,
Makes slaves of men, and, of the human frame
A mechanized automaton.—Shelley.

EMINENT COUNSEL OPINION

TORONTO, Sept. 19—(Special to British Columbia Federationist)—Picketing is perfectly legal. Judges and Minister of Justice have so determined. Am sending memo.

J. G. O'DONOGHUE.

OCTOBER 6th IS LAST DAY TO GET ON VOTERS' LIST

Is your name on the voters' list?

Monday, October 6th, is the last day to get on the provincial voters' list for the revision of Nov. 17th.

Think of Bowser—then election day—then proceed without delay to the registrar's office and personally see that your name is on the list.

The new Act specifies that the list of persons entitling to vote shall be amended from and after the first Monday in April and October of each year, and Court of Revision held on the third Monday of May and November of each year.

BUSY SESSION OF T. AND L. C. LAST NIGHT

Vice-president McVety presided at last night's meeting of Vancouver Trades and Labor Council, while President Benson fulfilled the duties of general secretary, in the absence of Secretary Wilkinson, who is absent as a delegate to the Montreal convention of the Trades and Labor Congress of Canada, which opens its sessions next Monday.

Credentials.

Credentials were received and delegates seated as follows:

Marble Workers (application for affiliation)—L. Bull.

Journeymen Tailors—H. Nordland, F. Dolk, Miss Guttridge, W. J. Parker.

Typos—L. E. Dennison.

Press Assistants—C. D. Butts.

Streetrailway Employees—W. E. Beattie, F. A. Johnston, Adam Taylor.

Executive Report.

Communication from C. Siverts, president B. C. Federation of Labor, Victoria, asking for the circulation of petition asking Acting-premier Bowser to enforce provisions of Coal Mines Regulation Act, and see that inspectors be so instructed. Referred to delegates to sign.

From Mayor Baxter's secretary, advising the council that he could not sign the application for license made by the Cosmopolitan Employment Agency.

An application from the B. C. Federationist, Ltd., asking for a loan of $500 for a period of three months. The executive reported favorably and this was concurred in by the council.

Business Agent's Report.

A written report from Business Agent Wilkinson, up to the time of his departure for Montreal, was read and received.

This report was supplemented by Acting Business Agent Benson.

Auditing Committee.

Dels. Foxcroft and Mowat reported that they had audited the council's books and found them in perfect order. Received.

Reports From Unions.

Bartenders—Del. Curnoch reported that the Regent hotel had been signed up.

Cooks, Waiters and Waitresses—Del. Walker reported two new houses signed up and ten new members.

Barbers—Del. Burkhart reported trade quiet.

Brotherhood Carpenters—Del. Foxcroft reported Y. M. C. A. had been placed on their unfair list.

Marble Workers—Del. Bull reported Vermont Marble Co. unfair.

Amalgamated Carpenters—Del. McEwen reported trade dull. A member of No. 1 had drawn $7,000 in sweepstakes.

Tailors—Del. Parker reported concerning their strike against the Western Cloak & Suit Co for an eight-hour day. Attorney-general Bowser's department had refused to enforce provisions of Factories' Act, and local factory inspector had also failed to enter a prosecution. Asked Council to join them in starting a prosecution. This was agreed to.

Del. Miss Guttridge stated that in many institutions, probably thirty, women were being worked 54 hours per week, whereas the Factories Act provided for only 48 hours. Urged immediate action. Business Agent Benson authorized to act on behalf of Council.

New Business.

H. Gibb, representative of New Westminster Trades and Labor Council, addressed the delegates. Thanked Vancouver unionists for their co-operation on Labor Day. Royal City unionists were working hard for enactment of early-closing bylaw. They were going into municipal politics at next election. Asked Vancouver unions to assist them in releasing jurisdiction over unionists working in New Westminster, but holding Vancouver cards, so that new unions could be organized over there. Referred to business agent and executive to meet the request as far as possible.

Y. M. C. A.

Del. Williams moved that the Y. M. C. A. be placed on the Council's unfair list. An amendment by Del. England prevailed, referring the matter to the Building Trades Council to report and be dealt with by the central labor body at next meeting.

Marble Cutters complained of Stone Cutters infringing on work under their jurisdiction.

Union Label League.

Del. Burkhart reviewed the activities of the Union Label League. It was meeting the second and fourth Fridays of each month. Del. Dennison was added to the Council's representation on the league.

Increased Carfare.

The question of the increase in street car fares, by the B. C. E. R., was introduced by Del. Dennison and referred to a committee to report at next meeting. Committee: Dennison, Burkhart, Pettipiece.

Adjournment 10 p. m.

B. C. E. R. INCREASES REVENUE $50,000 A MONTH TO PAY ITS EMPLOYEES LESS THAN $1,000

Under Pretext of "Raise In Wages" the Company Pulls Down Annual Fortune For Itself.

Big Increase Will Go To Pay Interest on Huge Capitalization, Not Wages to Underpaid Employees.

By JAS. H. McVETY.

Readers of The Federationist are showing a keen interest in the announcement of the B. C. Electric Railway Company of an increase in the price of transportation, but while interested in the increase itself, because of the personal touch, it is surprising how many have already discovered the speciousness of the company's attempt to lay the responsibility for the increase on the employees who have just concluded negotiations for what is practically a renewal, for a further period of two years, of a wage agreement entered into three years ago.

While the company does not attribute the cause of the increase solely to the demands of the employees for increased remuneration, the statement given out is sufficiently indefinite to induce the average reader, who knows that negotiations have been pending, to assume that the increase in car fares is due entirely to the rapacity of the employees.

Mr. Sperling's Statement.

"The wages of all classes of labor," says Mr. Sperling, "skilled and unskilled, have increased step by step with the increased cost of living," a statement that is most misleading, as the wages of the company's employees have been stationary for the past three years, except the increases to motormen and conductors for years of service.

The Employees' Increase.

The increases secured by the men by the recent negotiations are as follows: Fifteen machinists and 20 blacksmiths received an increase of 18 cents per day, 24 days a month, a total of $151 per month. Thirty-one trackmen also received 18 cents per day, 26 days per month, which amounts to $145 per month. Sixty motormen and conductors received an increase of from 2 to five cents, an average of three and one-half cents or thirty cents per day, thirty days per month, a total of $540 per month. Twenty-five truckers will have their remuneration increased in the aggregate to the extent of $117 per month. The grand total of all increases to men in the city of Vancouver and the municipalities from which the traffic is referred to in this article amounts to the magnificent sum of $949 per month. Against this increase 111 conductors have been reduced five cents per day because they are no longer allowed ten minutes to secure their supplies before starting on their respective runs. This amounts to $166 per month, so that the total is again reduced to $783 per month. The British Columbia Electric Railway Company, therefore, is paying less than one thousand dollars per month increased wages to its employees. Now study the other side of the question.

The Company's Raise-off.

According to the new schedule of the company's charges for transportation, the price of green or unlimited tickets is increased from four and one-sixth to five cents each, an increase of five-sixths of a cent.

The white or limited tickets are raised from three and one-eighth to four cents—apparently—but in reality, through the restriction of their use to two hours in the morning, thus forcing all but those who ride before 8 a. m. to pay the five cent fare, the increase amounts to at least one and one-half cents. Striking an average easily brings the general increase on every fare to one and one-quarter cents.

The company, according to its own figures, handled 4,298,645 passengers in Vancouver, South Vancouver and Point Grey during the month of August, and assuming as many are handled during September, with an increase of one and one-quarter cents per passenger, the company derives an increased revenue of $53,733.06, which when compared with the increased expenses of the company due to wages, leads the writer to suggest that a "fair" margin of profit is being realized by the company on the recent negotiations with its employees.

Workers Pay the Freight.

At the same time it may be noted that the increase is derived principally from the members of the working class—those who have heretofore used the cheaper tickets.

Where Danger Was Scented.

But it cannot be said that the company is altogether mercenary, for has it not reduced the price of light from fifteen to eleven cents per K. W. H. in the surrounding municipalities? Unkind critics may say that this is due to a recent investigation carried out by an engineer at the request of South Vancouver residents, the report showed

Continued on Page Eight

N. M. FITZGERALD

The well-known orator, will deliver the first of a series of lectures at the Kinemacolor Theatre, Granville St., Sunday, September 21st. These lectures will be continued throughout the entire winter season.

SCHOOLS OF MUCH MORE CONSEQUENCE THAN MILITIA

Charges preferred by the militia against two citizens of Victoria did not succeed when brought to trial, and the defendants were dismissed. In one case the secretary of the school board had demanded the return from military duty of one of the teachers on his staff. This was resented by the officers of the "citizen soldiery," but the magistrate who heard the case held that it was more important for the teacher to take charge of his school than to remain with the militia, considering the lack of urgency at that time. Game Warden Gidley was accused of having used insulting language directed at the militia, but the evidence showed nothing of the kind.

The culinary crafts, Hotel and Restaurant Employees' International Association and Bartenders International League of America, will give a dance at Dominion hall on Wednesday, Sept. 24th, from 9 p.m. to 1 a.m. Mr. Chas. Parsons will be floor manager and Mr. H. J. Brassfield's union orchestra of six pieces will be in attendance.

For always in thine eyes, O Liberty!
Shines that high light whereby the world is saved;
And, though thou slay us, we will trust in thee.
—John Hay.

CHEERFUL GREETINGS FROM NOVA SCOTIA UNION MINERS

East Greets West and Bids Island Miners to Stick with U. M. W. of A.

Steady Progress Being Made in Nova Scotia Under International Flag of Labor.

From Robert W. Marshall, recording secretary U. M. W. of A. No. 1726, Westville, N. S., this week comes the cheering news that the United Mine Workers are rapidly increasing their membership in the "Blue Nose" belt.

Under date of Sept. 8, in a letter to The Federationist, Bro. Marshall says:

"There is a local paper in the county of Pictou known as the "Free Lance," which claims to be a friend of the workingman, but I must say it is doing some kind of underhand work when it says the United Mine Workers were driven out of Nova Scotia. As for the County of Pictou there are four Locals which were organised some time ago and each and every one has a membership of from two to six hundred, showing that the only scab county in the province which was known at the time of the strike in Springhill, Cumberland county, and Cape Breton, is beginning to see where it has been kept in darkness for many years and is coming out boldly under the good old U. M. W. of A., which each and every man of sound mind should do to show those capitalists we are on the right side for victory. One word to comrades and miner brothers of British Columbia and Alberta: Be not deceived by the vaporings of the capitalist press, but remain steadfast in the good old U. M. W. of A. and success will surely crown your efforts for better conditions."

Passed the 400,000 Mark.

Indianapolis, Ind., Sept. 13.—Announcement has just been made by the Secretary of the United Mine Workers that the paid-up membership on August 31 was 409,158, the largest number in the history of the organization. In all mining sections of the United States and Canada a vigorous and aggressive campaign of organization is being carried on and large accessions are being made.

BOWSER WHISTLING TO KEEP UP HIS COURAGE

Unfaltering Are the Strikers' Ranks Despite Lying Daily Press Reports.

Ample Funds to Defend Incarcerated Miners and Vigorously Prosecute Strike.

Mr. Frank Farrington, in charge of the Vancouver Island miners' strike, was in Vancouver from Nanaimo on Wednesday. To The Federationist Mr. Farrington said:

"So far as the general situation is concerned we are entirely satisfied. Notwithstanding the drastic measures adopted by Mr. Bowser to discourage the men and break the strike, the men are fired with a greater determination than ever.

"It seems to us that Mr. Bowser's efforts have not been for the purpose of satisfying the ends of justice, but rather to do what he could to drive the men back to the mines under their old working conditions."

In response to a query as to whether he had noticed Mr. Bowser's statements in the daily press about the strike nearing an end, Mr. Farrington replied:

"Yes, I have been following the same very closely. Mr. Bowser, no doubt because of his close alliance with the mine owners, is in a position to speak authoritatively for them, but so far as the United Mine Workers of America are concerned, and I feel they are an important factor in the present controversy, I can say positively that Mr. Bowser is not in a position to speak in our behalf, and when he makes the public declaration that the strike is about over, he places himself in the position of not knowing what he is talking about. Unless the mine owners on Vancouver Island make terms with the United Mine Workers of America, Mr. Bowser will be very much surprised at the continued duration of the strike.

"The United Mine Workers of America are behind the striking miners on Vancouver Island and are going to stay behind them regardless of Mr. Bowser's policy of brutal persecution. The position of our International Union is more stable financially at the present time than it has been at any time since the inception of the strike.

"Our records show that we had a paid-up membership of something over 409,000 members for the month of August. This means a monthly revenue of about $150,000 and the paid-up membership for the month of August does not represent fully the financial strength of our Union, for the reason that during the summer months, because of slack work in the mines throughout the United States, we have tens of thousands of members who are exonerated from the payment of dues because of their idleness. The winter months are now approaching, which means that these tens of thousands of idle men will be employed because of the greater demand for coal and the renewed operation of mines which have been idle during the summer months. This means a consequent additional revenue to our International Union so that there is little likelihood of the International Union becoming insolvent and unable to finance the strike as long as the mine owners wish to fight against the just demands of the men.

"Another feature of the matter is, should such a thing as the International Union becoming insolvent occur, the Illinois District of the United Mine Workers of America have something over a million dollars in their treasury, which is at the disposal of the International any time they want it. In addition to this there are about twenty other District organisations under the jurisdiction of the International Union, which have good healthy treasuries, all of which are at the disposal of the International Union, so that if Mr. Bowser or any of the mine owners are of the opinion that there is going to be any surcease in the strike, or change in our attitude, until the mine owners do concede to their men a reasonable measure of justice, then they are laboring under a blind delusion."

"What about the large number of your membership now lying in jail, awaiting trial?" asked The Federationist of Mr. Farrington.

"We have secured competent legal talent to defend these men and are in a position to give them every defense procurable under the laws of Canada, and this we shall do."

With reference to military occupation of the Island, Mr. Farrington said:

"If the ratepayers of the province could visit the Island and see for themselves the burlesque that is now being enacted over there, I am satisfied there would be such a storm of protest and just indignation as would shake the very foundation of Bowser's administration."

'Tis a good thing preachers don't go to congress. Whin they're ca'm they'd wipe out all th' laws, an' whin they're excited, they'd wipe out all th' popylation. They're niver two jumps fr'm th' thumbscrew.—Mr. Dooly.

The B.C. Federationist's Page for Victoria Unionists and Patrons

DRINK *"It's the Water"*

KIRKS' Soda Water

MADE IN VICTORIA
SOLD ALL OVER THE PROVINCE

Kirks' & Co. Victoria, B.C.

VICTORIA, B. C.
The Popular Priced, European Plan

Hotel Ritz

C. J. Lovejoy, Mgr.
FORT STREET, AT DOUGLAS
Free Auto Bus RATES { $ .75 $1.00 $1.50 / 1.25 1.50 2.00

"How do you find business?" queried the complaining merchant.
"I advertise for it." said the busy chap.

NO MERCHANT CAN AFFORD TO OVERLOOK THE PATRONAGE OF ORGANIZED LABOR

WITH 8,000 trade unionists in Vancouver, and another 6,000 throughout the province, a large percentage of whom are heads of families, approximately 40,000 readers are reached through the colums of

The B. C. Federationist

ROOM 217, LABOR TEMPLE PHONE EX. SEY. 7495
Owned and Published by Vancouver Trades and Labor Council and B.C. Federation of Labor

PHONE OR WRITE FOR ADVERTISING RATES

Mama, WHAT MAKES YOU SO WHITE?

The finest clothes can be laundered safely, for White Swan Soap contains no harmful ingredients, and always makes the clothes swan-white.

ASK YOUR GROCER FOR IT

PROPOSAL BEFORE MEMBERS OF U. B. OF C. AND A. S. OF C. AND J.

Its Acceptance or Rejection Now Being Voted Upon by the Two Organizations.

Plan of Solidification of the Amalgamated Societies of Carpenters and Joiners, and the United Brotherhood of Carpenters and Joiners of America.

In order that there may be no misunderstanding as to the standing of and relationship between the United Brotherhood of Carpenters and the Amalgamated Society of Carpenters the proposals now before the respective memberships, for endorsation or disapproval, is reproduced:

Cleveland, Ohio, May 9, 1913.

1. All branches of the Amalgamated Society shall be registered as local unions of the United Brotherhood, and shall receive charters gratis from same, and be given consecutive numbers.

2. The Beneficial System of the Amalgamated Society of Carpenters and Joiners shall be retained and controlled by them under its rules and stipulations as prescribed in its Constitution.

The laws and rules governing and pertaining to the benefits paid under the Constitution of the Amalgamated Society of Carpenters and Joiners shall only be altered or amended by a vote of the members entitled to said benefits, and the fund created for the payment of such benefits shall be at all times controlled as prescribed in the Constitution of the Amalgamated Society of Carpenters and Joiners, and cannot be superseded by any claim of the United Brotherhood officials or non-contributors.

3. The Beneficial System of the United Brotherhood of Carpenters and Joiners of America, shall only be altered or amended by a vote of the members entitled to said benefits and the funds created for the payment of such benefits shall at all times be controlled as prescribed in the Constitution of the United Brotherhood of Carpenters and Joiners of America.

4. The United Bortherhood of Carpenters and Joiners of America is hereby given full, complete and absolute control of all questions relative to and a part of the militant and economic Trades Union movement only in the United States, its colonies, dependencies, the Dominion of Canada, and the Republic of Mexico.

5. Local unions of the Amalgamated Section shall pay a per capita tax of 10 cents per member per month to the General Office of the United Brotherhood of Carpenters and Joiners of America.

Members enrolled in the United Bortherhood Locals shall be exempt from payment of this 10 cents per month dues to the Amalgamated Society, and shall be entitled to all Trade rights and privileges of the United Brotherhood of Carpenters and Joiners of America.

Said per capita tax shall include payment of amliation to the American Federation of Labor, Building Trades Department, and the Trades and Labor Congress of Canada, and carries with it exemption from all General levies which may be imposed on the membership of the United Brotherhood of Carpenters and Joiners of America.

It is hereby agreed that all service and protection compatible with the foregoing shall be extended to the Amalgamated Section in organising, and such other work as may be necessary for the wellbeing of the Solidified organization.

6. All locals admitted under this plan shall be governed by the Constitution and By-laws of the District Councils of the United Brotherhood of Carpenters and Joiners of America in all Trade matters. They shall also be subject to the same per capita tax for the support of the District Councils.

7. All members of the Amalgamated Society of Carpenters and Joiners shall, upon their arrival within the jurisdiction of the United Brotherhood of Carpenters and Joiners of America, present their contribution card as evidence of good standing in the Amalgamated Society, and shall be accepted to membership in the Local Union without payment of initiation fee and be at once entitled to all the trade rights of said locality upon the payment of the local per capita tax for Trade urposes, and be amenable to the Trade rules of said locality.

8. All members of the United Brotherhood of Carpenters and Joiners of America shall upon their arrival within the jurisdiction of the Amalgamated Society of Carpenters and Joiners present their Due Book as evidence of good standing in the United Brotehrhood of Carpenters and Joiners of America, and shall be accepted to membership in branches of the Amalgamated Society without payment of initiation fee, and be at once entitled to all the Trade rights of said locality upon the payment of all local levies for Trade purposes and be amenable to the Trade rules of said locality.

9. Under this plan of solidification, any member desirous of securing the benefits at present paid by either or both organizations, may do so by complying with the laws and rules governing such benefits as prescribed in their respective Constitutions.

10. Any member who has been fined or expelled by a three-fourths vote of his Local Union or District Council for cause, shall not be again admitted into any Local Union until restitution be made or satisfaction given and accepted by a three-fourths vote of a specially called meeting of the Local Union or District Council imposing the penalty.

Any member misappropriating the funds of any Local Union within the jurisdiction of this plan, shall not be re-admitted until full restitution has been made. All fined and expelled members have the right of appeal as provided for under the provisions of this plan of Solidification.

11. It is hereby provided that in the event of any contention arising in the practicable application of the foregoing plan, that the General President and the General Secretary of the United Brotherhood and the District President and District Secretary of the Amalgamated Section shall be and are authorized to render an interpretation which shall be binding on all concerned.

This plan of Solidification shall be in force January 1st, 1914, if ratified by the United Brotherhood of Carpenters and Joiners of America and the Amalgamated Society of Carpenters and Joiners in accordance with their respective Constitutions.

Signed:

James Kirby, General President.
Frank Duffy, General Secretary.
Daniel A. Post, Mem. of G. E. B.
Arthur Martel, Mem. of G. E. B.
John H. Potts, Mem. of G. E. B.
Theabold M. Guerin, Mem. of G. E. B.
Committee representing the United Brotherhood of Carpenters and Joiners of America.

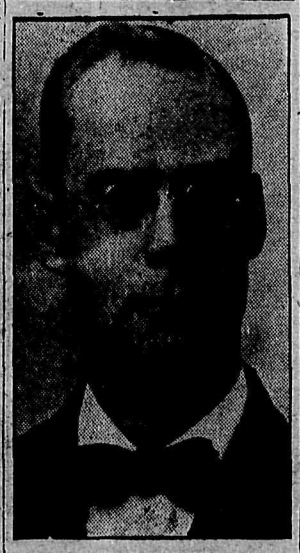
Signed:

Robert S. Thorburn, U. S. District President.
Thomas Atkinson, U. S. District Secretary.
William W. Young, Can. District Secretary.
Charles S. Bottomley, Can. Ex. Board.
A. S. Wells, Member General Council, 11th District.
Herbert Crampton, Member General Council, 10th District.
Committee representing the Amalgamated Society of Carpenters and Joiners.

World's Greatest Exposition.

At this time, one and one-half years before its formal opening day, February 20, 1915, the Panama-Pacific International Exposition is more than two-thirds completed. Twenty-seven of the world's nations have accepted the invitation conveyed through the Department of State; this record is unprecedented at a time one year and one-half before the opening. Thirty five states have selected sites for state pavilions. Construction is far advanced. The most difficult part in exposition building is past. An immense amount of preparatory work has been accomplished. Ten of the fourteen huge exhibit palaces are now under construction. One building, the service building, is completed.

FRED BANCROFT
Vice-president Trades and Labor Congress of Canada, with headquarters at Toronto—an active participant in the work of Toronto District Labor Council.



CHAS. B. CASE
Secretary-Treasurer Joint Legislative Committee of Direct Legislation League of Washington, Washington State Federation of Labor, Farmers' Union and State Grange—Ex-president Washington State Federation of Labor—Will be remembered by B. C. Unionists as fraternal delegate to first annual convention of B. C. Federation of Labor.

WE MEAN KEEN BUSINESS, DO YOU?

Join Right—Keep Straight—Stick Tight.
YOU want the Way—to Win.
YOU want the Faith—to Fight.
YOU want the Will—to Work.
YOU want the Mind—to Mend.
YOU want the Funds—to Feed.
YOU want the Buck—to Bite.
YOU WANT to— have your Shout.
YOU WANT to—have your Chance.
YOU WANT to—have your Hope.
YOU WANT to—have your Try.
YOU WANT to—have your Rise.
YOU WANT to—have your Say.
YOU WANT FAIR Play—as well as Foul.
YOU WANT FAIR Weather—as well as Wild.
YOU WANT FAIR Treatment—as well as Trials.
YOU WANT FAIR Hopes—as well as Hits.
YOU WANT FAIR Sunshine—as well as Storm.
YOU WANT FAIR Pay—as well as Poor.
YOU WANT FAIR PLAY and Leisure—not Work Without Measure.
YOU WANT FAIR PLAY with your Child—so as not to run Wild.
YOU WANT FAIR PLAY and Rest—in Holiday Best.
YOU WANT FAIR PLAY with Change—to widen your Range.
YOU WANT FAIR PLAY and Sports—to keep you in Sorts.
YOU WANT FAIR PLAY and Pleasure—in Sensible Measure.
The Workers' Union is a study in Energy—A Unity in Activity—A Prodigy in Intensity—A Victory in Policy—A Mastery in Diplomacy.
Join Right—Keep Straight—Stick Tight.

THAT EVENING AT THE BEACH

Do you remember that evening at the beach? The golden moon hung full-orbed in the sky, and a road of silver stretched across the softly undulating sea. At your feet the surf broke gently, a wall of phosphorescent fire. How beautiful it was, and how you both enjoyed it! You talked in low tones, at intervals only, and in the fewest words. "What an enchanting night!" "Could there be a more lovely scene?" "What a beautiful world this is!" You walked home in silence; your hearts beating with emotion: in thought too deep for words. You felt at peace with all the world, and yet your blood ran hot with passion, for you trod on air. It would have been hard then to have done a shameful deed, or harbored an ignoble thought. The poetry of the universe had crept into your soul.

Every man and woman should have the memory of some such evenings locked amid his or her most cherished treasures. In every life, however rocked and wrecked by trouble, there should have been hours in which all the world seemed good; in which the noble seemed to be the natural thing; in which there was confidence in truth; in which there was, at least, one of whose interest and loyalty no doubt was felt and through whom the divine became visibly clothed in flesh and blood. Whatever the later record may have been, such hours we never can forget. Howeer brutally life may have stamped upon those golden moments, it never stamps them out entirely. They stand, a lighthouse in a storm-tossed sea, reminding us that we are newer far from port; a spring in the desert, assuring us that there is water in abundance, if we have but pluck and sense to reach it.—Regeneracion.

THE SCAB.

The scab, what the mine managers call a loyal fellow. Scabs and loyal workmen, you are working under a delusion. You have a very vivid imagination when you think you are gaining the confidence and good will of your mine managers by doing their dirty work.

You are despised by all men, and if you have any self-respect—which you haven't—you would despise yourself. You can be sure of it, Mr. Scab, that your mine manager doesn't respect you, does not trust you—you poor miserable excuse for a human being—you will be the first one he will rid himself of when this strike is won.

You are a traitor to all men, he knows it, everybody knows it, you know it yourself. You know he would sell you if given the chance, and he would do it for less than forty pieces of silver, because you are a Judas, a Benedict Arnold, a viper, a vulture, a disgrace to manhood, and worthy only of association with brutes of the lowest class.—W. F. of M. Copper Miners' Bulletin.

End of Bowser and McBride.

Cotton's Weekly puts it this way:

Will the Vancouver Island strike put an end to the political careers of Bowser and McBride?

Of all the political mountebanks that ever climbed to represent a province, these gentlemen seem to be the greatest.

McBride entertains the New Zealand warship at a "White Empire" banquet, at which the cooks and waiters were Chinese.

Bowser has built up a political machine that would be the envy of Tammany, had Tammany the brains to read the current events of other places.

They have used their power to the benefit of the real estate sharks, of the big capitalist mine-owners, of the railway barons. Millions upon millions of dollars have been poured into the pockets of the non-workers, and the working class members have supported the machine which has placed them among the worst slaves on the American continent.

Conditions have grown so outrageous that the workers have had to turn and defend themselves against their exploitations, and the benevolent government of the plutocrats turns the soldiery upon the slaves.

Surely the workers of B. C. can see through the antics of these cheap bluffers. One whiff of common sense striking the brains of the working class would bury these two gentlemen so deep beneath an avalanche of socialist votes that Messrs. Mackenzie and Mann would be unable to locate the political whereabouts of their two darlings.

Says "The Worker" to "The Nugget."

The lickspittles and creepers, the self confessed snobs, who fatten now on the succulent leavings of the table of their bosses, and whose eyes glisten with the smug satisfaction of a Uriah Heep when the boss praises their efforts might well remember these facts. It matters not one whit that the strikers have to rustle around with blankets to get a job. They are hoboes not because of their will, but because of the system. They are hoboes because they will not stand for that which is the delight of the Nugget man, and because they have in spite of the fact that they are often penniless, at least sufficient manhood to resent the efforts which are made from time to time to turn their beings into prostituted automatons, owned body and soul by the masters, as the inmates of a harem are owned by the Pasha.—Nome Daily Worker.

Hats Off to the Women!

"We did not come here for you; we came to put the men back to work," said a soldier to a lady picket Wednesday morning.

"Do you think a couple dozen scabs can break our strike? I guess not," she replied.

"We shall stay here all winter," he replied.

"You can stay many winters; we won't starve, you will find us on the job."

Hats off to that woman. Some men think her place was in the house. Her place was where her husbands and her child's bread was at stake and nobly she defended them. May her number grow and multiply. There will be no scabs, nor deputies—nor militiamen reared at the breast of such a mother.—Miners' Bulletin.

To this thought I cling, with virtue rife,
Wisdom's last fruit profoundly true.
Freedom alone he earns as well as life,
Who day by day must conquer them anew. —Goethe.

THE BRITISH COLUMBIA FEDERATION OF LABOR

UNAFFILIATED LOCALS.

Ashcroft.
I. B. of Maintenance-of-Way Employees No. 210—D. T. H. Sutherland.

Cranbrook.
Barbers' International Union No. 632—W. M. Erler.
Locomotive Engineers, Brotherhood of No. 563—H. J. Brock, Box 45.
Locomotive Firemen and Enginemen, Brotherhood of, No. 559—Don. Bell, Box 785.
International Association of Machinists No. 538—W. Henderson, Box 827.
I. B. of Maintenance-of-Way Employees, No. 229—A. Bowen, Drawer "W."
Railway Carmen of America No. 173, Brotherhood of—F. Woodward, Box 284.
Railway Conductors No. 407—D. Hopkins, Box 61.
Railroad Trainmen No. 585—W. M. Marlinson, Box 485.
International Typographical Union No. 540—A. Riddell, Box 382.

Eholt.
Brotherhood of Locomotive Engineers No. 579, Eholt, B. C.—J. Cross, Box 805, Nelson.

Fernie.
Amalgamated Society of Carpenters and Joiners—W. Currie, Box 97.
I. B. of Carpenters and Joiners of America No. 1220—H. A. Wilks, Box 1008.
Stonecutters' Association of North America—Wm. McPherson, Box 73.
I. B. of Teamsters, Chauffeurs, Stablemen and Helpers of America No. 141—A. L. Boles, Box 121.
International Typographical Union No. 565—A. Woodhouse, Box 1014.

Fox Island.
Quarryworkers' International Union of North America—W. McPherson, Granite Island, B. C.

Grand Forks.
I. B. of Electrical Workers—C. J. Haverty, Box 42, Grand Forks.

Greenwood.
I. B. of Carpenters and Joiners of America No. 529—J. Ryan, Box 121.
I. B. of Electrical Workers No. 524—Norman McLeod, Box 247.
International Typographical Union No. 858—Gilbert Kay, c/o Pioneer Office, Phoenix.

Golden.
I. B. of Maintenance-of-Way Employees No. 165—Wm. Johnston, Box 125.

Haddington Island.
Quarry Workers—Geo. Fieldsend, Haddington Island.

Kamloops.
B. of Locomotive Firemen and Enginemen No. 258—G. R. Thomas.
Brotherhood of Railroad Trainmen No. 519—A. G. Corry.

Mission City.
I. B. of Maintenance-of-Way No. 168—Wm. Goodwin.

Nanaimo.
American Federation of Musicians No. 41—E. C. Gibson, Box 193.
Typographical No. 337—A. E. Filmer, Box 476.

Nelson.
Barbers' International Union No. 196—A. L. Wilson, Box 953.
Bartenders' International League of America No. 435—A. P. Lorsch, Box 915.
Bricklayers' and Masons' International Union No. 4—John Notman, Box 521.
Cigarmakers' International Union of America No. 432—H. S. Pike, Box 793.
I. B. of Electrical Workers of America No. 618—Wm. R. Burgess, Box 928.
Brotherhood of Locomotive Firemen and Enginemen No. 631—Gordon Allan, Box 1084.
International Association of Machinists No. 665—J. Lamont, Box 253.
I. B. of Maintenance-of-Way Employees No. 181—F. Gustavson, Box 265.
Brotherhood of Railroad Trainmen No. 558—C. J. Vickery.
Railway Carmen No. 98—C. H. Phillips, Box 908.
Order of Railway Conductors No. 460—H. L. Genest, Box 216.
International Typographical Union No. 340—W. S. Stanley, Box 51.
International Union of United Brewery Workmen No. 28—Geo. S. Drewet, Box 342.

New Westminster.
Bartenders' International League of America No. 784—F. W. Jameson, 718 Columbia St.
Electrical Workers.
Lathers.
Federated Association of Letter Carriers No. 32—F. W. B. Press, 1316 Tenth Ave.
Brotherhood of Painters, Decorators and Paperhangers of America No. 495—C. H. Lugrin, 724 Queens St.

Nelson Island.
Paving Cutters' Union of United States and Canada No. 110—Edw. Adam, Nelson Island Quarries.
Quarry Workers' International Union No. 161—Pat. Byrns, Nelson Island Quarries.

North Bend.
Brotherhood of Railway Carmen of America No. 197—Hugh J. Durkin.

Prince Rupert.
Bartenders' International League of America No. 825—D. L. Sutherland, Box 55.
I. B. of Electrical Workers of America No. 344—L. Schmidt, Box 944.
Steam Engineers No. 510—A. O. Sinclair, Box 720.

Revelstoke.
Brotherhood of Boilermakers and Iron Ship Builders of America No. 466—Thos. McMillan.
I. B. of Maintenance-of-Way Employees No. 208—A. Blackberg.
Brotherhood of Locomotive Firemen and Enginemen No. 341—R. A. Reid.
Brotherhood of Locomotive Engineers No. 457—A. Kenwood, Box 27.
Brotherhood of Railway Carmen of America No. 481—A. Garrings.
Federal Labor Union No. 12775 (Railroad Helpers and Laborers)—D. Rabbitt, Box 25.
Brotherhood of Railroad Trainmen No. 51—G. L. Pickering, Box 666.
Tailors No.515—Al McCauley, Box 733.

Roseberry, B. C.
I. B. of Maintenance-of-Way Employees No. 173—S. Warren Nelson.

Shawnigan.
I. B. Maintenance-of-Way Employees No. 193—Neil Johnson, Notch Hill.

Vancouver.
Allied Printing Trades Council—A. H. England, Box 66.
Boilermakers' Union No. 194—A. Fraser, 1151 Howe Street.
Brotherhood Carpenters—T. A. Lindsay, Cedar Cottage.
Building Trades Council.
Building and Common Laborers No. 65—E. Trainor, Room 220, Labor Temple.
Cement Workers' Union—A. S. Leed, No. 6349 Main Street.
Electrical Workers' Union (inside)—A. L. Estinghausen, Room 202, Labor Temple.
Elevator Constructors' Union—H. Dyer, 502 Hawks Ave.
Engineers, Amalgamated—A. Athertoh, 2150 Oxford St.
Garment Workers' Union—Nellie Boden, 101 Thirty-second Ave.
Granite Cutters—R. O. Smart, 22 Cordova St. W.
Horseshoers' Union—A. C. McArthur, City Heights.
Letter Carriers' Union——M. Buck, Letter Carrier.
Locomotive Engineers—A. E. Solloway, 1033 Pacific St.
Locomotive Firemen's Union—Jas. Patrick, 1183 Homer St.
Maintenance-of-Way Employees No. 147—A. B. Hammond, Sunnydene P. O., South Vancouver.
Marbleworkers' Union No. 92—J. Bullock, 822 Pender St. W.
Marble Setters Helpers' Union No. 93—H. Forsker, 216 Keefer St.
Metal Trades Council.
Musicians' Union—H. W. Benson, Room 5, 640 Robson St.
Photo Engravers' Union—A. Kraft, P. O. Box 1717.
Plasterers' Union—F. M. Sumpter, Cedar Cottage.
Pressmen's Union—M. Spratt, 720 Hamilton St.
Quarry Workers—J. Hepburn, Hotel Columbia.
Railway Carmen No. 58—H. Hannah, 832 Helmcken St.
Railroad Helpers—R. Humphreys, South Hill.
Sailors' Union—John Pearson.
Stereotypers' Union—W. Bayley, c/o Province.
Structural Iron Workers' Union—A. W. Oakley, Box 1196.
Tailors' Union—W. W. Hocken, Box 503.
Theatrical Stage Employees—C. Martin, Vancouver Opera House.
United Brotherhood Carpenters, N. Van.—T. Wilton, 316 Twenty-second Ave., North Vancouver.

Victoria.
Barbers' Union No. 372—A. W. Irwin, 614 Florence St.
Bartenders' Union No. 814—G. Cain, Box 1126.
Brewery Workmen No. 280—E. P. Clarke, Beaumont P. O., Esquimalt.
Bricklayers' and Masons International Union No. 2—C. J. Wilson, 33 Zale St., Oak Bay.
American Brotherhood of Cement Workers No. 162—F. Gough, Gen. Del.
Glassworkers—H. Marshall, 1120 View St.
Granite Cutters—R. J. Smith, Tourist Hotel.
Horseshoers—R. S. Williams, 622 Pandora St.
American Federation of Musicians No. 247—A. E. Greenwood, Box 536.
International Printing Pressmen's Union No. 79—W. Neill, 2928 Blackwood Ave.
Brotherhood of Railroad Trainmen No. 613—A. M. Porter, Victoria W. P. O.
National Association of Marine Engineers No. 6—Peter Gordon, 808 Blanchard St.
Sailors' Union—Old Court Rooms, Bastion Square.
Shinglers' Union No. 1—A. E. Whitby, 816 Blanchard St.
Shipbuilders' Association, No. 4, Pacific Coast Maritime—G. B. Wood, 711 Kings Road.
Amalgamated Association of Street and Electric Railway Employees of America No. 109—J. T. Wood, 1153 Caledonia Ave.
Stone Cutters—W. Nieve, Box 507.
Tile Layers No. 72—Jas. Sharp, Box 1212.
Typographical No. 201—F. Forneri, Box 209.

Miners' Magazine
Official Organ of the Western Federation of Miners
Subscription $1 Per Year
Miners' Magazine 605 Railroad Bldg., Denver, Colorado

STRIKE ON
Miners Keep Away
THE strike is still on at the Queen Mine and Silver Dollar, at Sheep Creek, B. C.
All working men urged to stay away until this strike is settled.
ORDER YMIR MINERS' UNION

Ladies' Hair Dressing and Shampooing
Hair Work Done in all its Branches. Theatrical Wigs for hire and for sale. Electrical Face and Scalp Treatment. Switches, Pompadours, etc.
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Successor to MADAM KOSCHE
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Victoria, B. C.

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European Plan - $1.00 Up
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OFFICIAL PAPER VANCOUVER TRADES AND LABOR COUNCIL

THE BRITISH COLUMBIA FEDERATIONIST

OFFICIAL PAPER [illegible]

FIFTH YEAR, NO. 128. VANCOUVER, B. C., FRIDAY, SEPTEMBER 19, 1913. EIGHT PAGES $1.25 A YEAR

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NOT ONLY ARE THEY CANADIAN MANUFACTURE, BUT THEY ARE UNION MADE, AND NO UNION MAN SHOULD WEAR OTHER KIND.

The fact that they are union made proves that they are well made, and the name "Peabody" is your quality guarantee.

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LOOK AT THE JACKETS—They are equally good. Note the gauntlet cuffs, and the uniform band collar, and then you'll be satisfied there's only one good jacket, and that's the one made by Peabody.

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Kentucky Jean	1.00
Buck Brand Overalls	1.00
Carhartt Gauntlets, $1.50	2.00
H. B. K. Gauntlets, 75c to	2.50

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UNION SHOES FOR COMFORT FOR EVERY REQUIREMENT

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Boot & Shoe Workers' Union

246 Summer Street, Boston, Mass.

J. F. Tobin, Pres. C. L. Baine, Sec.-Treas.

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MADAM, THERE IS ABSOLUTE UNIFORMITY IN

Royal Standard Flour

Uniformity in the grain—we select only the hardest, finest wheat from Alberta and Saskatchewan. Uniformity of manufacture—the wheat is ground in a mill equipped with every modern device to produce flour the finest of the fine, the most cleanly. Uniformity in baking—in our testing laboratory, we test not only the wheat and the flour, but also the bread we bake with the flour—the final test! No wonder ROYAL STANDARD is so uniform. Your grocer has it.

Vancouver Milling & Grain Co., Ltd.

VANCOUVER, B. C.

AGREEMENT

Between *The* B. C. Electric Railway Co. *and* Amalgamated Street *and* Electric Railway Employees *of* America

AGREEMENT entered into (in duplicate) this first day of July, One Thousand Nine Hundred and Thirteen.

BETWEEN

THE BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED, hereinafter called "The Company,"

AND

THE AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, representing the employees of said Company affected by this Agreement, hereinafter called "The Association."

WITNESSETH that the following Wage Schedule and working arrangements shall take effect and be binding upon the parties hereto.

WAGE SCHEDULE

Clause 1. No employee now in the Company's service shall have his earnings reduced by reason of this schedule, but when such will be the effect thereof to new men such present employee shall continue on the schedule in force to June 30th, 1913, and shall retain the benefit of any future advances secured to him by that schedule.

Clause 2. Any employee appointed as leading hand shall receive 3½ cents extra per hour more than his schedule rate of pay so long as he continues to act as such leading hand.

Clause 3. Where the rates set forth in this schedule mean an increase to any employee they shall be deemed to have been in effect on and after the 1st day of July, 1913, and the Company shall on the next pay day after acceptance make payment of such amount, if any, as the employees are entitled to hereunder for the interval between such date and the date of the acceptance hereof by both parties.

Clause 4. This wage schedule and the working conditions submitted herewith shall be binding on the Company and its employees for at least two years from the 1st day of July, 1913, and thereafter from year to year, unless changed by the parties hereto. Either of the parties desiring to change the same or open up the agreement or wage schedule shall notify the other party in writing of the desired changes at least thirty days before the expiry of same.

Clause 5. The following rates of wages shall be paid during the continuation of this schedule:

(a) On City and Suburban lines, motormen and conductors shall receive:

First year	27	cents per hour
Second year	29	" " "
Third year	31	" " "
Fourth year	33	" " "
After fourth year	35	" " "

(b) Motormen and conductors in work train service shall receive 1½ cents per hour in addition to the above rates.

(c) Extra men to receive a minimum wage of ten dollars per week of seven days.

(d) On Interurban lines, being District 1 New Westminster (Central Park) Line, District 2 (Lulu Island) Line, District 4 New Westminster (Burnaby Lake) Line, and also on Saanich Line:

First year	28½	cents per hour
Second year	30½	" " "
Third year	32½	" " "
Fourth year	34½	" " "
After fourth year	36½	" " "

(e) Brakesmen, trolleymen and baggage men on those lines shall receive:

27 cents per hour, for the first six months.
28 cents per hour, for the second six months.
29 cents per hour, for the second year.
30 cents per hour, for the third year.
31 cents per hour, for the fourth year.

(f) Shop and barn wages: Car cleaners, 27 cents per hour. Motor car repairers, armature winders' helpers, blacksmiths' helpers, carpenters' helpers, machinists' helpers and sawyers:

First year	27	cents per hour
Second year	29	" " "
Third year	31	" " "
Fourth year	33	" " "
After fourth year	35	" " "
Freight car repairers	30	" " "
Freight car repairers' helper	27	" " "
Freight car inspectors	32	" " "
Painters	43	" " "
Freight car and rough painters	29½	" " "
Brush hands	27	" " "
Carpenters	43	" " "
Freight car carpenters	35	" " "
Machinists	46	" " "
Blacksmiths	46	" " "
Car wire men	40	" " "
Air brake fitters	40	" " "
Armature winders, first class	46	" " "
Armature winders, second class	43	" " "
Armature winders, third class	40	" " "

Apprentices

First year	15	cents per hour
Second year	18	" " "
Third year	23	" " "
Fourth year	30	" " "

(g) Freight Shed Department

Checkers	30	cents per hour
Truckers	27	" " "

(h) Maintenance of Way Men

Track maintenance men:

First nine months	27	cents per hour
After nine months	30	" " "
Track greasers	$60.00	per month
Blacksmiths	Same rate as shop blacksmiths	

(j) Meter Men

First year	30	cents per hour
Second year	32	" " "
Third year	34	" " "

(k) Chilliwack Line

The wages in force up to June 30th, 1913, under the award of the Board of Arbitration of which His Honour Judge Howay was Chairman, shall continue as the schedule during the life of this schedule.

WORKING CONDITIONS

GENERAL—APPLICABLE TO ALL EMPLOYEES

PART I.

Recognition of Association

1. The Company recognizes the Employees Union or Association and will not discriminate against any employee because of his connection with same. The Company agrees that employees affected by this Agreement should become members of the Association in order that all questions and grievances may be dealt with by one head.

Interference by Association

2. The Association agrees that it will not in any way interfere with or limit the right of the Company to discharge or discipline its employees for sufficient cause except for membership of the Association.

Dismissal for Inefficiency

3. The Company shall have the absolute right to dismiss any employee for inefficiency provided an employee so dismissed shall have an appeal to the General Manager whose decision shall be final. On the hearing of such appeal the employee shall have the right if he so desires to have present one official of the Association.

Names of Employees; Advising Association

4. The Company shall forward the names of all men entering their employ affected by this Agreement to the Secretaries of the Divisions.

Grievances

5 (a) Properly qualified officers of the Association Divisions shall be recognized by the Company in discussing any grievances of any employee. Grievances will first be presented to the local manager or superintendent, and if a satisfactory adjustment cannot be obtained an appeal be made to the general manager.

(b) Any employee suspended for causes, and upon investigation not being proved guilty shall be reinstated and paid for all time lost through such suspension. Investigation of charges in cases of suspension shall be held as soon as possible thereafter.

The suspended employee shall be notified at least twenty-four (24) hours in advance when and where to attend, and also be notified of the nature of the charges laid against him. He shall have the right to produce witnesses and evidence thereat and also the privilege of having an officer of the Association present if he so desires. Final decision in all cases of suspension shall be given as soon as possible after the hearing of charges is closed.

(c) In the event of a decision given by the Company under the foregoing section not being considered just and equitable by the Association, the Company agrees to refer same to a Board of Arbitration, which Board shall consist of one officer of the Company and one officer of the Association. These two shall select a third, and in the event of disagreement such umpire shall be appointed by a Judge of the Supreme Court, and the decision of the Board shall be final and binding on all parties. Each party shall bear the expenses of its own arbitrator and the expenses of the umpire shall be borne equally by the parties hereto.

6. In the event of an employee affected by this Agreement being suspended by the Association from membership of the Association for just cause affecting his character or the performance of his duties towards the Company or his fellow employees, the Association shall have the right to report the fact of such suspension and the cause thereof to the Company for such action as the Company deems proper to take thereon, the Association to have the right to be represented at the hearing. General Manager to decide.

Leave of Absence

7. Should the business of the Division so increase that it becomes necessary to have a business agent, and an employee is appointed, then the Company shall recognize the employee so appointed as such business agent, and he shall retain his seniority in the Company's service and have access to the Company's premises at all reasonable times.

8. Officers of the Association shall be granted leave of absence on Association business in so far as the regular operation of the service will permit, and shall be given precedence over any other applications for leave on the same day.

9. Any employee elected to office in the Association which requires his absence from the Company's employ shall retain his seniority rights, and shall upon his retirement from such office return to the Company's employ.

Rules and Regulations

10. All employees shall be governed by the Rules and Regulations established from time to time by the Company, and shall also strictly observe all special orders bulletined or verbally conveyed by the officers of the Company.

Complaints to Be In Writing

11. All complaints brought before the Company must be in writing and the papers shall be open to inspection.

Lost Property

12. Employees who turn into office of the Company lost articles found on the cars or on the Company's property, shall attach to same a tag provided for the purpose. The tag shall bear a brief description of the article, with the time and place of finding.

Promotion

13. In accordance with the past policy of the Company promotion will, as far as possible, and having due regard to the needs of the service, be governed by seniority and proficiency, but in all matters of promotion and appointments the Company re-

(Continued on Page Five.)

SPENCER'S

Headquarters for

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If a man wants the best knitted coat he can buy, we suggest this hand-knit heather coat, with a roll collar and four pockets. The same coat would bring $12.00 in some stores; here it is $8.50. Size 36, for a normal man; weighs 2½ lbs. There are various shades. Another coat at $8.50 is made exactly like a Norfolk coat, has two pockets and a loose belt; Havana and tan.

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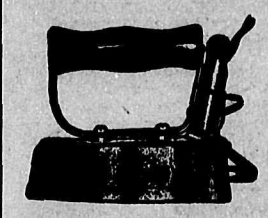

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THE B. C. FEDERATIONIST

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"Unity of Labor: the hope of the world."

FRIDAY.....SEPTEMBER 19, 1913

WHAT RECOGNITION MEANS.

In case there might still be some lingering ideas in the public mind that the situation on Vancouver island is solely the work of "foreign agitators," it may be as well to present a brief review of the trouble from its inception.

In the first place, industrial war was declared, not by union miners, but by the Canadian Collieries (Dunsmuir), Ltd., who locked out their employees, evidently with the intention of replacing them by less efficient but more docile Chinamen. This action they took because the men had taken steps to protect themselves by calling upon the company to obey and the government to enforce the law.

Although these earlier events have passed into history they may be new to some.

It should be noted that a committee appointed by the miners at Cumberland to investigate the condition of the mine as regards the presence of gas was dismissed by the company for giving a truthful report of their findings, for reporting gas, in short. Should any one doubt the importance of this and how vitally it affected the men, let him take note of the fearful explosions that have occurred in the past few years in Canada alone. The memory of Extension, Bellevue and Fernie disasters is still fresh and will not easily be effaced. When it is realized that the mine owners of the island were criminally careless as regards gas, and that in direct contravention of the laws of British Columbia, no one can go so far as to blame the miners for desiring to protect themselves.

Following upon the discharge of their committee, the men decided to hold a meeting for the purpose of arriving at some solution of the difficulties. As there were three shifts of eight hours each operating the mine, one-third of the men were constantly at work. It was obviously impossible for all the men to take part in a meeting and the mine be kept going. It was likewise out of the question for two-thirds of the men to decide upon action involving the other third. A holiday was therefore declared in order that a representative meeting might be held. As soon as this was done the company declared a lockout and the fight was on.

In the spring of this year the locked-out miners succeeded in convincing the men of Nanaimo and South Wellington that their fight was the fight of all the miners on the island, and the latter declared what was at once a sympathetic strike and a strike against their own manifold grievances.

What connection has the U. M. W. of A. with the affair? The United Mine Workers had been invited by the men, a year prior to the lockout, to come to the Island and establish an organization. The "agitating" attributed to this union consists in backing with its powerful organization and its ample treasury, the men of Vancouver Island in their just demands.

If recognition of the union is now the principal issue, it is because the miners realize that their only hope for reasonable protection of life and limb lies in a powerful international organization.

Men of the calibre of these workers are not to be easily led by agitators as Mr. Coulson and Mr. Stockett have found to their cost. Every effort has been made by these men to induce defections in the strikers' ranks, without the slightest success.

The provincial government has exhausted its ingenuity to intimidate and browbeat the men in order that their spirits might be broken and the companies might step forward as their friends and saviors. An instance of the lengths to which the government is prepared to go in order to cowe the men was given this week at Extension. A striker, William Brown by name, had his home forcibly occupied by seven special police and five scabs, all at once. His furniture was piled in the middle of the floor and his personal effects strewn about.

But it has signally failed to work in the manner desired. If any of the men had been inclined to waver and listen to the company's professional agitators, they are now stiffened in their support of the union cause. There will be no weakening in the ranks and no man will return to work until the U. M. W. of A. has been recognized.

Let the Conservative party extract what comfort it may from the fact that a "foreign union" is the only assurance left to Canadian citizens that the laws of a Canadian province will be obeyed.

As for its militia, if the taxpayers of the province choose to pay for their expensive tomfoolery, there seems to be no reason why they shouldn't go on enjoying themselves. If there had been any real reason for their presence; if the miners were really desperate and anxious to fight, not one of the callow youths who make up the "soldiers of the king" would be in a fit condition today to draw his pay. Twenty determined men could wipe out the Nanaimo camp in as many minutes.

But the strikers are not looking for blood and it would be well for some people to study the lives of these men, if they wish to learn what a peaceful, orderly citizen really is.

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THE AIR IS CLEARING.

A number of people are accustomed to look upon the Island strike situation as being composed of several factors. Capital and Labor are supposed to occupy the centre of the arena where they engage in an endurance test, with the public as a neutral onlooker, while over all stands the majestic impartiality of the Law, ready to maintain order and defend the rights of the individual.

This pleasant conception is being somewhat dispelled. The air is being gradually cleared and the truth begins to shine through. Mr. Bowser, representative by right of the Western Fuel Co., assists in dissipating the fog, perhaps without intention. He remarks:

"Since the militia took the situation in hand there has been no further trouble, and now the crown is prosecuting the large number of cases that arose from the initial proceedings, and thereby demonstrating that the power of the strike is not so great after all as the power of law."

This shows the strikers to be in conflict with the law merely by reason of the fact that they are living on strike pay rather than on wages from coal digging. In short, the fact that the miners are on strike, however peaceful that strike might be, means that the "power of the law" is opposed to them.

The two great camps on Vancouver Island are now plainly discernible. On the one hand stand the miners fighting for the privilege enjoyed by thousands of Canadian citizens, that of holding a card in an international union. On the other hand stand the mine owners together with the Conservative government and all the human law machinery that it is possible for them to prostitute. The public, too, is divided as combatants, the more respectable element being in the camp of labor, the other supporting the mine owners.

The press to date has also been divided, the "Herald" of Nanaimo acting as partisan supporter of the Western Fuel Co., while the "Free Press" of the same place has taken an "impartial" attitude which must of necessity be favorable to the strikers, as it gives the truth of both sides. The editor of the latter has, it is reported, been dismissed on account of this attitude.

Mr. Bowser is to be congratulated for having shifted his labels. That old legend, "We represent all the people," was getting rather stale. The new one, "We represent capital of given dimensions," is more truthful and shows us exactly where we stand.

ACUTE BIRTH PANGS.

He is crazy indeed who imagines that all the industrial unrest just now epidemic in the Old Country is due to trade unionists. The trade union but expresses the effect. The cause lies much deeper, reaching to the very depths of the social structure. The birth pangs of a new order are growing more acute, with less intervals. The phenomenon is not peculiar to Great Britain. It is world-wide, with precisely the same fundamental causes forcing the issue. The fight for supremacy is between the international working class who produce all wealth and the legislative owners of the earth. The stakes are self-preservation. Both parties to the dispute are organizing and lining up their forces for the inevitable conflict. The workers are demanding the right to work, to live and share in the social product of their toil. The privileged possessors are everywhere resorting to force to protect and maintain their right to rule and rob. The issue is becoming less obscure. The giant Labor is awakening from its centuries of slumber, and for the first time in human history the workers are fighting their own fight and for themselves. This because there is no class below them upon whom to unload the burden. It is an unpleasant experience, perhaps, to live in these times, but the workers are fighting a winning fight. Lose they cannot because they dare not. To know and understand the history now being made by the hosts of Labor, and to be made during the next ten years, is a constant source of interest. It makes life well worth living. It may be worse before it is better, but that was true of more than the birth of Industrial Freedom.

"PASSING IT ON."

The B. C. Electric Railway Co. is adopting an old, old excuse for increasing its carfares. The company announces that "owing to increased wages," etc., this step has become necessary. Where the employees affected in the recent agreement will receive one cent the company intends to extract a dollar, which is "passing it on" with a vengeance. If the company should decide to again increase its capitalization, upon which the shareholders would naturally expect the normal rate of interest, are we to assume that its employees must pay it? The subterfuge of placing the responsibility upon "increased cost of labor" is not a new one, but it is not unlikely that the directors will get away with it. It is part of the price of having such public utilities owned and operated by private corporations instead of by those who use them.

SOLEMN WARNING

W. H. Youhill, a member of Vancouver Typo. union, who furnishes the "Soldiers of the King" dope in the Daily Province, as "Lancebesan," in last Saturday's issue says:

"During the past couple of weeks there have been dismissed from their employment several men who obeyed the order and went with the troops to Vancouver Island, and while the reason given did not state definitely that it was because they had done so they were being let out, but in a number of instances this was thoroughly understood. While the men were serving on the island some of them received threatening letters from their employers, and it was then given out by the officers in command that all such cases would be prosecuted to the full extent of the law. As yet, however, no action in this direction has been taken, and the men are wondering whether anything will come of it. * * * And it shows very little foresight on the part of the employer of labor when he dismisses a man because he has been attending to his duties, for these same employers cannot know how very soon they may require the services of the militia to protect their own property."

So thoughtful of a good union man to offer his kindly counsel to recreant employers. "Lancebesan" no doubt has a vision of himself at the head of a frenzied mob of typos, leading an assault upon the plant of the Daily Province. Employers should always be ready for such an emergency.

A good solution of the difficulty would be to have all the unionists in the militia. In which case, after having vented their furious wrath upon a building or plant, they could wake up a few officers, don their uniforms, get their guns and hold themselves at bay, thus protecting the ruins from desecration. According to Vancouver Island methods the proper time to mobilize the militia is when blissful peace has settled safely upon the scene.

Acting-Premier Bowser, if unfettered, could settle the Vancouver island coal strike in 24 hours.

After all there may be some justification for wageworkers desiring to break into the war game. It is so much safer than modern industrialism.

Employment agency sharks are licensed by the federal government. What's the matter with trying it on the real estate fraternity?

If you are a union man and would like to receive The Federationist regularly, send along your name and address, whether you have the price or not. "Your credit is good."

To the Vancouver unionist turning in the largest number of subs. to The Fed. next week two Orpheum theatre tickets will be presented, the best in the house.

Bowser has even removed the Statue of Justice along with the old court house, and with instinctive regard for the fitness of things has not erected one on his new court house.

One can never be too careful with stenographers. It took Mayor Morley of Victoria and the entire city council two weeks to discharge one for "coming late." What! coming late, in Victoria.

"The Bank of France," "Harvesting the Big Crop," "Origin of Calabash," "Cold Storage Plants," and "Cookery Points" are among the live and interesting topics being discussed in the Ladysmith (Vancouver Island) Chronicle these days by Brer. Carley.

"What is one to think of the intelligence of the reader who finds delight in such items of news as fashion freaks, follies of the idle rich, petty gossip about royalty and so on through the whole gamut of vapid nothingnesses?"

Vancouver Board of Trade would have no Orientals or Hindus become owners of land in B. C. That 35,000 of them hold jobs at wages below the standard rates is of small concern to those who are responsible for their being here. That only affects workingmen.

"Three hundred and fifty thousand 'fallen' women on the streets of Great Britain! And the late Queen Victoria told us 'The Bible is the secret of England's greatness.' Greatness!—350,000 'fallen' women—all of them somebody's lassies! Five hundred thousand fresh cases of the most serious forms of venereal diseases every year—500,000!"—J. Kier Hardie.

Advices from Nanaimo say that the editor of the Free Press was "canned" by that paper last Saturday, for daring to have opinions somewhat favoring truth and justice, and consequently was in sympathy with the miners. Unlike the mental degenerate who edits the Herald the late Free Press editor stuck to his honest convictions and quit a man.

The business of Vancouver Island is paralyzed, the merchants are suffering hardships, the miners are lingering on strike pay or languishing in prison, while Sir Richard, too big a man for such trivial matters, is enjoying English hospitality, and Mr. Bowser, too small for his job, is issuing bulletins and holding consultations. What is needed in the Government just now is a man.—Victoria News.

The Journeyman Barber in a recent issue takes occasion to criticise the man who holds down two jobs. The Barber makes the point that eight hours a day is enough work for any one man, and that after he has done his stunt it is up to him to let some other fellow get a chance to make a living. Let our slogan be, "Divide the work." There is enough for all, if none of us have to do too much.

Those capitalists who would fain suppress trades unionism by intimidation (though in imagining they can do this they hug a vain delusion) are glad to call in the service of the police and soldiers, whose presence in large numbers does not make for order and good feeling, but the very reverse.—Daily Citizen.

We notice that a number of newspapers, having had more than enough of strikes, are pleading with the Trade Union Congress to indicate how "these disastrous strikes are to be prevented." We should be more impressed with this if we had ever seen these journals fighting to remedy the wrongs of the workpeople before the need for a strike arose.—Daily Citizen.

Whole pages of the capitalist press are devoted to money. It is nothing but money, money, money. But of the class who create all this wealth little is said. In an obscure corner of the papers may sometimes be seen a few short articles headed "Labor Notes." The only time labor gets any publicity is when a strike is pulled off, or when a few workers happen to get arrested. Then the kept press lams the working class right and left.—Cotton's Weekly.

About the best thing that has fallen to the lot of Secretary Bryan is his engagement as an added attraction in the big Chautauqua tent show. He will appear with a juggler, an acrobat, a group of singers and others, and he is to get $850 a performance. This is some money, but it not what many of the big people in the vaudeville houses get. Mrs. Thaw is credited with getting $2,500 a week, and Harry Lauder received about the same sum on his first appearance in this country.—New York Daily Call.

The women who are battling for equal suffrage are to be admired for their dauntless persistence. There are many who may censure their methods, but they have shown a courage that will compare with the bravest of men. Regardless of all the forces that are arrayed against them, the fight goes on, and even the most bitter opponents are forced to admit that it is only a question of a short time, when woman will conquer all opposition. Her fight is just and justice must ultimately prevail. — Miners' Magazine.

There are too many real estate men in this province and not enough farmers; there are too many persons seeking the patrician comforts of deeply upholstered motor cars, and not enough producers. The big motor exhibit and the puny farming exhibit at the Vancouver Exhibition tells the story of the state of affairs in this province today. The motor cars are for the men who are making money out of the farming lands without making the farming lands produce—land speculators who are thriving fat under the patronage of a criminally negligent government.—Chinook.

The declaration that the local police court is a poor man's court seems to be most logical. For if a rich man accidently gets into court he gets out just as quickly. Perhaps he may have to pay a small fine or bail, but that would not even rob him of his spending allowance. But the poor man is the one this court is really for. It is men who possess little or no money that are arraigned before the bar at the rate of one a minute. It is the poor men who, with hanging heads, turn from the court's desk and walk back to the bull pen, with its dark cells, rotten food, no lavatories, sickly stench and less consideration shown than to a dog kennel.

The work we joy in is pleasure; the work we are driven to is slavery. Pride in one's work is only possible where the creative faculties, whether of brain or hand, are allowed full play. And that is one reason for the well-nigh universal discontent among the workers of today. The element of personal pride in their work has gone a-glimmering along with many another humanizing sentiment that once made even poverty bearable. No longer is the average worker a creative agent, a fashioner of things in which he puts his whole soul. Mass production has crushed out his individuality. He has become an infinitesimally small cog in a gigantic industrial machine where one-half of the cogs never know what the other half are doing. Instead of the pride of initiative that once spurred him on and made his work a joy, the fierce urge of modern competitive conditions has made him an unwilling drudge, driven to his labors by dire necessity. For it is not humanly possible to take a personal pride in the products of a plant or machine owned by another. Now, if we only owned the plant or machine ourselves there might be a different tale to tell! And it will be told some day, never fear. For, de world do move, sonny."—Coast Seamen's Journal.

Why Pres. Benson Smiles.

To Mr. and Mrs. H. C. Benson The Federationist extends congratulations. Mr. Benson is something more than president of Vancouver Trades and Labor Council, an active officer of the Typo union, and acting business agent for the central labor body during the absence of J. W. Wilkinson. On Sunday last he became the proud father of an only son, to join an only daughter of ten years.

REV. W. S. CRUX VISITS STRIKE ZONE AND TELLS RESULT

Wholesome Truth of Strike Situation Told to New Westminster Congregation.

Deplores Attitude of Kept Daily Press and Law-Breaking Government Forces.

NEW WESTMINSTER, Sept. 15.—The Rev. W. S. A. Crux of West End Methodist Church recently spent a week in the strike zone on Vancouver Island, for the purpose of gaining first hand information about the coal miners' strike, its causes, the manner in which it is being conducted and the attitude of the business community.

The result of his investigations was given to his congregation on the following Sunday and later to New Westminster Trades and Labor Council, when he opened the eyes of a large number of people who have been swallowing the dope handed out to them by the daily newspapers.

He had, he said taken copies of Vancouver and Victoria papers with him and everywhere received assurances that the statements concerning disorder, rioting, the massacre at Extension, etc., were absolutely without foundation.

Three times, he had been told the miners had endeavored to better their condition and been starved into submission, which forced them to resort to organization as their only protection and then the "foreign agitators," organizers of the U. M. W. of A., came on the ground to perfect the organization.

The black-listing of two fire-bosses, who persisted in proclaiming the dangerous conditions of the workings, as demanded by law, led to a protest and a lockout and later on to the Nanaimo miners coming out in sympathy.

The affair at Extension he described as follows: About a hundred strikers were delegated to go to Extension to try to prevail on the strike-breakers to quit work. On their approach they were fired on from some shacks near the pit-mouth, and one man was hit by the strike-breakers, who had been armed presumably by the mine-owners. The miners returned rather hastily to Nanaimo, where tney secured what weapons they could and went back to the mine. The place was deserted, every inhabitant having taken to the woods. The two shacks were burned, the manager's house was damaged by the breaking of windows, but not a shot was fired. This is, he claimed, the true statement of what was spread broadcast by the Associated Press as an armed onslaught by the striking miners on the Extension mine, coupled with atrocities that would make a Bulgarian soldier hang his head.

The militia were never necessary unless to keep the Government specials in order and, although the individual militiamen would offer no expression of opinion, their attitude, on being questioned, showed they were ashamed of being there and their one desire seemed to be to get home.

The miners, he added, are being persecuted and hounded to desperation, simply because they demand a right to live and a reasonable degree of safety while earning their daily bread.

He wound up by roundly condemning a press which refuses to give voice to the needs and conditions of the working class and has prostituted itself to the service of the capitalist.

"These foreign agitators are responsible for all the trouble among the Island miners and should be hounded from the country," said one man to Rev. Mr. Crux, in the course of his investigation.

On inquiry it developed that this man had sold a mining claim for $75,000 to the foreign syndicate which now controls the mines.

Electrical Workers Mortality.

The awful death toll of workers in the electrical industry is graphically depicted in the July and August editions of the Electrical Worker. In July there were 25 deaths of which 17 were by electrocution. That makes 70 per cent of the total who went over the great divide by that route. In addition there were two accidental deaths or practically 80 per cent of the deaths which might have been avoided with proper safety legislation. In August of the 24 deaths reported, 12 were electrocution and 4 killed by fall or 66 2-3 per cent of probable avoidable deaths. The reason described for other deaths reported were mainly disease that is peculiar to electrical workers, such a spinal trouble, typhoid and tuberculosis.

The matter of keeping vital statistics of electrical workers must be the prime topic for consideration, as this death toll of 49 men in two months makes a very serious problem to face. The safety of electrical workers and of their dependents depend upon what they may do themselves in the matter of regulating construction work and having laws enacted that would insure them a sayso in their employment.

Ever Heard it Before?

"I would say that I do not wish to recognize you or your union in any shape or form. I certainly shall not be agreeable to any interview with you or any member of your staff. If any member of my staff has anything to complain of it is their duty to come to me with that complaint. When my men will meet me in a proper spirit I shall listen to them, but not through any union or any other recognized channel."—Daily Citizen.

Next Week at Pantages Theatre.

Allison & Trucco, international dancers featuring society's latest craze, "The Tango Dance."

Ameen Abou Hamid and troupe of Arabian whirling acrobats—100 miles an hour.

Jose Menlo & Co. present the dramatic playlet, "The Indian Rustler."

The Pony Moore-Dancing Trio; a spectacular dancing novelty.

Anderson & Goines, comedians "Fin de Siecle."

The De Voie Trio. Athletes featuring the famous De Voie tricks.

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The good of mankind
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liberty of action and of
thought.—John M. Rober

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PRESBYTERY OF B. C. ON ORIENTAL QUESTION

At a meeting of the Westminster Presbytery last week a resolution was adopted on the Oriental question. The clergymen devoted much care to framing the resolution which deals with the social, economic and moral features of the case. It will be forwarded to Provincial and Dominion governments. The text of the resolution follows:

"It is with a deep sense of the seriousness of the issues at stake and of our responsibility to the Great Master and Head of the Church and to our fellow men throughout the world that we, the Presbytery of Westminster, approach the question of Oriental immigration. But, being persuaded that the future well being of Canada as well as of the great races of the Orient is vitally affected by this question, we feel bound to face it fully and fairly, and to guide as far as possible the thought and action of our church and nation in regard to it.

"We recognize our obligation to treat all men as brethren, children of our Common Father, and to do all we can to share with them the benefits of our Christian civilization and to aid them by every means within our power in their efforts to reach the high destiny for which every section of the human family is fitted; we make no distinction of higher and lower between the races of the Orient and those of the Occident, yet we feel strongly that the best interests of all will be realized only by an honest attempt to see the situation in all its bearings and to understand the viewpoints of all concerned.

"The civilizations of the East and of the West have for centuries moved along widely divergent lines and have produced not only different social customs and economic conditions but different types of character. These differences are not such as to preclude the possibility of the ultimate mingling on common terms of all races and colors, but they are now so great that any rapid mingling of the different types, especially of the laboring classes, is bound to lead to serious misunderstandings and to produce disastrous consequences as regards the harmony and good understanding which should exist among the various races.

"The Oriental races have developed in the warmer climates where only a very simple economic equipment is required, while those of the Occident have developed in temperate and colder climates, where an elaborate and relatively expensive equipment is necessary. Modern science has made it possible for the Oriental to overcome many of the disadvantages of a somewhat colder climate and to flourish with a very little more complete economic outfit than that which he left in his own country. But it is impossible for the Occidental races to drop, even in warmer climates, to the simple economic conditions of those nurtured through centuries in these climes and amid these conditions. It is therefore not possible for any serious and disastrous competition to come to Oriental peoples from the introduction of large masses of Occidental laborers to their lands, but such competition is bound to result when large masses of Orientals are introduced into Western lands.

"So long as only a small proportion of the total population of any section of the country is composed of Orientals, their presence may be beneficial to themselves and to the community at large, but so soon as the proportion becomes considerable, economic conditions at once disturbed, the standard falls lower and lower, until if the proportion becomes sufficiently great, the very purpose for which Orientals come here, viz., to improve their conditions, can not be realized and Occidental workmen can not live their normal lives under the conditions created. Further, the Occidental races having for centuries been evolving democratic institutions, and the Oriental races having been under autocratic rule, and it being impossible to educate great masses of people in one generation to take their part in discharging the duties of citizenship, their presence in any considerable numbers constitutes a serious menace to democratic institutions and the unity of the nation.

"In British Columbia the question has still another serious side. Our resources are such as to require large corporations to develop them, and already they are in great part in the hands of such corporations. The workmen of Western lands have for years been fighting a winning fight for a fair share in these great natural resources. But the admission of large numbers of Oriental laborers will provide a large body of workmen, not accustomed to assert their own rights, and who will be exploited for the enrichment of the few and to the great impoverishment of the citizenship of the province, and the setting back of the fight for fair economic conditions for generations. Such a condition will not be in the best interests of the Orientals who come here, or to the country, as it will make anything like a harmonious and progressive industrial democracy impossible.

"But from our standpoint as a Christian church, the most serious aspect of the whole matter is that the Oriental races tend to gather together in colonies often in the worst parts of our great cities where it is difficult for the healthier and better influences of our civilization to reach them, making their equality with the Western races in social, economic and even moral conditions much less likely than it would have been had they remained in their own lands.

"The situation is already exceedingly serious. One in every nine of our population is an Oriental, and as a large proportion of their numbers are men, it means that one man out of every five in British Columbia is an Oriental, and the influx of all races excepting Japanese is rapidly increasing and promises to assume very large proportions.

"This Presbytery would therefore urge that an understanding be arrived at between our government and the various governments interested that until the proportion of Orientals to Occidentals in British Columbia is one to thirty of the total population, no Orientals excepting bona fide merchants and students be permitted to enter or reside in Canada, and that those who remain here be expected to familiarize themselves with our language, institutions and traditions before being admitted to citizenship.

"In the case of the British Indians already residing here, we would urge that those intending to remain should be permitted to bring their wives and families, provided it is definitely understood that no other members of this race will be permitted to enter Canada until the above condition is reached, when the question may be re-opened."

Carmen Want More Wages

A strike of all crews on regular cars of the Akron, Bedford and Cleveland Electric Line is threatened, following rumors that motormen and conductors intended to form a union and press their demands for increased pay or a return to the old running schedule between Akron and Cleveland, which was discarded several days ago.

A New Mortuary.

Recently there has been established in Vancouver a new home of mortuary. It is modelled after similar establishments which are modern and in high favor in the large populous centres of the East. This company of funeral directors is known as the United Undertakers, Limited, and its parlors are situated at 225 Twelfth Avenue West. The location is particularly noticeable inasmuch as it is the residence district of Mount Pleasant, far from the noisy and crowded downtown thoroughfares. The appointments throughout this one are thoroughly in keeping with the solemn rites that sooner or later are thrust upon every family and is always an expense that workaday people can very ill afford, which fact is appreciably recognized by this firm both in the performance of its professional duties and the necessary items of expense connected therewith. The whole equipment is unique and first-class in every detail, none but the most experienced assistants being employed under the direction of J. C. Sill.

It may be added that the establishment, which sets back from the street, appears similar to the neighboring homes, although the office is approached by a side entrance. After ascending the front steps to a verandah a large parlor is entered, the furnishings of which are in appropriate taste. This, together with an adjoining back parlor, is where the services are held. ***

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President Trades and Labor Congress of Canada, with headquarters at Ottawa —For many years an active unionist at Victoria—The next annual convention of the Congress will meet at Montreal Monday.

BOWSER RULE.

Nanaimo's in the limelight
As the Union's come to stay,
And we think there is a reckoning
Not very far away.
Our men are being arrested,
And I tell you it's no sport
To be tried without a hearing
In a capitalist court.

If once you are arrested
All endeavor you may cease,
For the companies, they rule the courts,
The army and police.
They will steal whatever suits them
And hide it near your door,
Then march in and arrest you,
And you'll fare like Tommy Moore.

Since Bowser rule has been declared
Our city's a disgrace,
Naked savages with bayonets
We are called upon to face,
As to those soldiers of the king
That's making such a fuss,
The dirty clowns don't know enough
To hide their nakedness.

The ladies of our city
Won't appear upon the street
Because those armed barbarians
They would be sure to meet.
Every miner on this island
Has been treated like a dog
By the now despotic Bowser
And his henchman, Colonel Hog.

—COAL-DIGGER.

Have Voted to Affiliate.

The Riggers and Stevedores' Union at San Francisco, one of the oldest labor organizations on the Pacific Coast, has voted to affiliate with the International Longshoremen's Union, this action having been taken by a large affirmative vote, the result of which was announced at the last meeting, says the A. F. of L. News-letter. The organization now awaits only concurrence by the International. The union has tried several times in recent years to bring this result about, failing by a small vote a few months ago. While a large part of the membership favored joining forces with the International, the union has been so successful in the handling of its affairs independently that the proposition heretofore lost by a small vote. Since founding of the organization in 1853 it has occupied a prominent place among waterfront unions, being ever ready to extend aid to other organizations in need. The Stevedores now have a membership of 3,200 in good standing and are known as a 100 per cent organization—that is, all jobs on the waterfront employ strictly union men.

A temporal government in the hands of ecclesiastics develops into a mild, petty, listless, respectable, monkish, invincible despotism just as any plant develops into its flower.—Taine.

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Bricklayers—Room 216; Wm. S. Dagnall.
Bakers—Room 220.
Barbers—Room 208; C. F. Burkhart.
Hod Carriers, Builders and Common Laborers—Room 220; John Sully.
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Electrical Workers (outside)—Room 207; W. F. Dunn.
Electrical Workers (inside)—Room 203; F. L. Estinghausen, Seymour 2348.
Engineers (Steam)—Room 216; Ed. Prendergast.
Labor Temple Co.—Room 211; J. H. McVety.
Longshoremen's Association — Office, 146 Alexander street; Tel. Seymour 6259.
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Street Railway Employees—H. Schofield; phone Fairmont 988.
Trades and Labor Council—Room 210; J. W. Wilkinson.
Typographical—Rooms 212, 213, 214; R. H. Neelands.
Western Federation of Miners—Room 217; R. P. Pettipiece.

B. C. FEDERATION OF LABOR—Meets in annual convention in January. Executive officers, 1913-14: President, Christian Sivertz; vice-presidents, J. Kavanagh, J. Ferris, A. Watchman, G. A. Burnes, J. W. Gray, Jas. Cuthbertson, J. J. Taylor; sec.-treas., V. R. Midgley, Box 1044, Vancouver.

TRADES AND LABOR COUNCIL—Meets first and third Thursdays. Executive board: H. C. Benson, president; Jas. H. McVety, vice-president; J. W. Wilkinson, general secretary, Room 210 Labor Temple; Jas. Campbell, treasurer; Miss Brisbane, statistician; V. R. Midgley, sergeant-at-arms; R. P. Pettipiece, J. H. Burroughs and H. McEwen, trustees.

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ALLIED PRINTING TRADES COUNCIL—Meets 2nd Monday in month. President, Geo. Mowat; secretary, F. R. Fleming, P.O. Box 66.

AMALGAMATED SOCIETY OF CARpenters and Joiners—Room 209; Sey. 1908. Business agent, J. A. Key; office hours, 8 to 9 a.m. and 4 to 5 p.m. Secretary of management committee, Jas. Bitcon, 873 Hornby street. Branches meet every Tuesday and Wednesday in Room 302.

BROTHERHOOD OF CARPENTERS and Joiners, Local No. 617—Meets Monday of each week, 8 p.m. Executive committee meets every Friday, 8 p.m. President, Ed. Meek; recording secretary, Thos. Lindsay, 305 Labor Temple; financial secretary, G. W. Williams, 305 Labor Temple.

BAKERS' AND CONFECTIONERS' Local No. 48—Meets second and fourth Saturdays, 7:30 p.m. President, A. M. MacCurrah; corresponding secretary, W. Rogers; Business Agent, J. Black. Room 220, Labor Temple.

BARBERS' LOCAL, NO. 120—MEETS second and fourth Thursdays, 8:30 p.m. President, Sam. T. Hamilton; recorder, Geo. W. Isaacs; secretary-business agent, C. F. Burkhart, Room 208, Labor Temple. Hours: 11 to 1; 5 to 7 p.m.

BARTENDERS' LOCAL NO. 676.—Office Room 208 Labor Temple. Meets first Sunday of each month. President, Wm. Laurie; financial secretary, Geo. W. Curnock, Room 208, Labor Temple.

COOKS', WAITERS' AND WAITRESSES' Union.—Meets first Friday in each month, 8:30 p.m., Labor Temple. W. E. Walker, business representative. Office: Room 208 Labor Temple. Hours: 9 a.m. to 10:30; 1 p.m. to 2:30 and 5 p.m. to 6:30 p.m. Competent help furnished on short notice. Phone Sey. 3414.

BRIDGE AND STRUCTURAL IRON WORKERS' International Union, Local 97—Meets second and fourth Friday, Labor Temple, 8 p.m. President, J. A. Seeley; secretary, A. W. Oakley, 733 Semlin Drive, phone Sey. 639.

BRICKLAYERS' AND MASONS', NO. 1—Meets every Tuesday, 8 p.m., Room 307. President, James Haslett; corresponding secretary, W. S. Dagnall, Box 53; financial secretary, F. R. Brown; business agent, W. S. Dagnall, Room 216.

BOOKBINDERS' LOCAL UNION NO. 105—Meets third Tuesday in every month, in Room 205 Labor Temple. President, F. J. Milne; vice-president, H. Perry; secretary, George Mowat, 515 Dunlevy avenue.

BROTHERHOOD OF BOILER MAKERS and Iron Ship Builders and Helpers of America, Vancouver Lodge No. 191—Meets first and third Mondays, 8 p.m. President, F. Barclay, 353 Cordova East; secretary, A. Fraser, 1151 Howe Street.

CIGARMAKERS' LOCAL, NO. 357—Meets first Tuesday each month, 8 p.m. President, Geo. Gerrard; secretary, Robert J. Craig, Kurtz Cigar Factory; treasurer, S. W. Johnson.

COMMERCIAL TELEGRAPHERS', British Columbia Division, C. P. System, Division No. 1—Meets 11:30 a.m. third Sunday in month, Room 204, Local chairman, T. O'Connor, P. O. Box 432, Vancouver. Local secty. and treas., H. W. Withers, P. O. Box 432, Vancouver.

ELECTRICAL WORKERS, LOCAL NO. 213.—Meets Room 301, every Monday 8 p.m. President, Fred. Fuller; vice-president, G. S. Philpot; recording secretary, Jos. Russell, Labor Temple; financial secretary, Dan Cummings; treasurer, Geo. Hessell; business agent, W. F. Dunn, Room 207, Labor Temple.

ELECTRICAL WORKERS', LOCAL NO. 621 (Inside Men)—Meets first and third Mondays of each month, Room 205, 8 p.m. President, H. P. McCoy; recording secretary, Geo. Albers; treasurer and business agent, F. L. Estinghausen, Room 302. Sey. 2348.

LONGSHOREMENS' INTERNATIONAL ASSOCIATION No. 38 x 52—Meets every Friday evening, 146 Alexander St. President, P. Peel; secretary, Thos. Nixon.

PATTERN MAKERS' LEAGUE OF NORTH AMERICA.—Vancouver and Trinity Branch meets 1st and 3rd Fridays at Labor Temple, Dunsmuir and Homer st., room 205. Robert C. Sampson, Pres., 747 Dunlevy ave.; Joseph G. Lyon, Fin. Sec., 1721 Grant st.; Tom Smith, Rec. Sec., 943 Broadway west.

MACHINISTS', NO. 182—MEETS SECond and fourth Thursdays, 7:15 p.m. President, Chas. Mattinson; recording secretary, J. Brookes; financial secretary, J. H. McVety.

MOVING PICTURE OPERATORS, Local 233, I.A.T.S.E.—Meets every second Sunday of each month, Labor Temple, 8 p.m. President, J. H. Fletcher; secretary-treasurer, A. O. Hansen; business agent, G. R. Hamilton. Office: Room 100, Loo Bldg. Tel. Sey. 3046.

MUSICIANS' MUTUAL PROTECTIVE Union, Local No. 145, A. F. of M.—Meets second Sunday of each month, 640 Robson street. President, J. Bowyer; vice-president, F. English; secretary, C. P. Howett; treasurer, W. Fowler.

STONECUTTERS', VANCOUVER Branch—Meets second Tuesday, 8:00 p.m. President, J. Marshall; corresponding secretary, Wm. Rowan, Box 1947; financial secretary, K. McKenzie.

OPERATIVE PLASTERERS' INTERNATIONAL ASSOCIATION, No. 55—Meets first and third Wednesday, O'Brien Hall, 8 p.m. President, G. Dean; corresponding secretary, F. Sumpter; financial secretary, D. Scott; treasurer, I. Tyson; business agent, Joe Hampton. Phone Sey. 1514.

PAINTERS', PAPERHANGERS' AND Decorators', Local 138—Meet every Thursday, 7:30 p.m. President, J. E. Phillips; financial secretary, J. Freckelton, 811 Seymour St.; recording secretary, George Powell, 1550 Fourth Ave. W.; business agent, W. J. Nagle, Room 303, Labor Temple.

STEROTYPERS' AND ELECTROTYPERS' Union, No. 88, of Vancouver and Victoria—Meets second Wednesday of each month, 4 p.m., Labor Temple. President, Chas. Bayley; recording secretary, Chris Homewood, 249 13th Ave. East.

STREET AND ELECTRIC RAILWAY Employees, Pioneer Division No. 101—Meets Labor Temple, second and fourth Wednesdays at 2 p.m., and first and third Wednesdays, 8 p.m. President, H. Schofield, phone Fairmont 988; recording secretary, Albert V. Lofting, 2636 Trinity Street, phone Highland 1572; financial secretary, Fred A. Hoover, 2409 Clark drive.

STEAM ENGINEERS, INTERNATIONAL Local 897—Meets first and third Wednesday, 8 p.m.; Room 204, Labor Temple. Financial secretary, E. Prendergast, Room 216.

TAILORS, JOURNEYMAN TAILORS' UNION OF AMERICA, Local No. 178—Meetings held first Tuesday in each month, 8 p.m. President, J. T. Ellsworth; recording and corresponding secretary, C. MacDonald, Labor Temple; financial secretary, L. Wakely, P. O. Box 703.

TILE LAYERS' AND HELPERS', Local No. 62—Meets first and third Wednesdays each month, 8 p.m. President, J. Kavanagh; secretary, A. Jamieson, 54 Fifth Ave. East.

TYPOGRAPHICAL UNION NO. 226—Meets last Sunday each month, 2 p.m. President, A. E. Robb; vice-president, A. H. England; secretary-treasurer, R. H. Neelands, P.O. Box 66.

NEW WESTMINSTER, B. C.

NEW WESTMINSTER TRADES AND Labor Council—Meets every second and fourth Wednesday at 8 p.m. in Labor Hall. President, D. S. Cameron; financial secretary, H. Gibb; general secretary, B. D. Grant, P. O. Box 834. The public is invited to attend.

AMALGAMATED SOCIETY OF CARPENTERS AND JOINERS meets every second and fourth Thursday of each month in Labor Temple, corner of Royal Ave. and Seventh St., at 8 p.m. President, J. L. Hogg, Hanley Blk., Sapperton; Secretary, A. McDonald, 831 Royal Ave., New Westminster.

PLUMBERS' and STEAMFITTERS' Local 495—Meets every second and fourth Friday of month in Labor Hall, 7:30 p.m. President, D. Webster; secretary, A. McLaren, P.O. Box 988, New Westminster, B. C.

UNITED BROTHERHOOD OF CARpenters, Local Union No. 1588—Meets every Monday, 8 p.m., Labor Temple, corner Royal avenue and Seventh street. President, M. C. Schmendt; secretary, A. Walker, Labor Temple, New Westminster, B. C.

BARTENDERS' LOCAL 784—MEETS IN Labor Temple, New Westminster, corner Seventh street and Royal avenue, every second Sunday of each month, at 1:30 p. m. President, E. S. Hunt; secretary, F. W. Jameson. Visiting brothers invited.

VICTORIA, B. C.

VICTORIA TRADES AND LABOR Council—Meets first and third Wednesday, Labor Hall, 731 Johnson street, at 8 p.m. President, A. Watchman, secretary, J. H. Norris, Labor Hall, Victoria, B.C.

BROTHERHOOD OF CARPENTERS and Joiners—Meets every Tuesday, 8 p.m., at Labor hall, 731 Johnston St. President, J. E. Bryan; recording secretary, Geo. L. Dykeman; business agent and financial secretary, W. A. Parkinson, Box 236.

MINERS' UNIONS.

KIMBERLEY MINERS' UNION, NO. 100 Western Federation of Miners—Meets Sunday evenings, in Union Hall. President, W. Fleming; secretary-treasurer, M. P. Villeneuve, Kimberley B.C.

LADYSMITH MINERS' UNION, LOCAL No. 2388, U. M. W. of A.—Meets Wednesday, Union Hall, 7 p.m. President, Sam Guthrie; secretary, Duncan McKenzie, Ladysmith, B. C.

NANAIMO LOCAL UNION U.M.W.of A.—Meets every Monday at 7:30 p.m. in the Athletic Club, Chapel Street Arthur Jordan, Box 410, Nanaimo, B. C.

CUMBERLAND LOCAL UNION, No. 2299, U. M. W. of A.—Meets every Sunday 7 p.m., in U. M. W. of A. hall. President, Jos. Naylor; secretary, James Smith, Box 34, Cumberland, B. C.

TRAIL MILL AND SMELTERMEN'S Union, No. 196, W. F. of M.—Meets every Monday at 7:30 p.m. President, F. W. Perrin; secretary, Frank Campbell, Box 36, Trail, B. C.

LOCAL VANCOUVER OF SOCIAL DEMOCRATIC PARTY — Public meetings in Dominion Theatre, Granville Street, Sunday evenings. Secretary, O. L. Charlton. 3328 Main Street.

PRINCE RUPERT, B.C.

PRINCE RUPERT TYPOGRAPHICAL Union No. 418—Meets last Sunday in month at Carpenters' Hall. President, D. McCorkindale; secretary-treasurer, Harry S. Potts, P.O. Box 849.

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SYNOPSIS OF COAL MINING REGULATIONS.

Coal mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the Northwest Territories and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of $1 an acre. Not more than 2,560 acres will be leased to one applicant.

Application for lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal subdivisions of sections, and in unsurveyed territory the tract applied for shall be staked by the applicant himself.

Each application must be accompanied by a fee of $5, which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of $10 an acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. H. CORY,
Deputy Minister of the Interior.

N. B.—Unauthorized publication of this advertisement will not be paid for.

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Shingle Weavers Sawmill Workers, Woodsmen
TAKE NOTICE
All interested in organization are requested to at once call at Room 217, Labor Temple, or communicate with
GEO. HEATHERTON
A. F. of L. General Organizer

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THE NORWEGIAN SECOND-HAND STORE.
New and Second-Hand Goods of Every Description Bought and Sold.
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WHEN ORDERING A SUIT
See that this Label is Sewed in the Pockets
CUSTOM TAILORS UNION LABEL
It stands for all that Union Labor Stands for

WAGE WORKERS' FORUM

Necessity of Political Action.

Editor B. C. Federationist: It seems to me that the great majority of union men are still to be classed among the foolish. They are still trying to better their condition by foolish, not to say impossible, methods. Will they never learn that combined Capital in the industrial field is too strong and too firmly rooted for even combined Labor to enforce its just rights?

In the industrial field, Capitalism is backed up and supported by more than a century of usage and tradition, and it is the most difficult thing in the world to oust usage and tradition from the minds of people who are even above the average in their ideas of justice and fair play.

Moreover, capitalism, ever since its victory over feudalism, has had full and undisputed sway over everything pertaining to industrial life, and until within the memory of men now living over everything pertaining to political life, on this material plane. It is only on the political field that the workers have been able to snatch a few concessions from the masters, who were forced to throw a sop now and then.

Why then, are the workers such fools as to play the game the masters' way? With the government and the army at their back the masters are bound to win every time. The continuation of a strike is chiefly a matter of money, and yet the workers are foolish enough to buck their meagre pennies against the plentiful dollars of their masters. 'Tis sad to see that experience teaches no lesson to the workers who are obessed with the same sort of mind as their fathers had fifty years ago. They want the masters to act a little more liberally towards them. They do not seem to understand that to the worker rightly belongs all the results of his labor. Until they see this they must continue to suffer the miseries of the under dog, and deservedly so.

On the political field they are strong. But even that they do not seem to understand. The work of a voting man counts as much as the vote of a capitalist, and as there are many more workers than masters, including the great army of sycophants, touts, gunmen and hangers-on, it surely ought to strike the most stupid, reactionary workingman's brain ever created that the only way to obtain justice is on the political field. But, no! They go on voting for the master class election after election, sneer at the socialist for wanting to bring about a class war—as if the class war had not been in full swing for many, many years before they were born—and grin with sheepish satisfaction when their candidate is elected.

Their candidate! What fools these mortals be! They have helped their masters to elect a tool that their masters need! They have tightened the cinch of the saddle that their masters straddle while they, the poor, deluded dupes, shuffle along as they have always done—as best they can on foot.

Will it always be thus? Will there ever grow up a working class that will have brains superior to the working mule or equal to Balaam's ass? Out upon the fools that are traitors to their class! 'Tis they who not only revel in their own ignorant misery, but also compel the intelligent and enlightened worker to submit to conditions against which his soul revolts. Out upon the sycophants and time-servers who fear to offend their masters, and so help to continue a system that is hellishly unjust to the great majority of humanity. Out upon the man-(?) who scabs upon his fellows at the polls and claims to be a good union man at the time of a strike. He is worse than a fool. He is a pervert.

Constituted as human nature is today, trained for thousands of years to habits of greed, selfishness and egotism, the master class have no compunctions about keeping the workers in their proper place, down in the mud, grovelling for the pennies thrown as bones to dogs. They, the masters, are not fools, but they are essentially selfish. They do not wish, and would not allow the workers to share in the privileges they themselves enjoy—the privileges the Almighty intended for ALL OF US! This Capitalist system suits them all right, but that the great majority of the working class should acquiesce in their dictum seems absurd, to me at least.

The ancestors of the kings, nobles and gentry of Europe got their lands and consequent wealth by use of the strong arm. In this country the process was different, but the results are the same. The upper classes have the privileges—not won by hard work, though—and the masses have the poverty, the sweat, the toil of making money for their masters and a barren existence for themselves and families. If some of the workers are content with this barren existence and dividing up with their masters, there are many thousands who are not.

It is the God-given right of every man, woman and child to enjoy the fruits of their labor, and it is for this God-given right that the socialists are contending, and for which great-souled and high-minded men have been contending ever since the first socialist, the lowly Nazarene, was put to death by an arrogant and selfish ruling class nineteen hundred years ago. There is enough in the world for all; more than enough. Not one living soul need go hungry. No one need go unclothed. There is enough and to spare. Large quantities of food, fruit and vegetables have recently been destroyed to keep prices up! Oh, God, and so many thousands all over the land on the verge of starvation!

You fellows who scab at the polls and claim to be union men, you fellows who think it right that a part of humanity should have so much and the rest of us so little, stop and ponder over the situation and see that it is to the interest of all humanity that the present system should end.

Yours for the revolution,
R. W. NORTHEY.
Olalla, B. C., Sept. 8.

Sleeping Car Employees Organize.

Climaxing a movement that has been under way for several months, Pullman sleeping-car conductors and porters of the United States and Canada have formed organizations through which it is probable that the members will endeavor to enforce demands for higher wages and perhaps to bring about changes in their working schedules. Last week, at Springfield, Ill., the "Federation of Pullman Conductors of America" and the "Federation of Pullman Porters of America" were incorporated, and both are likely to start organization campaigns at once.

Every citizen may freely speak, write or print on any subject, being responsible for the abuse of that liberty.—Constitution of Pennsylvania.

AGREEMENT | Between B. C. Electric Ry. Co. *and* Amalgamated Street *and* Electric Ry. Employees

(Continued from Page Five.)

additional expense by the men of District 3 as compared with like necessary expenses incurred consequent upon lay overs by men in Districts 1, 2 and 4, the Company shall reimburse such additional expense to the men concerned.

60. Extra trainmen called for duty which entails switching movements in and about any terminal yard, shop, station or other point on the system, shall receive pay for actual time on duty, provided they shall be allowed for any such duty not less than two (2) such full hours.

Extra trainmen called for duty involving road movements shall receive pay for actual time on duty provided that allowance for such extra duty shall not be paid less than two (2) full hours.

61. (a) Extra men to be arranged as follows: First in, first out, unless a run be known to be open for six days or longer, then senior spare men will be entitled to such run. If run around unavoidably men will be allowed quarter of a day and stand first out. When the run is known to be open for thirty (30) days or longer regular men will take it if desired.

(b) If senior day man lays off for six days or longer, senior night man will be entitled to take run, and if he does not desire it, next senior night man will be entitled to take such run, and senior spare man will take night man's run.

(c) Day run to be classed as any run ending at 6:30 p. m.

Asked for by Dist. 3 and Saanich Dist.

(d) EXTRA CREWS. All extra men to be called at places of residence for duty if place of residence is within one mile from terminal. Extra board is to be placed in the Trainmaster's Office.

62. Students while breaking in as trainmen shall be paid at least one dollar per day during probation provided that they qualify within 14 days.

63. All road crews in freight service shall sign up for runs as follows:

Asked for by Dists. 1, 2 and 4.

A conductor in charge of train.
A motorman in charge of motor.
A rear brakesman.
A trolleyman.
A head brakesman according to seniority.

64. Trainmen on duty shall be allowed time not to exceed thirty (30) minutes for meals, when tained from home terminal in any capacity, and shall be paid for time so consumed. Dispatcher's permission must be obtained.

65. (a) When a train is being operated over any district other than that over which the crew operating the train is acquainted with the phiysical characteristics or running rules of such district, qualified trainman will be supplied as pilot. Pilots will be paid same rate as their seniority entitles them to as conductor.

(b) Where trains are operated over two or more districts or lines such runs shall be pro-rated among such districts, on a mileage basis as deemed fair by the Superintendent, who will hear claims of such districts in connection with such distribution. Trainmen of each district will be tendered the through runs assigned to such districts in accordance with seniority, and the judgment of said Superintendent as to competence, as above set for.

66. No employee not a qualified trainman shall be allowed to operate a train on any district, unless absolutely necessary.

67. Conductors shall be provided with fifteen dollars (15.00) change money for passenger work.

68. Where trip reports detain conductors after day's work they will be paid reasonable time for same.

69. Trainmen dead-heading will be paid actual time to and from home terminal.

70. Any motor or car required to couple to, or handle two or more cars on road service (other than passenger) shall be operated by full road crew.

71. When trainmen appear for duty and train is annulled they will be allowed two and one-half hours and stand first out. When train is annulled, conductor will be notified in writing.

72. A trainman taken from his regular run to other duty shall receive not less than the same compensation as on his regular run.

73. Runs shall be awarded to qualified trainmen in accordance with their seniority on the district on which they are employed.

74. Trainmen will be notified when time is not allowed as per time slips with reasons therefor, and shortages and omissions in pay will be paid by time card if requested by trainmen.

75. Trainmen's seniority shall commence from time application is accepted, and same shall be furnished to Association if desired.

76. (a) Leave of absence to trainmen shall be granted by the Superintendent or Trainmaster on application in so far as the proper operation and conduct of the service will permit.

(b) Trainmen after laying off shall report for duty at 2:00 p.m. the day before he desires to resume duty; otherwise, shall not be entered on the board for his regular run.

(c) Trainmen sick or unfit for duty will register in proper book, and when they book O.K. for duty again they will take their regular run.

77. One brakesman on each train or car must be competent and have at least four (4) months experience as such, and the same or other brakesman must be acquainted with the road. A conductor will not be required to take out a brakesman who is found to be incompetent more than one round trip unless his alleged incompetency on investigation is disproved.

78. Trainmen will not be compelled to handle "bad order" cars in train, draft gear of which is defective, and requires to be changed, further than to take care of perishable freight or live stock that may become disabled en route to the first terminal. Under no circumstances will trainmen be compelled to handle cars behind van other than official cars.

79. Trainmen held off on Company's business by order of the Company's officials will be paid schedule rates for time lost, and will be reimbursed reasonable expenses when away from home.

Like rates and expenses shall be paid to trainmen when compelled to attend inquests or courts on subpoena requested or procured by the Company's officers, the Company to receive and retain any witness fees payable.

80. Night rates to apply as in the past, save as otherwise specified herein.

81. When a trainman is discharged, or resigns, he will as soon as practicable be paid and given a certificate stating the terms of service and in what capacity he was employed, three days to be considered sufficient; if held longer, he will be paid ten (10) hours per day at the rate he was receiving.

82. In the event of a trainman signing up on freight or shunters becoming incapacitated through accident or sickness to work on freight service, he shall be allowed to exchange places with senior man, who has signed freight list, and the respective runs for length of sign up, subject to the approval of the Company.

83. Regular crews after finishing their run will not be required to do extra work if there are extra men available.

The Company will endeavor at all times to provide sufficient number of extra men so that regular men will not be required to do such extra work.

84. Seniority list of trainmen will be posted up every six months.

85. Unassigned crews in freight service will be run first in, first out from terminal, when run-around they will be paid half day for each run-around and stand first out.

This refers to District 3 only.

86. It is not the intention of the Company to adopt the plan of double-heading freight trains.

87. When vans are used trainmen will not be compelled to abandon their vans between terminals. This refers to freight service only.

88. Freight and work trains will be supplied with van or other suitable car properly equipped.

This refers to District 3 only.

89. Manning of baggage cars will be made from the ranks of brakesmen in their seniority.

90. Senior brakesmen will be required to pass their examination for conductor in turn. Brakesmen refusing their promotion to conductor or failing to qualify for same will in failing rate junior to the man who qualified ahead of him. This clause will apply to trolleymen also.

Lay Away From Home Terminal

91. Twelve (12) hours will be considered long enough to keep crews lying at terminals other than their home terminal, and the Company will make every effort to prevent this time being exceeded.

92. At all points where Company's ice houses are located train crew will be allowed ice for their van.

93. For way freights beyond the reasonable capacity of the train crews to handle, the Company shall furnish such necessary extra help and in such manner as the Superintendent shall decide.

94. Switching trains with vans attached. Switchmen must not switch trains with vans attached.

PART IV—SHOP AND BARN DEPARTMENTS

Night Men

95. (a) All mechanics and mechanics' helpers in Mechanical Department to receive five cents per hour additional to regular rate received by them on regular day work.

(b) All vacancies for day work to be recruited from night men as far as practicable, seniority and proficiency to govern. Superintendent to decide.

Overtime.

96. Painters, carpenters, machinists, blacksmiths, armature winders, car repairers and all other shop employees employed on day shift, except car cleaners, to receive time and a half after 5 p. m. and from 12 noon until 5 p. m. on Saturdays, and double time from 10 p.m. until 7 a.m. or longer if compulsorily employed, and after 5 p. m. Saturdays, also double time on Sundays and holidays. Extra duty involving overtime to be taken by employees in rotation as far as it may be convenient.

Holidays shall be as follows: Sundays, New Year's Day, Good Friday, Victoria Day, Dominion Day, Labor Day, Thanksgiving Day and Christmas Day. Provided, that the foregoing shall not debar the Company from calling on an employee to work at any time or times, to enable the Company to operate any emergencies which may arise, and that any such employee called upon to work on Sunday or statutory holidays or for emergency night calls shall not be paid less than four hours and a half straight time. Notice of emergency calls to be given as early as possible.

Six-day Week

97. Car maintenance men to work six days per week on night shift at the discretion of the Company, for nine hours per day at straight time. Any time worked in excess of the nine hours to be paid for at the rate of time and a half for first five hours and double time for any further period until relieved from duty. Double time also will be paid on the seventh day should an employee be required to work more than six days in the week. The Company shall arrange for the day off per week to be taken at the time or times most convenient to the running of its business. As large a proportion as possible of the employees shall have their day off at week-ends and provision will be made that employees shall have their leave at week-ends in turns.

For the purpose of this clause the expression "Car Maintenance Men" includes all mechanics and other employees, including car cleaners, necessary in the car barns, who are engaged in those routine duties necessitated by the running of a car service.

Travelling Time

98. Any man called to work in outside places from his own shop shall receive time for going to and coming from such places, also free transportation, except in the case of a man being transferred from one shop or barn to another for a period exceeding seven days.

99. When men are called to places where food is not readily obtainable they shall not be required to work more than seven hours without meals being supplied by the Company.

Changes of Staff

100. On reduction of staff through slackness of work, last on, first off; last off, first on, and a man shall not be considered a new man in restarting. Men on being laid off under this clause shall leave an address with the Company. Not less than forty-eight (48) hours notice or resumption of work shall be given by the Company to the men by mailing advice to such addresses. If men do not appear to resume their positions same shall be deemed to be vacated.

In the event of slackness of work in car shops and barns, the hours shall be reduced proportionately, in preference to the laying off of men.

Blacksmiths' Helpers.

101. Blacksmiths to have own regular helpers as far as circumstances will allow.

Leave of Absence

102. Employees in mechanical department shall be granted leave of absence on application to their respective foremen or superintendents, where such leave does not exceed one week in so far as the prope roperation of the shops will permit. Three months leave of absence shall be granted if desired after one year's service. After three years' service the leave shall extend to one month per year, if not previously taken. Leave granted for the business of the Association shall not be included in the foregoing.

Tools

103. Car repairers to be supplied with all tools. Carpenters to be supplied with machinists' hammer and monkey wrench and bits for repair work when required.

Lateness in Reporting

104. All employees in mechanical staff who are unable to report for work at specified time for good and valid reasons shall be allowed to start half an hour later. Superintendent to decide.

Lavatory Accommodation, Etc.

105. Suitable toilet and lavatory accommodation to be provided. Mess room accommodation so far as practicable.

First Aid Men

106. The Company shall name and appoint competent first aid men to take charge of first aid work and boxes at each barn and department.

Employment Application Form

107. All candidates making application shall only be required to state their three last employers on application employment form.

Apprentices, Transference or Dismissal

108. Any apprentice who, having served one year, in the opinion of the shop foreman shows no aptitude for acquiring the trade, will be transferred or dismissed, and all obligations accepted by the Company will of necessity be forfeited.

DEFINITION OF TRADES

Mechanics

109. Men who have served an apprenticeship or had four years or over varied experience in the separate trades or callings as described in the next four succeeding paragraphs, shall be termed mechanics, and any men doing work which generally is accepted in Vancouver, New Westminster and Victoria as mechanic's work, shall be paid at the minimum rate of pay, and the Company will not employ semi-skilled men for mechanics' work or have helpers do mechanics' work or any part thereof.

Machinists

110. Men who have served an apprenticeship or had four years or over varied experience in the operating of lathes, planing, slotting, milling, shaping and tyre-boring machines, or other machine tools, and fitters who are capable of fitting up, assembling and repairing the various parts or details of engines or locomotives, stationary, marine, or any kind of machine or machine tools, and vise work generally, shall be designated as machinists.

Blacksmiths

111. Any man who has served an apprenticeship of four years or who has had four years varied experience at the blacksmith trade, and who, by his skill and experience, is qualified and capable of taking a piece of work, and, with the use of drawings and blue prints or from instructions can transmit such work to successful completion within a reasonable length of time, shall be considered a blacksmith.

Apprentices

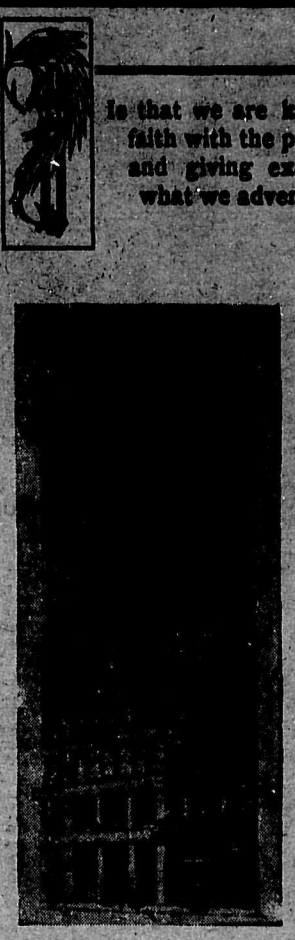
112. Boys serving an apprenticeship to learn the trade shall be designated apprentices. Any boy hereafter engaging himself to learn any mechanical trade shall be over sixteen and under twenty-one years of age, must serve not less than four years, must be able to read and write English and know the first four rules of arithmetic.

Machinists' Helpers

113. The number of apprentices in the case of machinists shall be one for the shop and one for every four machinists employed. Helpers will not be advanced to the work of machinists, and when

(Continued on Page Eight.)

The Reason for the Success of
Our Great PIANO Reduction Sale



is that we are keeping faith with the public and giving exactly what we advertise

HIGH-GRADE PIANOS and High-Grade PLAYER-PIANOS

At a Discount of 20 per cent. and 25 per cent. off Regular Prices

Everson Pianos, Colonial style. Regular $375. Sale price.....$290
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New Scale Williams Pianos, mission. Regular $475. Sale price.....$380
New Scale Williams Pianos, Louis style. Regular $550. Sale price....$440
New Style Williams Pianos, style Colonial. Regular $525. Sale price....$420
New Scale Williams Player-Pianos. Regular $900. Sale price.....$720
New Scale Williams Player-Pianos. Regular $950. Sale price.....$760
Everson Player-Piano, fumed oak. Regular $750. Sale price.....$600
Schubert Player-Pianos, mahogany. Regular $850. Sale price.....$680
Schubert Pianos, mahogany. Regular $475. Sale price.....$365

We can give terms of payment over period of three years. Now is the time to get your piano for the winter months.

The Bowes Music House
10 Hastings Street East

BOWSER RULE IN FULL FLING IN CUMBERLAND STRIKE ZONE

CUMBERLAND, Sept. 15.—Since the inception of the lockout, twelve months ago, in Cumberland, we find that the coal barons have placed all kinds of obstacles in the way of the striking miners, whose firmness has never in the least been weakened.

And why? Because the miners of Cumberland understand that they would be more oppressed by the iron heel of the operators, and would be compelled to remove outside of the city of Cumberland, and reside in the newly-erected houses of the operators, built on their own property, a townsite inaugurated by the company, called Bevan, better known as No. 7.

To elucidate this I might state that for several years the company has been concentrating its efforts in the vicinity of this newly-formulated townsite, and have now erected several hundred houses, as well as a boarding-house, a company store, a company hotel, a butchering department, and a million-dollar electric plant, as well as three other stores, run by Chinamen, for the company's convenience.

We also find that new shafts are nearing completion which will take out the coal which cannot successfully be produced at the mines situated in the vicinity of Cumberland on account of the long haulage of the slopes which is over two miles below ground.

Then again we have the McKenzie & Mann railroad, which is the Canadian Coal Co., being laid, which, after completion, will land at this townsite called Bevan without touching the city of Cumberland.

All this development work on the part of the coal barons will explain for obvious reasons the solidarity and the grim determination of the striking miners, some who for years have striven to collect out of their meagre earnings a piece of land, upon which they have built a home, while others, although not so fortunate, have, through their environments, made acquaintances from which they would not like to be separated, which the company insists upon.

I might state here that for years previous to the lockout the miners who were working at No. 7 and 8 mines were transferred to and from the mines by train until the beginning of the summer of 1912, when the company issued orders to all men working at these particular mines to leave their places of abode in the city and take up their residence at the townsite of Bevan, which is situated several miles from the city of Cumberland, as they were not to run the train any longer for that purpose.

This did not in any way jar the men, as they knew that the company was expending all this money for their own material benefit and therefore expected such.

Of course the miners showed their reluctance to this, as the majority of them knew exactly what it meant, as they had worked in other mining camps where such conditions prevailed and flatly refused to tolerate again any such inconveniences, as it was detrimental to them as wage-earners, and they would have to pay exorbitant prices for the necessities of life, through being compelled to deal at the company store.

Some of the miners, after getting instructions, though they might be able to elucidate matters by quitting those mines and get work at some of the other mines nearer the city in which they lived, evidently forgetting that the hirelings of the company would crush them by pressure, which they often precipitated, and which worked in many cases effectively.

The Black List.

The coal barons, seeing that the miners would not submit to such impositions, willingly adopted a new system, called the permit system, whereby a miner could not leave one mine to go to another without the permit being endorsed by his former employer. This new system, when brought into effect, was the means of strengthening our organisation considerably, as they discriminated against the miners in wholesale fashion, directly and indirectly.

Instances can be cited, which cannot be successfully contradicted, where, after the company bosses gave English-speaking miners permits to take to other bosses at other mines, where, after leaving the mines, operators walked into their offices and telephoned to the same bosses not to give them jobs, to keep them walking back and forth to the mines until their money was exhausted and which would compel them to return to their former occupations, where they would have to accept the company's terms by compelling them to live on their property and deal at the company stores.

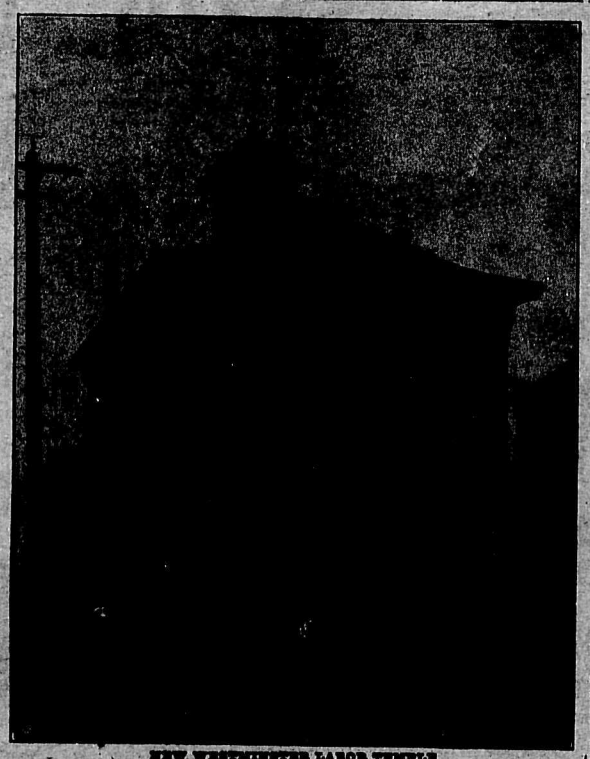
Another instance of such tyranny on the part of one of these barbarians was when one of our foreign-speaking brothers, who could speak but little English and read less, secured a permit, which had scribbled on it in writting, "Do not give this man employment."

To all appearances many may think that the coal operators intend to make Cumberland a miniature West Virginia. Let me state that as Capital has no conscience, I anticipate that their actions, their tyranny and their rapacious greed for dividends warrants it.

We find that in West Virginia that the miners had to strike, on account of their conditions which became intolerable through being compelled to live in company hovels, and to deal in company stores, whereby for years hundreds of these miners never received a particle of the wealth they produced, where for year in and year out they were handed a piece of paper with words inscribed "balance due company."

This, in all probability, would have been our lot in Cumberland, as the operators concerned in this particular combine, known as the Canadian Coal Co., are just as inhuman as the operators of West Virginia, who armed themselves with rifles to help shoot the striking miners down, who had the courage to say the same as we in Cumberland said:

"No longer will we be dictated to by you operators. We are the people who create your wealth. We produce that which enables you to live in ease and luxury, and then you compel us to live in your houses, which we built. You also compel us to deal in your store, that you may ring more profits from what we consume as well as receive profits from what we produce. No, we cannot tolerate such any longer. And we don't intend to; we are a united body, known as the United Mine Workers, who will force you to concede conditions whereby we, as producers of wealth, will have a say as to under what conditions we shall produce that wealth and where we shall spend it."



NEW WESTMINSTER LABOR TEMPLE

WORKERS' FORUM

War on Women

Editor B. C. Federationist: As one of the wives of the imprisoned miners, I beg leave to write to you to let you know how we were treated last Saturday at Nanaimo. We had been told that we were allowed to visit our husbands on Saturday and Sunday from 1 till 4 o'clock, so we accordingly made arrangements and hired stages, etc., to take us from Ladysmith by road, as we would not be able to return by train and could not very well stay the night, as most of the women had to leave their children at home with neighbors. We left here about 10 a.m. and arrived in Nanaimo about 12.30. Some kind woman had prepared us a lunch and after that we drove out to the gaol, reaching there about 1.30 p.m. We were driven by six specials out of the prison grounds and had to stand out in the road about three hours before we were admitted, only two at a time. Then we were told, and not very kindly either, that nothing whatever to eat must we take to the men, not even a bit of fruit. One or two of us managed to give them a pear or a bit of chewing gum to take the place of their dearly loved tobacco. Then their clean clothing had to be thoroughly examined and newspapers all unfolded and magazines searched leaf by leaf, and after all this we, these men's wives, had less than five minutes to speak to them and then with two or three guards listening to every word. Some of the men have not a single charge against them, and none of them have yet had their trial to know if they are guilty or not. Some of them have been in gaol a month and some more, and their food and sanitary arrangements are disgusting to say the least. Yet, with all this most of them are cheerful and are looking forward to victory. I should much like to see this letter published in The Federationist, as I think that respectable women, some with babies in their arms, might have been shown a little consideration. If by thus treating us they think to make us give in they are greatly mistaken, for most of us are as determined as our husbands, and will do all in our power to help our men win this great struggle.

ONE OF THE MEN'S WIVES.
Ladysmith, Sept. 16.

From Cumberland's Mayor

Editor B. C. Federationist: During the past few weeks there have been so many conflicting reports regarding industrial conditions in this vicinity, that I feel called upon—although with reluctance because of the official position I occupy as Mayor of this town—to give what appears to me, an accurate account of the more important features of the miners' strike as it has affected the peace of this city, and the chief events connected therewith. As to the cause of this strike and the arbitrary powers the officials of the Colliery Company have taken occasion to exercise I will not dwell upon; instead, I shall endeavor to show that the strikers, who from the inception of this trouble have numbered between four and five hundred persons not including any members of their families—are and have been—notwithstanding the fact that they have had at times to suffer the most extreme provocation and insult—one of the most peaceful and orderly communities in this Province. I shall also show that the invasion of this city last September by twenty or thirty mounted police, and one hundred or so special and provincial police, also the entrance into this peaceful city by three hundred and fifty o. the militia and soldiers with two maxim guns are instances of imbecility, not to say insanity, that would be difficult to find paralelled in the history of the British Empire. If the same act was perpetrated in any part of Great Britain for so little cause, no Government could stand the ridicule that would be heaped upon it.

The fact should be continually borne in mind that at no time since the beginning of this strike have the Police Commissioners or the City Council seen any occasion in which it was necessary in maintaining the peace, or preventing the destruction of private property. When the Provincial authorities last September saw fit to cause the invasion of this city by a horde of special and mounted police, a few days sufficed to show that they were not required, which caused their removal, excepting a few individuals who were left for the most part to guard the Colliery Company's property.

From that September day almost one year ago, when the strike commenced, to July 19th, the court records will show that there was not one case of serious disturbance or one dollar's worth of property destroyed. When this fact is remembered and the uphill battle the men have had to fight against destitution, provocation, insults from within and without, and the knowledge that they need expect no assistance or sympathy from those who have the power to cause an investigation of their grievances, serious though they be, it is a remarkable fact that these men have so much control over themselves as to respect the law.

This peaceful state of affairs continued to the 19th of July, which date happened to be the Company's payday. Because of an occurrence which took place in the evening of this day, an event which in most places would be the rule rather than the exception, under like circumstances, the Provincial authorities saw the necessity of sending a regiment of militia and soldiers with maxim guns to maintain the peace.

A week or so previous to the above mentioned date rumors became current that a number of strike-breakers would raid the town. It may be explained that not less than 90 per cent. of the Company's present white employees live on the outside of the city (Chinatown, Negrotown and Japtown, also some distance from the city comprise a population of approximately 3000). As these rumors were rather vague little credence was put in them by the authorities. However, on the evening of the 19th, and as rumored, a procession of these strike-breakers marched into the town, headed by a fellow whose very appearance was sufficient to be a menace to the peace of the city under such circumstances. As would certainly be expected, a crowd quickly gathered, but apart from a little excitement, and as the employees already mentioned quickly dispersed, the trouble was over within fifteen minutes.

Now as a sequence to this, it would be expected that the ringleaders who started this disturbance would have been the first to be arrested. The strikers have maintained that the Provincial Police have exerted their power against them unreasonably, and in the light of recent events one is inclined to believe that the accusation may be correct; if otherwise, why have these police not arrested a single one of that gang who ostensibly came into the town for the purpose of creating a disturbance? What is their motive in having a charge of unlawful assembly laid against Mr. Naylor, the President of the local miners' union? He is accused of inciting the men to riot on this night; does any one who knows this man believe this monstrous accusation? Do even his defamers believe it? For a considerable time I have known Mr. Naylor intimately, and from that intimacy a respect has grown greater than for any one in this town. Repeatedly I have known him to warn the men to be careful, to keep away from the booze, and not give cause to their enemies to lay a criminal charge against them. One of his favorite expressions was: "This strike is to be won on the strength of union principles, and not by breaking the law." His control over himself and over the strikers has earned him the respect of every thinking person in this town. May there not be considerable truth in the prevailing suspicion that there is a concocted plan to ruin this man, as thereby a long step would be gained towards destroying the cause he represents?

So long as the miners will elect men to their Executive Board of the same principle, judgment and calibre as those on the present Board, so long will they continue to have the sympathy of the constituted authorities of this city. And in the same manner until the Provincial Government elect men who are able to discern right from wrong, and do their duty without fear or favor, so long will that government continue to deserve the contempt of every right thinking individual.

People should be slow to accept all the statements regarding this strike, particularly those as reported on the front pages of newspapers. On three different occasions it has been reported that the Trent River bridge over which it is necessary for the Company's shipments of coal to go in order to reach Union Bay, was blown up. Presumably a miner should have considerable knowledge of powder and the amount required to destroy a bridge of this description. Has any serious damage been done to this structure so far? The miners here treat these reports simply as a joke. A few weeks ago it was blazoned from one end of the country to the other that two I. W. W. men were caught red-handed attempting to set fire to the wharves at Union Bay. One of these is now working for the Company, the other was told to leave the town. It was said that two hundred men were on their way to this town from Nanaimo with the intention of committing all kinds of depredation. Is it not obviously evident, as to how these reports originate and their purpose?

It is unfortunate that people living in the country and the larger cities do not understand the miners as a class, realise the conditions under which they labor, or the tremendous odds which they have to fight in their endeavor to secure better living and working conditions. The Labor Commission who were here recently for the purpose of investigating conditions realized before they left that a miner's pay is totally inadequate for the work he performs, to say nothing of the danger to life and limb to which he is continually exposed. Although the population here is very cosmopolitan, it would be difficult to find a more intelligent, generous, or law-abiding people. Having lived in this town continuously for over twelve years, I have an intimate knowledge of the life of the inhabitants, and existing conditions. I also know that because of their intelligence, they shall gain the end they clearly have in view, notwithstanding all the intimidation put in force by all the powers that be, an end that shall ultimately be gained in its fullest measure at the ballot box.

ALEXANDER CAMPBELL.

FIRST UNION MINED COAL ARRIVES AT LADYSMITH

Militia Officers of Fifth Regiment Make Very Interesting Discovery

Canadian Collieries Co. Refuses to Switch Union Product from Jingle Pot Over Its Lines.

LADYSMITH, V. I., Sept. 15.—After being stationed here for several weeks the captain, officers and members of the Fifth Regiment have recently discovered, much to their surprise, that Local 2388, U. M. W. of A., still has a president and executive officers to carry on the affairs of the local union, during the time occupied by the members, who are boarding at the thug's expense in Nanaimo.

It is common conversation on the streets that the militia were going to "break the strike" at all hazards.

The thanks of local 2388, U. M. W. of A., Ladysmith, are due to the militia for the careful manner they are keeping watch over the residence of President Guthrie during his enforced absence from home. The sentry on duty must feel the great responsibility while in the neighborhood of such a desperate criminal's home.

The concert and dance, given by the officers and men of the Fifth Regiment on Friday last was appreciated by a certain section of the community. It is to be hoped that the select were not too late for the miners train on Saturday morning.

Strike Still on at the Mines.

The strike is still on, despite Napoleon Bowser's alleged settlement, as published in recent issues of the Colonist, Province, Sun and World. Very few strike-breakers are going to the mines.

First Union-mined Coal.

On Thursday, Sept. 11, the first consignment of union-mined coal, from the Jingle Pot, arrived at the depot for use of the City Electric Light Works. On its arrival the troubles of the city officials commenced. It has been the custom for the Canadian Collieries Co.'s locomotives to handle all cars going to the electric light works, as the siding is connected to the E. and N. Ry., through the Canadian Collieries Co.'s track. On this occasion the Canadian Collieries Co. refused to haul this car of coal, or to allow the E. and N. Ry. to haul it over their track. In consequence of this dog in manger policy, which is being shown on every possible occasion, the coal had to be loaded in wagons and hauled through the streets by teams. Such is the philanthrophy of the Canadian Collieries Co. to a struggling municipality that owes its birth to the caprices of the former owners of the collieries.

"Clash" Between Militia and Civilians.

On Thursday afternoon, Sept. 11, a football match was arranged between the members of the militia and the store keepers and clerks. During the afternoon, the game got a little strenuous, and at one period it looked serious, as one of the militiamen was seen to be covered with blood, having met with an accident to five inches of his face. He was immediately attended to by members of the Army Medical Corps, they dressing his wounds in a highly commendable manner. The latest bulletin is that the patient is resting easy, but will be some time before he is able to take part in "active service" again.

Return of the Captain.

On Sunday, Sept. 7th, the people who were waiting for the noon train from Victoria were surprised to see amongst the arrivals Mr. J. H. Cunningham, the mine superintendent at Extension mines, who was returning from his enforced vacation. His facial expression was more like a scared pup than a man whom the B. C. Government trusted with the lives and limbs of human creatures, yet, who, in the time of emergency, ran away on a locomotive, leaving the cars with the women and children in to take care of themselves, himself taking to the tall timbers, afterwards giving out alleged interviews to the papers about the dangers he had gone through.

Dad's Perfume.

A lady residing in New York has a daughter. One morning this lady felt rather chilly after taking a cold bath, and fearing a cold, took a tablespoonful of whisky. The small daughter, running in shortly afterward, asked to have her hair ribbon tied. The lady reached over and tied the ribbon. The small daughter turned around sharply and said:

"Why, mother, you've been using father's perfume."

B.C.E.R. INCREASES REVENUE $50,000 A MONTH TO PAY ITS EMPLOYEES LESS THAN $1,000

Continued from Page One

ing that power could be generated and sold for three cents per K. W. H.

Good Business.

That an enormous profit is being made on the sale of light and power at the current rates charged by the B. C. Electric, must be conceded, for the city of Winnipeg advertises light for three cents and power for one cent per K. W. H. as compared with the local rates of from 4 to 11 cents.

It is well known that the B. C. Electric is purchasing power from the Western Canada Power Company, alleged to be a rival concern, and the statement is made that the rate is as low as three-tenths of one cent per K. W. H. The latter company is selling light and power to at least two concerns in the City of Vancouver for three-quarters of a cent for power and one cent for light. If power can be generated and sold for such rates, and no one suspects it is being sold at a loss, the B. C. Electric has a fairly remunerative proposition at 4 to 11 cents.

The writer is not in a position to combat the company's figures as to the profit it is making, but suggests that an examination of the books of the subsidiary companies, the Vancouver Gas and Vancouver Power, would throw some light as to the reason the B. C. Electric is not able to pay a larger dividend than four and one-half per cent.

Employees Not to Blame.

It is not my purpose to suggest that the workers are being exploited as consumers, or to take the position that the company is not entitled, under the rules of the game, to buy its labor and material in the cheapest market and to sell the product—transportation—for all the traffic will bear. It ill becomes a corporation, however, that owes its origin and continued existence to the votes of the workers to attempt, by either a conspiracy of silence, or an intimidation of the local daily press, to lay the responsibility for the necessity of the changed conditions at the door of its employees, where it clearly does not belong, and in that manner to create a wave of sentiment against the great body of organised labor, of which the street railway employees are a component part.

Daily Citizen Pars.

The old women of Hopeman, where Mr. Asquith is stopping, "baited the lines and mended the nets," says a correspondent of the Daily Chronicle.

The new ones bait the Prime Minister. As to what they mend——

* * *

"We approve the proper functions of trade unionism," says the Daily Express.

This generosity breaks us up; excuse these tears.

* * *

"What the United States Government most needs is a policy," says the Daily Mail.

Mr. Bonar Law proposes sending a telegram of sympathy and fellow-feeling.

3 Days. 3 Days. 3 Days.
Regular $5 and $7.50 Spectacles and Eyeglasses, Advertising Price $2.50. We are in a position to offer you superior eye service. Our extreme carefulness about the many details, any one of which will annoy a wearer of glasses if overlooked or done carelessly, enables us to avoid errors and to guarantee satisfactory results from lenses prescribed by us.

Dr. Healey (Successor to DR. PRICE)
237 HASTINGS ST. W.
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We Are Opening a Carload of
NORDHEIMER and STEINWAY
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Specially selected for our Fall trade. These picked instruments are the very latest design. We shall be pleased to show you the new styles. Customers, waiting for the arrival of this car, call early for your choice.
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AGREEMENT

Between *The* B.C. Electric Railway Co. *and* Amalgamated Street *and* Electric Railway Employees *of* America

(Continued from Page Seven)

used in connection with machinists' work will work under the direction of a machinist.

Carpenters

114. Any man who has served an apprenticeship of four years or who has had fours years varied experience at the carpenter trade and who by his experience and skill is qualified and capable of taking a piece of work, and with the use of drawings and blue prints or from instructions can transmit such work to successful completion within a reasonable time, shall be considered a carpenter.

Freight Carpenters

115. Any man who shall prove qualified to make satisfactory carpenter repairs to freight car bodies of any class, steel frame work excepted, wherein skill required for joiner or cabinet work is not necessary, and who can perform same within reasonable time shall be considered a freight carpenter.

Painters

116. Any man who has served an apprenticeship of four years, or who has had four years' varied experience at the painters' trade and who by his skill and experience is qualified to mix and blend paints to the colors required by specifications, or otherwise,, and who can perform successfully within a reasonable time the work usually performed by a skilled painter, shall be considered a painter.

Freight Car and Rough Painters

117. Any man who can prove his qualifications to satisfactorily apply paint to freight car bodies and work of this class, and who can perform same within reasonable time shall be considered a freight car or rough painter.

Brush Hands

118. Any man who by his qualifications can satisfactorily clean work preparatory to being painted, and also apply paint in a satisfactory manner to parts of car not requiring high-grade or varnish finish, such as floor, outside roof, bottom of car, window guards, fenders and piping, shall be considered a brush hand.

Air Brake Fitters

119. Any man who has full knowledge of all pertaining to the mechanical side of air brake equipment, and capable of repairing any part of same, shall be considered an air brake fitter.

Armature Winders

120. Any man who is qualified by his skill and experience to satisfactorily repair motor armatures and rewind same shall be considered an armature winder of one of the classes mentioned below, depending upon the number of years service he may have given in any armature room of recognised standing.

1st class—One who has served four years or more in an armature room.

2nd class—One who has served three years or more in an armature room.

3rd class—One who has served less than three years in an armature room.

Blacksmiths' Helpers

121. A blacksmith's helper shall be permitted to have a fire after he has worked two years continuously in the shop where he is employed, provided there is a vacancy; seniority and competency to govern such advancement. An advanced helper shall agree to work for a term of three years, and each year shall receive an advance of 3c per hour, but not to exceed the minimum rate paid to blacksmiths. After three months trial should he prove incompetent he may be reduced to helper. It will be the duty of the foreman to advance apprentices and advanced helpers in all branches of their respective trades. The number of advanced blacksmiths' helpers or blacksmiths' apprentices shall not exceed the ratio of one to five blacksmiths.

PART V—TRACK MAINTENANCE MEN

Definition

122. The term "track maintenance men" means employees who take their orders from the Roadmaster or Track Foreman, and whose duties are to maintain the track in safe condition for operation.

Number of Working Hours

123. Nine hours shall constitute a day's work.

Overtime

124. If the men are required to work in excess of the above decided time they shall be paid time and a half for overtime up to 12 midnight and double time from 12 midnight until relieved from duty, also double time on Sundays and statutory holidays.

Emergency Work—Minimum Pay

125. If called out on emergency work men shall be paid not less than four and one-half hours straight time; no man to be required to work for longer period than seven hours without meals to be provided by the Company.

Payment From Assembling Points.

126. Men to be paid time from assembling points to and from work.

Section Houses

127. Section houses to be provided when circumstances warrant as soon as practicable.

Family Passes

128. Wives and members of family dependent upon them to receive one pass weekly, good on interurban lines, and half fare settlers' rates provided this provision is not contrary to law. This to apply to Districts 1, 2, 3 and 4.

Changes of Staff—Seniority

129. List of maintenance of way men to be kept by the Company. If through slackness of work a lay-off becomes necessary, men shall be laid off in the following order: Last on, first off; last off, first on. When men needed, the fact to be bulletined. Clause 100 to apply in so far as it relates to notices being sent for resumption of work.

Bulletining Vacancies

130. All vancancies for promotion to be bulletined.

131. If men are taken from shops to do blacksmiths' work or blacksmiths' helpers' work on maintenance of way, they shall receive regular shop schedule wages.

FREIGHT SHED DEPARTMENT

132. Ten (10) hours shall constitute a day's work; hours to be from 7 a. m. to 12 noon, and 1 p. m. to 6 p. m.

133. Lay-offs to be governed by Clause 129.

134. Three months employment to constitute a regular man.

135. All overtime to be paid at the rate of time and one-half till midnight and double time thereafter till relieved. Any time worked on Sundays or statutory holidays to be paid double time, each man to work in turn.

136. Concession of ten days free in summer months and free transportation as heretofore. Each man to be allowed four passes for self, wife and family dependent upon him over all or any lines during year on holidays or Sundays.

As witness the hands of the parties hereto.

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED.
R. H. SPERLING,
General Manager.

Witness to the signature of R. H. Sperling:
H. S. SCHOFIELD,
A. V. LOFTING,
R. A. RITCHIE,
HARRY KING,
WILLIAM YATES,
ALLAN F. DUNCAN, and
HARRY KING.

W. SAVILLE.
H. S. SCHOFIELD,
Pres. Div. 101, Vancouver.
A. V. LOFTING,
Secy. Div. 101, Vancouver.
R. A. RITCHIE,
Acting Pres. Div. 109,
HARRY KING,
Secy. Div. 109, Victoria.
WILLIAM YATES,
Pres. Div. 134.
ALLAN F. DUNCAN,
Sec. Div. 132.
HARRY KING,
5th Vice-President A. A. of S. & A. E. Ry. Employees of A.

BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED
Vancouver, B. C., 1st September, 1913.

To Mr. H. S. Schofield,
The Amalgamated Association of Street and Electric Railway Employees of America,
Vancouver.

Dear Sir:—

Referring to the understanding come to at our meeting on the 28th ulto, I have to say that the Company agree to the following wages of certain employees not covered by the general agreement and hereafter specified and they further agree to recognise such employees as belonging to the Association and entitled to the benefit of the General Clauses of the said Agreement.

Car Barn Department

R. Lillie, Babbitter	36 1-3	cents per hour
G. Bailey, Trolley Retriever Repairer	38	" " "
R. Stephen, Horseshoers' Floorman	40	" " "

House Light Troublemen

Troubleman Wintle	$95	per month
Assistant Troublemen	$65	" "

Baggage-room Men

R. M. Sheridan, Vancouver	$85	per month
T. Parry, Vancouver	$70	" "
W. Hutchison, New Westminster	$70	" "

Teamsters

J. McCall	$70	per month
W. Knowles	$70	" "
W. V. Hostetter	$70	" "
J. Metthe	$70	" "
C. Vann	$70	" "
F. C. Robinson	$65	" "
T. Provan	$65	" "
J. McMillan	$65	" "

Auto-drivers on Emergency Wagon

H. M. McLean	$80	per month
J. J. Webster	$80	" "

Watchmen

T. Thornton, New Westminster	$60	per month
J. Polson, Vancouver	$55	" "
W. Riddock, Vancouver	$55	" "

Automobile Repairers

Max Lucht, Auto Mechanic	45	cents per hour
M. White, Helper	30	" " "

Interlocking Tower Men

T. Ryan, Clayburn	$85	per month
M. McSorley, Cloverdale	$85	" "

In regard to Mr. Cosse's gang of labourers which is part of the Construction Department and not covered by the Agreement, the Company will arrange for the transfer of not less than two men from this gang to the Mechanical Department and to pay them Car Repairers' wages, according to their length of service.

In regard to Outside Carpenters, Mr. Archibald's men are engaged for the most part on construction work, but in order to meet the views of the Association the Company will form a separate Maintenance Gang of about six men and keep them so far as practicable on maintenance work, and these will be paid the rate provided by the Agreement for shop carpenters.

J. Neilson, Victoria, will be classed as Car Repairer.

Yours truly,
R. H. SPERLING,
General Manager.