TO EACH UNION MEMBER THE POLITICAL PARTY OF HIS CHOICE

Labor Statesman

OWNED AND CONTROLLED BY THE VANCOUVER TRADES AND LABOR COUNCIL

BUILD STRONG UNIONS FOR SOCIAL SECURITY

SUPPORTED BY SEVENTY-TWO LOCAL UNIONS

NUMBER 527. VANCOUVER, CANADA, NOVEMBER, 1942. Established 1924

B. C. Distillery Workers Are Organized

Paul Fournier, President of the Montreal Trades and Labor Council and organizer for the Rectifying and Wine Makers' Union, informed the Vancouver Trades and Labor Council of his success in organizing and obtaining a union agreement for the employees of the B. C. Distillery at New Westminster.

He informed the delegates that his organization had signed agreements with 21 out of the 23 distilleries operated by the Seagrams Company in the United States and Canada, the B. C. Distillery having recently become part of the Seagrams chain of distilleries.

Out of the 227 employees of this company at New Westminster, he had signed up 206 and having done this presented an agreement to the company similar to those already signed by other units of the firm. The local agreement calls for a ten cents an hour adjustment in wages for the men and six cents an hour for the women; one week's holiday with pay after one year of service and two weeks holiday with pay for two years or more service with the company. Time and a half is called for on all overtime, and seven holidays are paid for during the year.

Brother Paul Fournier, who brought four of the newly organized union members with him to the Trades Council meeting, informed the delegates that the Montreal Trades and Labor Council has an affiliated membership of 110,000, the largest in Canada, and they were still pushing an active campaign.

When he left for Vancouver he knew nothing of the local situation, but when he heard that the Canadian Congress of Labor had been trying to organize the distillery workers for the past three months, he got in touch with Tom O'Connor, the organizer, to discuss the situation. An appointment was made for a meeting but Tom O'Connor never showed up. He then got in touch with Alex McAuslane, general representative of the C. C. of L., who proceeded to vilify him and told him to go back to Montreal and that a train was leaving that night, and if he did not take that train there would be fireworks.

Having met similar opposition from bosses before, that kind of talk did not phase him, so he continued his organization work with the employees. In the meantime two leaflets were distributed among the employees and they were urged to attend a meeting in the Legion Hall. Out of 227 employees, 25 attended the meeting, according to a C. C. L. member.

Brother Fournier stated that on the next Monday he got in touch with the C. C. L. committee in the plant and also with the company union that was supposed to be operating, and told them that he was going to organize them into his union and get the company to sign an agreement. He pointed out that neither the C. C. L. in Canada, nor the C. I. O. in the United States have a distillery organized and that his union, having agreements with other units of the Seagrams firm, was the logical one for the employees to belong to.

As stated before, the employees were then signed up and the company signed the above mentioned agreement.

A motion was made and unanimously carried that the Council endorse the action of Brother Fournier in organizing the employees of the B. C. Distillery Company in New Westminster.

Some delegates spoke of the work done by Paul Fournier in Montreal in trades union organization, and in his opposition to pro-Fascist organizations.

Some other delegates were inclined to attack the actions of the C. C. L. in this and other instances, made upon A. F. of L. unions, but it was suggested that having been successful, let us not pile more coal upon the fire, and the suggestion was complied with.

Carpenters Over 1200 Membership Mark

Local 452, United Brotherhood of Carpenters and Joiners of America, has now passed the 1200 membership mark and becomes one of the three largest locals in Canada, if it is not already the largest.

The members are working on all the big construction jobs in Vancouver and have members on the other big construction jobs in British Columbia, from the 49th parallel to the Alaska border and on the Islands and peninsulas along the coast. Most of this is war work and some of it will be of long duration. Shipyard work also takes a number of the members.

Members are being despatched from the union hall, under agreement with the Selective Service Board. Job stewards are placed on all jobs to take care of the union business.

Local 452 purchased an $8000 war bond in the Victory Bond drive just ended, which brings the total up to $11,000 in war bonds owned by the union. Members have also bought a large number of bonds.

Unions Purchase Bonds Of Third Victory Loan

The following unions affiliated with the Vancouver, New Westminster and District Trades and Labor Council report the purchase of the following amounts of bonds of the Third Victory Loan:

Carpenters' Union, No. 452....	$8,000
Plumbers and Steamfitters, No. 170	5,000
Sheet Metal Workers, No. 280	4,000
Projectionists' Union, No. 348	2,500
Machinists' Lodge No. 692......	2,000
Beverage Dispensers No. 676	2,000
General Truck Drivers, No. 31	1,500
Painters and Decorators, No. 138	1,000
Milk Wagon Drivers, No. 464	1,000
Carpenters No. 1251 (New Westminster)	700
Bakery Salesmen, No. 189......	500
Typographical Union No. 226	500
Aeronautical Workers No. 756	500
Taxicab Drivers Union No. 151	300
Barbers Union No. 120	100
Sign and Pictorial Painters No. 726	100
Pulp and Sulphite Workers No. 433	50
	$29,250

With two exceptions, all these were made through the office of the Trades and Labor Council. Individual bonds were also purchased through the same medium by C. E. Youngs, R. S. Stevenson, J. R. Flynn and H. J. Macaulay.

Northern B. C. Jobs Increase Membership

The Carpenters' Local Union at Prince Rupert has now passed the 500 mark, says W. Page, general representative of the International office. The local controls the big jobs going on at Terrace, Smithers and Prince George. J. Black, Prince Rupert business agent, is kept busy handling these jobs.

The basic rate for all northern British Columbia is now $1 per hour plus cost of living bonus.

A Carpenters' local has been set up at Vernon, B. C., and this will take care of all the work in the Okanagan district. The Vancouver scale will prevail. An organization drive is now in full swing there and all carpenters are expected to have been enrolled by the end of this month.

All work on Vancouver Island, covering the many war projects, is being taken care of by the locals on Vancouver Island.

The members of the Pile Drivers' Union are being employed on the American projects in northern British Columbia.

Women Get Equal Pay At Safeway

The Retail Clerks' Union has been successful in obtaining equal pay for the female clerks in Safeway Stores. An ever-increasing number of female clerks has had to be employed by the Safeway Stores, because men are slipping away to higher paid jobs.

Even the butchers whose scale was higher had to be replaced with women employees, so the union took the matter up with the management to have these women get the same pay as the men were getting.

The company agreed to this and along with the union made a joint application to the Regional War Labor Board to increase the wages of the female employees and this has been agreed to by the Board.

Gas Workers' Union Agreement Signed

The Gas Workers' Union, Local No. 376, chartered by the United Association of Journeymen Plumbers and Steamfitters, have completed negotiations with the B. C. Electric Power and Gas Company and obtained the signature of the company to an agreement covering union recognition and a closed shop.

The union has a membership of 190 members, and A. F. Chandler, the union's secretary, says that this is the first gas men's union in Canada to obtain a closed shop.

The union has affiliated with the Trades and Labor Council.

Regina T. & L. C. Starts To Return Loan

The Vancouver, New Westminster and District Trades and Labor Council has just received a cheque from the Regina Trades and Labor Council which is part of a loan made by Vancouver to Regina to help that Council clear off a mortgage on its Labor Temple. The Council was able to pay $7500 each from money received from organised labor, and cleared a mortgage of $2900 and received a clear title.

The Council saved 6 per cent interest charges during the year and have been able to pay back $655 at the end of the first year to friends who loaned the money.

Well done, Regina!

Spencers Still Opposed To Union

Management and officials of Spencers Department Stores are still opposing every move being made by the Retail Clerks' Union to organize the employees of the company's stores. The store in Vancouver has maintained that opposition for a good many months, and recent efforts to aid the employees in the Victoria and New Westminster stores, in their desire to organize, have met with active and strenuous opposition.

In Victoria the meat cutters are being paid the same scale as organized meat cutters in other department stores, on the understanding that they stay out of the union.

A month ago a majority of the employees in the New Westminster Branch of Spencers were organized and they proceeded to negotiate for a union agreement. That night the store was locked and the employees were called into a meeting for the purpose of forming a "company union". The management failed to enthuse the employees, but on Monday the management again brought pressure upon the employees singly and in groups. The store was closed half an hour before closing time and pressure applied again for two hours. Ballots were distributed and each employee was asked to vote "yes" or "no" in favor of joining a "Spencers Employees' Organization". The company stooges announced the ballot as favorable, but the next day a turkey banquet was given and another attempt was made to get the employees' signatures to a "company union" membership blank. Among the many things used to bring pressure upon the employees was the threat to close down the New Westminster branch. A wage increase of $4 per week was promised the employees and the company finally got a majority to accept membership in the "company union".

Some employees still retain their membership in the Retail Clerks' Union and say they will stick until the company signs with the union.

Some idea of the wages paid by this firm can be gathered from the fact that one woman who is in charge of twenty girls received $15 per week and when this was pointed out at a meeing attended by Colonel Victor Spencer he raised the wage to $16 per week.

Relative to the Vancouver store, many women's organizations are asking when the "We Do Not Patronize" signs are to be taken down. They feel that they are missing some of the so-called bargains offered by the firm. All that we can report on this is that ways and means are trying to be devised to increase the publicity on the subject.

"We Do Not Patronize" To Be More Effective

C. E. Herrett, reporting for a committee set up by the Trades and Labor Council to devise ways and means of making the "We Do Not Patronize" list more effective put forward the following suggestions which were adopted:

That the Council make a list of all the firms that are on the list and send them to each local union with the request that they be read out at the local union meetings until the firms are removed from the list.

That each union send the "We Do Not Patronize" list to each of their members.

That the Council have signs made of the "We Do Not Patronize" list and have same placed in halls where unions affiliated with this council meet.

Further action will be taken from time to time on this subject

Fish Cannery Pact In Final Stages

The first agreement for fish cannery workers in British Columbia is almost completed, and members of the Fish Cannery and Reduction Plant Workers, Local No. 89, will soon be working under the basis of that agreement, says W. Gateman, business agent of the union.

The members have balloted on the wages and hours covered in the agreement and this will soon be placed before the Regional War Labor Board.

There are two or three adjustments yet to be concluded in the agreement, which when finally consumated, will make the union bargaining agent for the cannery employees; will give recognition of a shop committee in each plant; two-way transportation for full season employees and one-way transportation for employees remaining two and a half months, and many other clauses dealing with conditions affecting the trade.

Wages cover all cannery employees and are worked out on a two-season basis.

By the way, it cannot be denied that man has to be beaten just because he happens to be strapped.

Woodward's Store Clerks Organizing

During the past few weeks the Retail Clerks' Union has been carrying on an organization campaign among the store clerks of Woodwards Department store, and Business Agent Don Maxwell reports that over six hundred applications have been received to date.

This is nearly 60 per cent of the employees, and the union states that it needs 75 to 80 per cent organization before it can carry on successful negotiations with the management.

The union has opened an office at 173 West Cordova Street, where employees can obtain information and fill in applications.

Members of organized labor can assist in this organization drive by asking the employees if they are organized, and by urging them to become organized.

Don Maxwell states that in an interview with His Honor Lieutenant-Governor W. C. Woodward, Mr. Woodward stated that if his employees desired in majority to bargain collectively, no obstacles would be placed in their path by the company.

It is pointed out, however, that department manegers and lesser authorities are not reconciled to collective bargaining, and employees may expect some opposition from that quarter.

Butchers in Woodwards have had membership in the Retail Clerks' Union for a number of years, as well as in other department stores and Safeway's.

Trades Council Notes

Truck Drivers' Union reports Vandersoek's Transportation Company of Kelowna signed up with the union. Wages up 6 to 10 per cent. Hours reduced and stopovers provided for.

Barbers report shop at Steveston signed up through the assistance of the United Fishermen's Union, No. 44, who are hereby thanked.

Delegate Insley of the New Westminster Fire Fighters' Union informed the Council that the hours of the Fire Fighters in Nelson, B. C., had been reduced since the matter had been taken up by the Council and other fire fighter organizations.

In ahswer to a question from the floor, Delegate Maxwell of the Retail Clerks stated that all departments of the Woodwards store are being organized. The union had the Grocery clerks organized at one time but the Provincial Department of Labor ruled that one department could not be recognized under the Arbitration Act.

Delegate Wybourne of the Street Railwaymen's Union asked the Council to endorse the request of the Street Railwaymen's Union to have a representative on the Transportation Committee, now operating in the city.

Delegates Macaulay of the Sheet Metal Workers' Union asked the Council to urge the Government to stop the practice of making the armed forces pay the excise tax charged on cigarettes and soft drinks in canteens. Endorsed.

Delegate Gervin of the Street Railwaymen's Union asked the Council to reiterate its request for an increase in soldiers' pay and allowance for dependents. These should be equivalent to the amounts paid U. S. forces. Endorsed.

Delegate Simmonds drew attention to the "Canadians For Victory" organization, which he says appears to be an anti-labor organization, favoring total conscription at army pay. It also had all the earmarks of a Fascist movement.

Delegate McCulloch of the Milk Salesmen's Union reports that the soldiers at Hastings Park are now being provided with Union milk.

Delegate Zuker of the Jewellery Workers' Union reports that plans are being made by the Manpower Advisory Committee of the Government to harness the manpower of the jewellery workers in Canada to the war industry. The Jewellery Workers' Unions in Canada offered their services a long time ago in this respect.

Delegates From Local Unions To T. & L. C.

The following delegates from local unions were accepted by the Trades and Labor Council, upon recommendation of Vice-President George Gerrard, chairman of the Credentials Committee.

L. N. Dale, Beverage Dispensers' Union No. 835 (New Westminster); R. J. Hayter, Ramsay Patterson, Film Exchange Employees B-71; J. H. Irving, Machinists' Lodge No. 692; E. Stenner., School Engineers and Janitors, Local No. 963; Helmer Johnson, Norbet Wellwood, S. Hearst, Robert Cormack, George H. Rhodes, J. Chamberlain, Street Railwaymen, Division 134 (New Westminster).

Profit Motive In One-man Car Policy

On the 9th of December next a plebiscite will be taken by the citizens of Vancouver on the question of whether the travelling public wants a further introduction of One-man cars on the streets of this city.

This, of course, is of vital importance to the vast majority of the public. The B. C. Electric Railway Company have for a long time been trying to "sell" the idea that one-man cars are faster, safer and more convenient than two-man cars, and because of this policy, today the people of Vancouver are confronted with an acute transportation problem.

As far back as 1938 the Railway Company admitted a lack of sufficient equipment when they applied for permission to buy more one-man cars to take care of traffic needs, but because the City Council and other organizations protested vigorously enough to stop them from converting more lines to one-man operations, the B. C. Electric Railway Company refused to buy the new type of two-man car—although there were plenty available.

The P. C. C. car is the most modern car yet devised and is also the safest and fastest when operated by two men. There is only one motive behind the insistance of the B. C. E. R. on one-man cars, and that is the profit motive. The one-man car first made its appearance in the early '20's. About the same time the cheap automobile flooded the United States market, and because of the inroads the automobile made on the transportation companies's source of revenue, some companies were forced to resort to one-man operation in order to survive.

After this, it did not take long for the powerful corporations to seize the opportunity of cutting their pay roll in half. But the extra profit thus derived from the toil and sweat of the one-man car operators was never, to our knowledge, passed on to the long-suffering travelling public.

In Great Britain today, in the very centre of war, and with an acute manpower shortage, all public vehicles are operated by two people. It is perhaps not generally understood that only on this continent (the richest in the world) are there public transportation vehicles operated by one person.

The present type of P. C. C. one-man cars can be converted to two-man operation in a few hours. The B. C. E. R. have never been in the position of facing bankruptcy because of the wages paid to their employees! The only justifiable excuse the B. C. E. R. could possibly have in insisting on more one-man cars would be an acute shortage of labor—this has not yet occurred, but if that time arrives, no one has any objection to having women conductors on the street cars.

In the past twenty years there has been a vast propaganda machine let loose on the people of this continent to force them into liking one-man cars and buses. Many methods have been resorted to. In this case, the B. C. E. R. Company ignored the elected representatives of the people (the City Council) and applied to the Public Utilities Commission (an appointed body) in order to attain their needs.

On the Grandview line (No. 4) alone, the company would realise a saving of almost $100,000 a year in wages. The loss to the citizens of Vancouver of such a sum would be obviously greatly felt, especially in the post-war period. We who remain at home owe a duty to ourselves and to our brave fighting forces to make sure that the conditions they return to will be at least as good as when they left.

We know that every voter will use his or her ballot intelligently to insure safe, fast, convenient two-man car operation on the streets of Vancouver.

If you are going to get a new suit of clothes for Christmas, or any other time, be sure to go to the Bond Tailors at 312 West Hastings Street. Their clothes are union made and you cannot beat their material, price or service, and besides, they advertise in your paper.

Metal Trades Council OK's Bengough Speech

At the regular meeting of the Vancouver and District Metal Trades Council, held Wednesday evening, upon motion of Secretary J. Ross, a telegram was sent to Percy R. Bengough, acting president of the Trades and Labor Congress of Canada, stating that "the delegates wished to be recorded as being whole heartedly in favor of your statement relative to Mr. Elliott M. Little, and the Minister of Labor, Humphrey Mitchell, and wish to express their appreciation of your efforts on behalf of organised labor".

(Statement published elsewhere).

The question of the selection of co-ordinators for the various shipyards came up before the Council and this matter is to be referred to local unions and advised to send in a name of one of their members and also their qualifications. The Council will select three names from those submitted, and these in turn will be forwarded to the shipyard company who will make the final selection.

It was reported that there have been several layoffs in various yards, shortages of material, etc., being given as the cause. Boilermakers, Machinists, Electrical Workers and others were involved.

In connection with the Richards Commission, the Council's proposition of acceptance of basic agreements or the Chicago plan has the endorsation of a majority of the unions involved.

Arbitration Amendment To Be Made Next Session

Provincial Minister of Labor George Pearson is planning some amendments to the Industrial Conciliation and Arbitration Act. Mr. Pearson has stated that he is prepared to make the Act more effective in the compulsory bargainig section of the Act and suggestions for making this so are being forwarded.

At the Trades and Labor Council meeting on Tuesday, some discussion took place on the subject of making Arbitration Board awards compulsory, as this was the interpretation given in a news item dealing with the subject. It was pointed out, however, by some delegates to the Council, that they did not think it was the intention of the Government to make the awards compulsory, but only to make collective bargaining compulsory.

This subject, however, will have the careful consideration of the officers of the movement, to see that no such amendment as making awards compulsory should get into the Act.

Electricians To Dine and Dance Saturday

Members of the Electrical Workers Union, No. 213, will dine on turkey and dance the light fantastic in the Georgia Hotel on Saturday night. Chairman Frank Plantec and his committee regret that provision was not made for a hall large enough to take care of the crowd who have been clamoring for tickets, since the alloted number of 350 were sold. So many men are working on different shifts that it was hard to figure out how many of the members would be able or desirous of attending. Anyhow, there will be another one all in good time.

The many members who are working out of town will have a legitimate kick, but their turn may come next time.

Wage Now $1.15 Per Hour

Electrical contractors under agreement with the union have agreed to the 2½ cent raise, bringing the wage up to $1.15 per hour. Double time applies for Saturday afternoons, Sundays and holidays.

Members are employed on all the large jobs in this district as well as the war construction jobs in various parts of the province. There are also many other large jobs getting under way or being planned.

UNION TOOK OVER BOND DRIVE; WAS OVERSUBSCRIBED

The Aeronautical Workers' Union, No. 756, took over the Victory Bond drive of the Boeing plants in Vancouver and the $200,000 quota was greatly oversubscribed.

SPENCER'S
DEPARTMENT STORE
is on the
WE DO NOT PARTONIZE LIST
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VANCOUVER, NEW WESTMINSTER AND DISTRICT TRADES and LABOR COUNCIL
Issued by Retail Clerks' Union, Local 279

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AMALGAMATED CAN BE ABSORBED

Questions are being asked relative to the withdrawal of the Amalgamated Building Workers of Canada from the Canadian Federation of Labor. Some people are wondering whether the membership will go into the A. F. of L. unions or into the C. C. of L. or whether they will remain independent or sponsor another National Federation of Unions.

From what we can gather, the members of that organization have not made up their minds where they want to go, except that they want to keep out of the Canadian Federation of Labor. They are planning a meeting in January where these questions may be settled or where another division may be made in their ranks on the subject.

The Amalgamated Building Workers' Union has been a dual organization to the International Unions of the A. F. of L., and many of these unions have been absorbing the members of the Amalgamated for many years. Probably only one union has refused to accept, or attempted to absorb the members of the Amalgamated, but if there was any chance of all of the Amalgamated being willing to accept membership in the various International unions, this one union may be willing to accept them in order to remove the dual situation, which is always detrimental to any labor movement.

The Carpenters' Union, which would have to accept the largest section of the Amalgamated, has always been willing to accept them and if it became necessary they would probably form a Shipyard unit so that these men could hold their meetings as a unit to discuss the conditions in the trade at which they are working. There are very few of these in the Building Construction trade.

The next largest unit of the Amalgamated is the Electrical Workers, and these could also have a shipyard unit, because there again they are not employed to any great extent in the Building Construction trade. As time goes on these men could be absorbed in the other units of Electrical Workers, No. 213, should they desire to transfer from shipyard work.

About two other unions are affected by the dual organization, but the number of men involved is very small, and the unions have been absorbing them, and will place no obstacle in the way of further absorption. Hence so far as the International Unions of the A. F. of L. are concerned there appears to be no obstacle in the way but what cannot be removed if it is in the best interests of the movement.

THE REGIONAL WAR LABOR BOARD

The machinery set up by the Federal Government in the form of War Labor Boards appears to be working out fairly good in British Columbia when one considers that workers and employers have always been battling on the subject of wage increases. If labor gets disappointed now and again at not getting the increases they sought through the Regional War Labor Board here in British Columbia, it is not any worse than the disappointments they got from arbitration boards and other negotiations for wage increases.

The local Board does not give any publicity on its awards and it is not our desire to embarrass the Board by seeking that information, but we can say that unions affiliated with the Trades and Labor Congress of Canada in British Columbia have certainly had a majority of favorable awards.

The Board was not set up with the object of giving wage increases to workers, but merely for the purpose of adjusting wages in conformity with pre-depression standards and equitable relationship with other lines of similar work. Their awards have to take into consideration the effect it might have in affecting prices and manufacture of commodities, hence the Board has to be thinking of many other people than the workers who may be seeking wage increases at the time. Taking all these things into consideration we feel that labor has not done so bad to date.

When the Board here first began to operate, it seemed to take an unusually long time to render decisions, but recently these have been speeded up a little, but there is still plenty of room for improvement in this respect, and we hope the Board will adjust this. We realize that the members of the Board have their businesses to attend to, but it should also be remembered that sometimes many hundreds of workers, who want to get on with their job, are getting more impatient every day that their case remains on file.

PRICE CONTROL A FLOP

Efforts upon the part of the Government to obtain some semblance of control over the cost of living is not working out as well as workers would like it. There seems to be quite a number of articles which are losing their quality and the many changes in brand names being pushed on the market at increased prices appears to increase the cost of living without notice of it being made in the statistics.

We don't think that any new brands should have been permitted, and the Prices and Food Control Board would earn our hearty applause if all new brands, as from a certain date last year, should be ordered removed from the market. All kinds of cheap foods and shoddy materials are on sale at higher prices than formerly obtained for other brands, and we feel sure that other commodities such as sugar are not of the same quality that they used to be. The average layman cannot prove this, but his taste leads him to know that there is a difference.

There also appears to be a very legitimate kick coming from people who have to eat in restaurants. Portions are certainly getting smaller, although the price remains the same, and if it continues to get smaller, some of us will have to bring a lunch from home to eat with our dinner in these restaurants.

One of the things we cannot understand is the way meat and fish have hit the high spots. Acording to the Labor Gazette, in November of 1933 meat averaged 22c per lb. in British Columbia; in 1939 it was 31c, and now it is 41c. In November, 1933, cod steaks were 17c per lb. in British Columbia, in 1939 they were 19c, and now the price was 24c last month, and it is still skyrocketing. Looking at it in another way, beef was 1c per lb. more in British Columbia than in Ontario in 1933 and in 1939, but last month it was 4 cents higher. Fish was 2 cents higher in British Columbia than in Ontario in 1933, 3 cents higher in 1939 and now it is 6 cents higher than in Ontario.

These things will probably never be adjusted, because the authorities have failed to correct their order-in-council on the subject and have let prices and quality get beyond their control, but nevertheless we think that labor, which has been subjected to an innumerable number of orders-in-council, has a legitimate kick about the way price control of commodities is being handled.

Rehabilitation Gets Progress Report

The Rehabilitation Committee of the Trades and Labor Council makes the following progress report on the subject. Further data is to be obtained, and members of organized labor are asked to send in suggestions to the committee from time to time.

The report is being sent to the Rehabilitation Committee in Victoria and to the Trades and Labor Congress of Canada.

Brother Ronald Macaulay is the chairman.

"While the most important task today is to get on with increased production to keep our armed forces—land, sea and air—provided with the implements of war, labor must not ignore the fact that post-war rehabilitation is equally important. Without labor's united and active participation in a total war effort we cannot expect a total victory.

Without labor's united and active participation in solving the numerous problems of the post-war, all efforts towards a lasting peace are doomed to failure. Today the only free labor movements existing are in the Anglo-Saxon countries. That should be an incentive for our labor movements to develop more solidarity and work together to bring about a sound plan of reorganization and rehabilitation that will prevent recurrence of the disgraceful conditions that we evidenced after World War No. 1.

After the conclusion of hostilities a plan of complete demobilization must be in effect. This plan should not be considered a purely military problem but based on a determined rehabilitation scheme inviting the closest co-operation of the governments, employers and labor, so as to insure that no man be discharged from the service or industry without being placed in gainful employment.

At the present time the world is engaged in a war of destruction which is taking the maximum number of the population. It is understood that men discharged from the armed forces and war industry will have to be rehabilitated after the cessation of hostilities. Therefore your committee believes that a reduction in the hours of labor to six hours a day, five days a week, with two weeks' holiday with pay, and retirement at 55 years with adequate sustenance is absolutely necessary. That the Government take over all national resources, build rolling mills, refineries, etc., to turn the raw materials into finished products. That all children be given free education from primary school to university. That the Government take over control of all hospitals. That Health Insurance, a minimum social standard of living, elimination of bad housing and faulty nutrition are matters that need the utmost consideration.

Roosevelt Shelves Job Freezing Legislation

Washington, D. C.—President Roosevelt shelved proposals for immediate job freezing legislation after the leaders of organized labor convinced him such a step is still premature.

William Green, President of the American Federation of Labor, announced after conferring with the President at the White House that the A. F. of L. and C. I. O. had promised the President to make a survey of available manpower and womanpower immediately.

In the meantime, Mr. Green said, as spokesman for the Combined Labor War Board, plans for job drafting and job freezing will be held in abeyance.

"We told the President that compulsion and regimentation should be avoided until we have exhausted our present labor supply", Mr. Green said. "We must proceed to recruit workers for war industry on a democratic basis and use the available supply of labor more intelligently and more effectively. We told the President, however, that if the time comes when job freezing is clearly needed for the success of the war effort, labor will support such a programme".

O.K. BY US KNOTTY

Love is really blind, skipper, and that explains why so many people can't see why they got married—Knotty Frankie.

Historic Parley Maps Plan For Joint Efforts

Montreal, Que.—The second conference of the Quebec War Labor Production-Organization Committee rededicated itself to the job of winning the war and charted a course to achieve "100 per cent organization for 100 per cent production".

The conference was unique in Canada's war-time history. Those in attendance included the leaders of workers in approximately 30 plants in this area, representatives of the Federal and provincial governments, and for the first time on such a scale, the managers and supervisors of some of the most important war plants.

The main report was delivered by Paul Fournier, president of the Montreal Trades and Labor Council, and Robert Haddow, Grand Lodge representative of the International Association of Machinists and now T.L.C. representative on the city council.

Condemn Board

The report condemned the Regional War Labor Board as "a cold-storage plant" where "legitimate proposals of workers are shelved"; announced that fifty to sixty thousand workers had been organized in the committee's campaign; denounced the use of "company unionism' by unscrupulous employers in the province; urged lifting of depressed wage rates in Quebec to proper levels to strengthen national unity and stimulate morale; criticized as complacency the statement of Munitions and Supply Minister Howe that "so far as production is concerned Canada has practically reached an all-out effort"; and called for the utmost co-operation between management and labor through joint committees to reach maximum production.

Unity With Army

The conference cheered proposals to strengthen the bonds "between the man in the factory and the man in the army"; rigid ceilings on profit; limitation of personal income to $20,000 a year; modification of income taxes that bear too heavily on low income groups; labor representation on government bodies; protection of soldiers' dependents. — Canadian Tribune.

Bengough Broadcasts For United War Effort

Ottawa.—Canadian labor speaks with one voice and it demands policies which would make greater war production possible. This was demonstrated recently when both Percy Bengough, acting president of the Trades and Labor Congress (embracing A. F. of L. unions) and A. R. Mosher, president of the Canadian Congress of Labor (to which C. I. O. unions are affiliated) spoke together over the CBC national network. The broadcast was sponsored jointly by the CBC and the Workers' Educational Association.

Both union leaders made clear that:

Ottawa's labor policies are antiquated;

Federal labor legislation is woefully inadequate, an insult to the workers and a barrier to a greater war effort;

Straightforward legislation guaranteeing and enforcing labor's right to organize and bargain collectively cannot be further delayed.

Government Takes Over Malton Aircraft Plant

Toronto.—"Good stuff! Now let's get on with the job". This was the way the 3000 aircraft workers of the Malton plant greeted announcement by the Government that it is taking over the plant, which produces Lancaster bombers, because the National Steel Car Corporation was not delivering the goods.

The action of the Government followed repeated reports of inefficiency in the management of the plant and several previous warnings from the Government.

Courageous Action

George E. Miles, vice-president of Aircraft Lodge 717, International Association of Machinists, to which the workers belong, stated that "the courageous action by the Government in expropriating the Malton plant at this critical time has had a stimulating effect upon the employees and the action must commend itself to all loyal Canadians".

Alex. Reith, I. A. M. Grand Lodge representative, said the union's representations had "undoubtedly brought the matter to a head". The Government action, he held, should help clear up what all are agreed is a bad mess.

Shipbuilder Stresses Value of Union Shop

Another veteran shipbuilder who for years fought bona fide unions has come out in support of the union shop as the best guarantee of efficient production.

He is William S. Newell, president of the South Portland Shipbuilding Corporation, South Portland, Me., which is under a closed shop agreement with A. F. of L. unions.

Like Henry J. Kaiser and Andrew J. Higgins, "miracle" shipmakers, Newell in past years bitterly resisted inroads of legitimate unions. At the South Portland yard and several others headed by Newell there were either no unions or "company unions". After dealing with regular unions for a while, Newell, again like Kaiser and Higgins, had a change of heart and is now a staunch supporter of strong, bona fide unions.

"I am now fully of the opinion that properly operated, the union shop is the finest thing for labor and capital" Newell said.

"Successful work is the product of co-operation, and that, in my opinion, calls for 100 per cent organization of employees".

TODAY'S BRIGHT THOUGHT

Sometimes it is not so important what a man stands for as it is for what he falls for.

To those who ask, "Why the necessity of Selective Stops?" the B.C. Electric has but one answer: To give the greatest possible service to the greatest number of people during the greatest transit emergency this country has ever known.

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Trades Union Directory

LABOR HEADQUARTERS, 529-531 BEATTY STREET

Aeronautical (I. A. M.), Lodge 756—Secretary, T. Price, 4558 Henry St.

Bakery Salesmen, Local 189, I. B. T. C. and H.—Secretary, Birt Showler, 531 Beatty Street, PAcific 6546.

Bakers' Union, Local 468—Business Agent, J. Humphreys, 16 East Hastings St. Phone PAcific 4741.

Barbers—International Journeymen of America, Local 120—Secretary, C. E. Herrett, 531 Beatty St.; PAcific 4924.

B. C. Seamen's Union—Secretary, H. Murphy, 340 Cambie St.; PAcific 7824.

Beverage Dispensers' Union, Local 676—Business Manager, J. F. Mohan, 307 W. Pender; MArine 4948.

Blacksmiths' Union, Local 151—Secretary, A. Buckingham, 1329 Stride Ave., New Westminster.

Boilermakers' Union, Local 194—Secretary, C. A. Bailey, 634—13th Avenue, New Westminster.

Bookbinders' Union, Local 105—Recording Secretary, Flora MacDonald, 3325 E. 40th Avenue.

Brewery Workers' Union, Local 300—Secretary, Ed. Sims, 3346 Price St.

Bricklayers' Union, Local No. 1—L. Padgett, Sr., 2066 W. Eighth; BAy. 1558-R.

Bridge, Structural, Ornamental and Reinforced Ironworkers, Local 97—Business Agent, Robt. McDonald, 531 Beatty St.; PAcific 4740.

Building Laborers' Union, Local 602—Secretary, J. H. Burroughs, 531 Beatty St., Phone PAcific 6557.

Building Trades Council—Secretary, W. Wilson, 531 Beatty St.; Phone PAcific 6557.

Carpenters, Local Union 452—Secretary, J. Stevenson, 531 Beatty St.; PA. 6557.

Carpenters, Local 1251 (New Westminster)—Secretary, E. J. Barrett, 3342 Neville St., DEx. 0505-F.

Carpenters (Nanaimo), Local No. 527—Secretary, Wm. Little, 317 Irwin St., Nanaimo, B. C.

City Hall Employees, Local 59—Secretary, J. Tarbuck, 3917 West Eleventh, Elliott 944-L.

Civic Employees' Union (Burnaby), No. 23—Secretary, J. Grover, 3812 Myrtle Ave., New Westminster.

Civic Employees' Union, Local 28—Business Agent, W. J. Scribbins, 195 East Pender; Phone PAcific 4548.

Electrical Workers' Union, Local 213—Business Manager, Jack Ross, 531 Beatty St., MArine 0736.

Elevator Constructors, Local 82—Secretary, R. Holmes, 531 Beatty Street.

Engineers, Hoisting and Portable, Local 115—Secretary, J. Flynn, 531 Beatty St., Phone PAcific 6557.

Engineers, Stationary, Local 882—Business Agent, J. Flynn, 531 Beatty St., Phone PAcific 6557.

Engineers, School and Caretakers, Local 963—Secretary, Alex. M. Reid, 3079 Euclid Avenue; Phone DExter 0483-Y.

Film Exchange Employees, Local B-71—Secretary, Geo. Hislop, 2549 Charles Street.

Fire Fighters, City, Local 18—Secretary, Chas. A. Watson, 1636 E. 13th.

Fire Fighters, New Westminster, Local 256—Secretary, V. Insley, No. 1 Fire Hall, New Westminster.

Fire Fighters (Burnaby), Local 323—Secretary, L. C. Auvache, No. 2 Fire Hall, Edmonds.

Fish Cannery Workers' Union, No. 89—Business Agent W. Gateman, 138 East Cordova Street; MArine 1829.

Gas Workers' Union, Local No. 376—Secretary, A. F. Chandler, 2525 Elizabeth Ave., New Westminster, B. C.

General Truck Drivers' Union, Local 31—Secretary, Birt Showler, 531 Beatty Street; Phone PAcific 6546.

Glove Workers' International Union, Local No. 104—Secretary G. Derrick, 3905 Manor St., New Westminster.

Hotel and Restaurant Employees, Local 28—Secretary, J. A. Wilson, 413 Granville St.; Phone PAcific 7933.

Jewelry Workers' Union, No. 42—Secretary, Carl Zuker, 16 East Hastings St., Room 517.

Ladies' Garment Workers', Local 276—PAc. 4354; Bus. Agent, R. Jackson, HAst. 6197L; Sec., C. Carr, NO 1360 R.

Lathers' Union, Local 207—Secretary, M. G. Finlayson, 116 W. Hastings; Phone PAcific 3191.

Lithographers, No. 44—Secretary, D. V. Robinson, 3139 Renfrew.

Machinists, Local 692—Business Agent, G. W. Marshall, Room 303, 531 Beatty St.; Phone: PAcific 4740.

Machinists, Local 182—Secretary, J. H. Wallace, 3271 West 15th; BAy. 1393-L.

Machinists' Lodge, No. 151—Secretary, H. Walsh, 1143 Douglas Road, New Westminster.

Mailers' Union, No. 70—Secretary, R. G. Taylor, 1176 Duchess Avenue, West Vancouver, B. C.

Maintenance of Way Employees, Local 31—Secretary, R. McLure, 4269 Victoria Drive.

Metal Trades Council—J. Ross, Secretary, 531 Beatty St.; phone MAr. 0736.

Milk Salesmen and Dairy Employees, Local 464—Business Manager, Birt Showler, 531 Beatty St.; PAcific 6546.

Molders' Union, Local 281—Secretary, John Browne, 633 W. Broadway, Suite 1; Phone Fair. 5573-L.

Motion Picture Projectionists, Local 348, Business Manager, J. R. Foster, Secretary, J. H. Leslie, P.O. Box 345, Phone MArine 3048.

Musicians' Union, Local 145—Business Manager, E. A. Jamieson, Suite 31 553 Granville St.; Phone PAcific 7842.

Painters, Local 138—Business Manager, J. Eaves, 531 Beatty St.; PA. 4740; Res.: HIgh. 5879-L.

Pile Drivers and Wooden Bridgemen, Local 2404—Business Agent, J. McGuffie, 144 W. Hastings; PAcific 4046.

Plumbers and Steamfitters (Railroad)—Local 571—Secretary, T. H. Poulton, 735 Second St., New Westminster.

Plumbers and Steamfitters, Local 170—Secretary, F. Carlisle, 529 Beatty St.; MArine 3819; Home: FRaser 6856-L.

Photo Engravers, Local 54—Joseph A. Hinke, 3776 W. 25th; KErr. 2554-L.

Plasterers' Union, No. 89—Secretary, Reg. Foster, 5347 Earles Road; Phone DExter 0755-Y.

Printing Pressmen and Assistants' Union No. 69—Secretary, Thos. E. Heart, 1307 East 38th; FRas. 0341-F.

Pulp and Sulphite (Converters) Union, Local 433—Secretary, F. McDermott, care Pacific Mills.

Pursers and Chief Stewards, Local 130—Secretary, R. Stover, 1451 Woodland Drive.

Railway Carmen, Lodge No. 380 (Port Mann Shops)—Sec., T. G. McLean, 330 Alberta St., New Westminster.

Retail Clerks' International, Local 279—Secretary, D. Maxwell, Room 404, 16 Hastings St. E.; Phone PAcific 5720.

Sheet Metal Workers, Local 280—Business Manager, James Walker, 531 Beatty St.; PAcific 4740.

Sheet Metal Workers (Railroad) Local 314—Secretary, George Watson, 1909 East 19th.

Shinglers' Union, No. 2346, U. B. of C. J. of A.—Secretary, A. Tyckoson, 4277 Prince Albert St.; Phone FAir. 5773-R.

Shingle Weavers' Local No. 2235—Secretary, G. F. Moul, 2067 West Third.

Sign and Pictorial Painters, Local 726—Secretary, W. O. Clarkson, 5803 Larch; KErr. 0295-Y.

Stenographers, Typists and Bookkeepers, Local 18177—Secretary, J. M. Sutherland, 529 Beatty St.; Phone MAr. 0736.

Street Railway Employees, Division 101—Business Agent, R. Gervin, Lee Building, 175 E. Broadway; FAir. 4263.

Street Railwaymen's Union, No. 134—Business Agent, R. Cormack, 3194 Sperling Ave., New Westminster, B. C.

Taxi Drivers, Local 151—Secretary, C. McIvor, 531 Beatty St., Phone PAcific 6546.

Textile Workers' Local No. 12—Secretary, Marie de Pledge, 75 E. Seventh.

Theatrical Stage Employees, Local 118—Secretary, Walter Blake, P. O. Box 711.

Tile Setters, Local No. 3—Secretary, W. Richards, 5326 Spencer St.; CA. 1064L.

Typographical Union, Local 226—Secretary, Harry Neelands, 531 Beatty St.; MArine 5942.

United Garment Workers' Union, Local 190—Secretary, Walter W. Shaw, 3435 West Sixth.

United Fishermen's Union of B. C., Local No. 44—Secretary, W. T. Burgess, 138 E. Cordova; PAcific 4046.

Upholsterers' International Union, Local 306—Secretary, D. Garside, 531 Beatty St.: residence phone HIgh. 1693-M.

University of British Columbia Employees' Union, No. 116—Secretary, L. Wheeley, 4615 West 14th Avenue.

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LOOK FOR THE UNION EMBLEM

Higgins Gets Huge Cntracts To Build 1200 Cargo Planes

Washington, D. C.—An A. F. of L. committee which has been supporting Andrew J. Higgins, shipbuilding genius, in his battle with government agencies for a greater chance to help the war effort, has obtained concrete results.

Sudden Cancellation

The committee, made up of A. F. of L. metal trades' leaders from New Orleans, has been investigating the interest responsible for the sudden and amazing government cancellation of a contract given Higgins to build 200 Liberty ships at a giant yard in Crescent City.

It brought to light startling facts showing how the "steel trust", determined to squelch competition, put pressure on the Maritime Commission to kill the Higgins contract.

Andrew J. Higgins left here for New Orleans with new contracts which involve a total of more than $212,000,000 of government expenditures. He said that he had arranged with the Army Air Forces to build 1200 cargo planes.

Mr. Higgins, whose contract with the Maritime Commission for 200 Liberty cargo ships was revoked some time ago on the ground of lack of steel for the ship construction, disclosed that on his own account and with government aid he was ready to start a new five-point war construction programme. His plant is under contract with A. F. of L. unions.

The largest item in the programme is the 1200 cargo planes, to be made largely of a new form of plywood combined with metal, which he called wood alloy. The government's Defense Plant Corporation will invest about $30,000,000 in construction facilities and the planes will cost about $180,000,000.

In addition, Mr. Higgins said, he will stand ready to make any kind of airplane parts which are proving bottlenecks for other plane manufacturers, will build for the government $2,000,000 worth of a secret and revolutionary type of gasoline engine, primarily for marine use but with other possibilities. On his own account, he is already building a giant six-engined cargo plane of plywood on an experimental basis, which will employ the new type of plywood.

Eye-Glass Monopoly May Keep On Gypping People

Back of those full-page advertisements in slick paper magazines telling you that it's nice to be overcharged for eye-glasses is a monopoly which, *according to United States* Department of Justice figures, is depriving 20,000,000 Americans of care for their eyes.

Efforts to break up this monopoly were abruptly halted in United States district court when Judge John M. Woolsey adjourned for the war's duration the trials of two big optical companies, the Optical Wholesalers National Association, two patent holding companies, 60 individuals and 11 other optical companies.

The adjournment was requested by the army and navy, which said that the trials "would seriously impede the war effort" of the American Optical Co. and the Bausch & Lomb Optical Co., the two largest defendants. With usual military curtness, the brass hats gave no further explanation. The action was in keeping with the general policy of the government to drop action against monopolies during the war.

Evidence obtained by the justice department shows that spectacles sold at $20, a price which, it estimated, 20 million Americans with bad eyes cannot afford—could easily be sold for $7.50.

Although the optical companies consented to do away with a patent *pool which was the basis for their* monopolistic practices, they did not reduce prices. Instead, they formed the Better Vision Institute to raise millions of dollars for high-pressure advertising in an effort to convince the public it is not being gypped.

Four companies control 88 per cent of all eye-glass sales in the United States. These companies have compelled the public to pay for kickbacks from oculists to opticians, 400 per cent to 600 per cent mark-up by the opticians and to submit by gouging from optometrists, oculists and other practitioners. Even conservative magazines such as Fortune, Readers Digest and others have pointed with horror to the whole industry.

Similar conditions prevail in Canada with opticians taking all that the traffic will bear.

A great many people, however, have improved their eye-sight and eliminated the use of glasses by bath*ing their eyes in buttermilk, with the* aid of eye-cups. One or two minutes twice a day, in which the eyes are made to water profusely will do the trick.

President Roosevelt Upholds 40-Hour Week; Exposes Lies

Washington, D. C.—President Roosevelt put his foot down firmly on post-election attempts to resuscitate legislation designed to abolish the basic 40-hour week standard for overtime in war industries.

The President's statement made at a White House press conference, exploded the lies of anti-labor agitators who are seeking to confuse the public by making it appear that increasing the basic work week would increase production.

The Chief Executive emphasized that the actual working week in this country in the production of most important war goods is 48 hours—overtime being paid for work beyond 40 hours. The average working week in all war industries, the President said, is between 46 and 47 hours.

Thus the campaign for a "longer work week" was exposed as merely an attempt to cut the pay of American workers by removing the present legal compulsion to pay overtime for hours in excess of 40 a week.

On the general subject of a longer work week, the President made it clear that production is not increased when hours of work are lengthened much beyond 48 a week.

He reported that Germany last spring increased the work week to seventy and eighty hours, with the result that production spurted for two months and then declined until it was not as great as under a forty-eight hour week. These reports, he said, came from intelligence services.

On his inspection tour of the country's war plants in September, Mr. Roosevelt said, quite a number of people told him that a problem arose because a certain percentage of workers would not turn up in the morning. When they did get back on the job, some were asked to fill out cards voluntarily giving a reason for their absences, and he said it was interesting to note that where they had been toiling overtime, some up to fifty-four or fifty-six hours a week, that the excuse was that they were too tired.

Careful studies of production have shown, he said, that after a person works longer than a certain definite period, you do not get any more production from a longer work week after the first few weeks or months. People wont recognize this, he observed, but he called it a fact that has been proved here, in England, and Germany.

Seattle Food Clerks Get Substantial Raises

Seattle, Wash.—Substantial wage increases for the members of Retail Food and Drug Clerks Union, Local 1105, have been agreed upon after a period of negotiations, Perry Gardner, secretary, announced this week.

He said that under the terms of the new wage schedule, journeymen male clerks are raised from $30 to $37.50 a week and journeywomen from $25 to $30. Apprentices up to six months are increased from $20 to $22.50 for men and from $18 to $20 for women; during the second six months' period similar raises are provided and in the third period of apprenticeship, ending after 18 months, the wage for men goes from $25 to $31.50 and for women from $21.50 to $25.

The retail clerks in the department stores, however, are determined that the employers shall pay overtime for attending company meetings and that the hours contained in the recently signed contract shall be adhered to strictly. An effort is being made by one of the large stores to break down the conditions provided in the contract and force the clerks to work additional evenings.

W. P. B. Clamps Down On Building Projects

All construction work not directly needed for war has been banned by Donald M. Nelson, W. P. B. chieftain. Projects under way must be halted and no more will be authorized for the "duration", he declared.

Nelson estimated that more than $23,000,000,000 worth of building—about a fourth of the war effort—is under way or contemplated.

He directed that every project, public and private, be reviewed and that any which could not demonstrate its absolute necessity should be abandoned.

Patronize Our Advertisers!

Jap Drive to Dope China Boomerangs Against Troops

Japanese soldiers are becoming dope fiends as a result of the methodical Nipponese drive to fasten opium addiction on all of China. Reports coming out of Ichang on China's Yangtze River indicate that that Japanese-occupied city is a centre of Jap troops' dope addiction, despite Tokyo's attempts to keep its soldiers free of the affliction while fastening it onto the people of China.

The boomerang effect of the Japanese narcotic campaign was disclosed recently by announcements of punishments being meted out to Nipponese troops for opium or heroin addiction.

Japan's sponsorship of opium dens in Ichang, has a two-fold purpose. First, it is part of the Tokyo campaign to weaken permanently all of China by enforcing narcotic addiction on the Chinese people. Second, it is a fund-raising device. Sale of opium and heroin has brought huge revenue into the Jap-controlled Ichang county government.

Prior to the Japanese invasion, Ichang was rapidly being freed of dope addiction because of the drastic measures invoked by the Chinese government to wipe out the use of narcotics in the nation.

Soviet Divers Bring Up Tanks and Cargo from Volga River

Stalingrad is running its own scrap metal drive—and this one's carried on under artillery fire and aerial bombardment.

The Red Army needs equipment and doesn't give a tank up for lost even when it's on the bed of the Volga River as a result of the sinking of a freighter by Nazi planes. When a ferry carrying tanks was sunk in the river at Stalingrad, Russian deep-sea divers went down to recover them. The detachment walked the river bed for an hour under fire from German mortars and other artillery. Under the guidance of a commander who was struck by Nazi fire, the divers brought the tanks up to the shore with hoisting machines.

Soviet deep-sea divers have also saved Nazi equipment for use by the Red Army. After Russian artillery batteries had sunk a German transport in the Black Sea, continued Soviet fire prevented Nazi speedboats from saving the cargo. That night Russian divers went down for the sunken material and brought it ashore. Since the start of the war, Russian divers have given the Red Army millions of dollars worth of war equipment by salvaging German munitions.

... and face the facts NOW!"

Sure the war costs money. Paying for it will be tough in the months ahead. Let's accept that fact—and face it. Now is the time to sharpen our pencils and figure what our taxes actually are... how we are going to pay them ... and how we can adjust our living habits to get along on what's left. This is a job for every patriotic Canadian... a job that must be done *now*.

USE THIS BOOK TO PLAN YOUR SPENDING

A special Wartime Issue of The Royal Bank Family Budget Book is just off the press. Use it to stretch wartime dollars. Available on request, at all branches.

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Mechanization of Industry Is Increasing at Rapid Pace

Government officials who have been spreading alarming statements about the need to draft workers because of labor "shortages" fail to take into account the fast-increasing mechanization of industry.

That point was driven home recently by Marion H. Hedges, research director of the International Brotherhood of Electrical Workers.

Machines have been displacing labor for many years and this trend, he said, has been "accentuated during the war effort".

"New war plants have done everything in their power to speed production and they have utilized mass-production methods wholesale," Hedges stressed. "They have applied the newest methods of organization in science to cut the labor force down and increase the power of machines.

"It is this factor which is likely to give us the edge on the totalitarian countries in our war production and save us from labor shortages in the future".

As evidence of how machines are doing away with manpower, Hedges cited a long list of inventions and processes introduced since the war began which are cutting down the need of human labor.

SOME IMPRESSIVE EXAMPLES

In construction, a new electric hammer and drill, he said, drills holes 10 to 20 times faster than hand tools.

An aviation machine tool drills 32 holes in airplane engine crank cases in 25 minutes, whereas a year ago this required three machines working two hours.

An automobile parts firm has developed equipment that turns out 20 to 30 times as many machine gun parts as does arsenal machinery.

A machine making center wing sections in Ford's Willow Run bomber plant performs simultaneously 87 operations formerly done by hand.

At the Glenn-Martin aviation plant, a new conveyer belt system has reduced man-hours by 50 per cent. By making use of a new method of making heavy gun barrels, one of our plants will soon be turning out in a month as many barrels as all British factories made since August, 1939.

Since Pearl Harbor, American engineers have worked out methods for loading shells that are 70 times faster than the old processes.

Many other such amazing shortcuts have been developed, Hedges said. "Our technological advances continue in the midst of our war production and fewer men are needed", he explained.

"There will no doubt be shortages in specialized fields and local shortages, but on a national basis there may be enough manpower to meet the exacting demands of an all-out war effort and a moderately-volumned peace production".

290,000 Under Metal Trades Agreement

M. Stafford, executive secretary and field representative of the Pacific Coast Metal Trades Council, gave a highly informative and interesting talk before members of organized labor in Bellingham recently.

Mr. Stafford declared that at the time the Pacific Coast Metal Trades agreement was signed, 60,000 workers were in the shipyards. Now there are 290,000, and consequently there are 230,000 workers now working under the conditions provided by this agreement who did not have to fight for them but who are now helping to maintain them.

Mr. Stafford said the Pacific Coast Metal Trades Council is co-operating with the government in every way possible.—Bellingham Labor News.

[illegible]

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A Criminal Labor Policy

For more than two months now the Quebec Regional War Labor Board has been reviewing the Lodge's request for returns to Quebec's aircraft workers comparable to what is paid elsewhere in Canada. To back up its case the Lodge has pointed to a precedent, recently discovered, where this board approved of earnings to aircrafters equal to those given in the big-three plants, and in addition a $4.25 cost of living bonus.

What a precedent this has turned out to be!

It's the case of the Canadian Car's Aero plant where the company signed an agreement with a company union described as the "Association of Employees". And this pact was approved by the Regional Board a couple of weeks before the Lodge presented its arguments for bona fide unionists.

Board Favors Fake Outfit

Now this is not the only case of the board's discrimination against an organization democratically chosen by employees as their bargaining agency. Look at what's being attempted at Canadian Car's Point St. Charles shop. The board has ordered the company to cut the workers' bonus there from $4.25 to $1.50, the amount paid in Fairchild, Noorduyn and Vickers.

So that in these two instances of plants owned by the same company, the board approved higher earnings where there was a contract with the type of organization employers use as a weapon against unions, while it ordered a reduction in earnings where a genuine union has signed an agreement.

Take the example of the Turcot plant of Canadian Car. An application for a conciliation board was made in September, 1941. The Labor Department first allowed months to drag by before the request was granted. After further delays the board set up recommended that the Lodge should not be recognized as a bargaining agency. Here again, despite the sentiment in the shop for the Lodge, a company union was allowed by a Government body to have free sway.

Deny Workers' Rights

We know what unrest, impairing output, followed in Turcot; how the workers in a strike vote favored the union by 456 to 101, and how, on the Lodge's application, the board was reconvened after more stalling. Then came a second recommendation. This group of workers was again denied the right to be represented by their own organization.

So many actions of this kind have accumulated over the past year that we can now discern a calculated policy on the part of the Government's boards opposing trade unions. The aircraft workers are not alone in being subjected to this phase of governmental labor policy. In Canadian Marconi, RCA-Victor and the Dominion Engineering Longueuil plants, various government boards have bona fide unions.

These miserable company-controlled organizations have never been more than trick groups used by employers to weaken the workers' position so that any conditions can be put over on them. Nowhere have their agreements been anything but paper contracts. They cannot be expected to be more for there is no effective machinery to enforce their agreements.

Company-union Futile

A properly operating union grievance committee has the strength of the organized workers behind it. A stooge "Association of Employees" has no strength at all. It cannot check classifications and put up an argument that means something for any rates its so-called contract contains.

Labor Minister Mitchell would be well advised during his stay in England to see what has happened to company unions there. They've been tossed into the discard. He would be well advised, too, to examine what real unions have been doing for war production. Let him see how the organization like our own — Jack Tanner's Amalgamated Engineering Union—has been raising output to unheard of levels through joint production councils. Let him note that there are no vast wage differences between one section of Britain and another, that wage scales are frequently established on a national basis.

There could be no more dangerous time than during this war crisis for this old underhanded scheme of company unions to be tried on Quebec aircraft workers. Through their lodge committees they have done a great deal to increase production to beat the Axis. They can do much more. But now their attempts to wage total war from their assembly lines are being choked.

The major portion of the blame for this endless stalling on their agreement, and the use of company unions to attack their Lodge, can be laid directly to the Government's labor policy and the action of its boards.

Fascist-minded Aided

Such a policy can only be described as criminal. It is the policy of the "business as usual" gang among the big employers. It is a policy that jeopardizes the Canadian people's chances of winning the war. The few Fascist-minded among Canadians and the Axis are the only ones who will gain by it.

Co-operation, as one of our outstanding labor leaders said, is not a one-way street. We Lodge 712 members call on the Government to drop all these subterfuges to prevent aircraft workers from obtaining their rights. We Lodge 712 members have shown our readiness to co-operate with management and Government and we ask again that co-operation be made a three-sided affair so that we can do our part in helping crush Hitlerism.—The Spitfire, official organ of Lodge No. 712, I. A. M. of Montreal, Que.

A resolution on the above subject, protesting the action of the Department of Labor and the Quebec Regional War Labor Board, is being drawn up by Vancouver Aeronautical Workers' Union, Lodge No. 756, and is to be sent to Prime Minister King and other members of the Cabinet.

Labor Dept. Impedes Production, Says Union

November 18, 1942.

Rt. Hon. W. L. Mackenzie King,
Prime Minister of Canada,
Ottawa, Ont.

Sir,—Under the date of November 12, 1942, a memorandum on the subjects of trade union agreements and cost-of-living bonus adjustments was submitted to you on behalf of Montreal Aircraft Lodge 712.

We, the Vancouver Aeronautical Lodge 756 have discussed the matters contained in the memorandum and, after having been in correspondence with our Montreal Lodge and also after having received reports of our delegates attending our own National Conference, are of the opinion that in view of the necessity for maintaining a condition of high morale as being a prerequisite for peak production, that the policies now being pursued by the Dominion Government: and particularly by the Department of Labor, are having the immediate effect of impeding the best efforts of the aircraft workers.

We feel that it is imperative that full recognition must be given to the rights of labor to conduct their business through organizations of their own choice, and that if the Dominion of Canada is to contribute its best to the cause of the Allied Nations full co-operation must be given by your Department of Labor.

The organized workers in the aircraft industry have always done their best to play the game in the interest of furthering the war effort, and it should not be too much to expect that your government departments will be immediately instructed to end the disastrous policy which is resulting in the conditions set out in the memorandum referred to above.

Our Lodge 756 is prepared to give the fullest support to any action which Montreal Lodge 712 may deem necessary in order to have the situation corrected.

Respectfully yours,
AERONAUTICAL LODGE 756.

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Lies About Union Costs Paper $15,000 in Settlement

Newspapers should be a little less eager to print the contributions of columnists who flagrantly lie about labor as a result of a decision in a libel suit in New York this week.

For the first time in the history of the American labor movement, a trade union sued and collected in such an action when Westchester Newspapers, Inc., owner of the Mount Vernon "Daily Argus," handed its cheque for $15,000 to Local No. 3 of the International Brotherhood of Electrical Workers. It was an out-of-court settlement of a suit brought two years ago.

It followed a Court of Appeals decision holding that a labor union could sue for libel in the courts of the Empire state.

COLUMNIST'S SMEAR.

Local No. 3 objected to a syndicated column of Washington comment by James McMullin, a writer for the McClure Newspaper Syndicate, published in the "Argus" in the summer of 1939. It charged that officials of the union were "feathering their nests" with initiation fees and dues payments from out-of-town workers seeking employment at the World's Fair in New York City.

Similar slanders have been worked threadbare by columnists and radio commentators in connection with employment on war plants. Most of the columnists have been careful to speak in general terms and thus avoid libel action, but the writer of the "Argus" article made the mistake of being specific.

BUILT A "STRAW MAN."

He recounted the alleged experiences of a young North Carolina man who was supposed to have received a well-paying electrician's job and who was said to have been compelled to pay a stiff initiation fee to an unnamed official of Local No. 3.

The alleged money, the McMullin column stated, "probably never appeared on the union's books. Evidently the rank and file of Local No. 3 are not aware of the practices indulged in by some of their associates."

The union brought suit against the "Argus," McMullin and the McClure Syndicate. The defendants asked the New York Supreme Court to dismiss the action on the ground that libel is personal and therefore a union could not sue.

UNWILLING TO FACE TRIAL.

The lower court ruled against the defendants and eventually the case reached the Court of Appeals, the state's highest tribunal, where the union's right to sue was finally sustained.

The "Argus" decided to settle without waiting for a trial of the case on its merits.

In addition to writing its cheque in favor of the Electricians' local, the "Argus" printed a retraction which contained an amazing confession.

"The article," it said, "was published as part of a syndicated feature service to which this newspaper had subscribed for a number of years prior to 1939.

"It was received by the newspaper as part of such service in the regular course of business and was published in good faith, without any malice whatsoever towards the union or its officials and in the full belief that the statements made in it were true and that any opinions in it involving matters of public importance were fair and were based upon actual fact.

"Naturally, under the circumstances, the Westchester Newspapers, Inc., at the time of the publication had no personal knowledge of the incident involving the young man from North Carolina.

MADE OUT OF WHOLE CLOTH.

"It is now fair to state that since the institution of the foregoing suits by the union and its officials, the newspaper caused an investigation to be made which failed to substantiate the charge made in the article."

In other words, the columnist lied but the paper didn't take the trouble to get the union's side of the story! That's the way other papers are handling the false or misleading articles of other columnists.

The McClure syndicate and McMullin were not parties to the settlement and the union's suit against them is still pending in the courts.

—Labor.

New Westminster Fire Fighters Seek Increase

New Westminster Fire Fighters' Union is trying to get an adjustment in wages. The union feels that they are entitled to the same wages as those being paid in Vancouver and which was recommended in the Brittain-Bengough report.

The union took the question up with the City Council and asked for an adjustment of 5c per hour, but the Council offered them 2c per hour.

The union will take the matter up again and has asked for an officer of the Trades Council to interview the Council on the subject. This will be done.

Delegate Insley expressed the union's thanks to Alderman Cook who has given the labor movement in New Westminster a lot of support in this and other cases. He is a member of the Street Railwaymen's Union in New Westminster.

Request Paul Fournier Be Mayoral Candidate

Montreal. — Petitions are being circulated here by members of International unions asking Paul Fournier, president of the Trades and Labor Council, to accept a nomination for mayor. The petition asks him to run in view of his "splendid and inspiring leadership" in the fight for war production and declares that his election would be a "great victory for labor".

John Inglis Signs Union Agreements

Toronto.—Things were moving in the John Inglis organizing drive recently.

Covering the 1700 employees of the company's commercial division, the management signed a collective agreement with the International Association of Machinists, Lodge 235, and the International Brotherhood of Boilermakers, Welders and Helpers, Lodge [illegible]. At the same time [illegible] local 1[illegible], I. A. M., [illegible] ing the [illegible] of the [illegible] workers in the ordnance division, announced election of officers and sent a message to Gen. A. G. L. McNaughton pledging greater production for the offensive.

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Gains Rolling Up for Boilermakers

Kansas City, Kan. — [illegible] and new collective bargaining [illegible] [illegible] still increasing at a [illegible] [illegible], the International Brotherhood of Boilermakers [illegible]. There are now more members [illegible] cells and more [illegible] agreement than at any time [illegible] Brotherhood's history.

Elliott's Resignation Not Unexpected Here

The trades union movement in Vancouver and other parts of the country is not surprised at the resignation of Elliott M. Little, the director of National Selective Service. There are many others connected with the Department of Labor who would do likewise if it were not for the fact that they have to earn their living, but there are also many others in that department who gleefully follow the orders of the dictator or even try to increase the pressure on, and opposition to, the labor movement.

The controversy over the resignation will undoubtedly be aired at great length for a short time, but our movement appears to whole-heartedly agree in the statement made by Percy R. Bengough and also with A. R. Mosher on the subject. Any of our members who have been in contact with Elliott M. Little approve of his attitude towards us in the job which he has had to do in connection with the war effort. He has been fair and logical in what he has been doing and we fail to see how any man of his ability could have stood any longer for the dilly-dallying shiftlessness and inane dictatorial antics of the Minister of Labor.

The following statement made by Percy R. Bengough, from Ottawa, on the subject has been given the O.K. by members of organized labor in Vancouver:

Bengough Statement

Mr. Bengough said:

"As far as Mr. Little is concerned, we believe he is honest and capable. As far as the Minister of Labor is concerned we have resented his dictatorial and uncompromising attitude. Generally labor from coast to coast does not like him.

"In this present controversy we feel we would like to express our opinion of the relative values of the two men. If Mr. Little were going we would regret it as much as we would regret the present minister staying".

Union Is Praised For Record-breaking Job

A dramatic example of how union workers are smashing records on war production was brought to light in a letter of praise received by Local No. 558 of the Electrical Workers at Sheffield, Ala., from the Reynolds Metals Company.

Members of the local were assigned the job of installing huge transformers, rectifiers and other equipment, as well as 2,500,000 pounds of cable, in new plants to meet the company's big programme of aluminum production.

The management estimated the installations would take seven and one-half months, but the unionists did the job in five and one-half. "This extra two months of aluminum production", the company wrote, "is equivalent to a direct contribution of 900 war planes to the war effort by the electrical workers of Local 558".

The Shelly Leach on Pender Street West does not employ union help, and therefore no longer displays the union card. The "30" Cafe, nearby, is 100 per cent union.

Oh, hum, when a man gets stewed, he's usually in for a roasting.