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VOL. [illegible] VANCOUVER, B. C., SATURDAY, MARCH 21, 1903. NO 26.

Pres. Estes in Court

Rousing Reception at Victoria—The Teamsters Make a Statement—Merchants Endorse Their Stand—The Situation Unchanged—Notes Regarding the Strike.

The local strike situation is practically unchanged from last week.

There was some silk in the local sheds on Thursday.

Last Sunday No. 2 express stopped *for 15 minutes at Griffin Lake* to get up steam. Unsuitable coal was the cause.

W. H. Darcy, claims agent, is working with a few Italians in the freight sheds at Winnipeg. He himself is checking.

The hulk Japan from Union, V. I., loaded with about 600 tons of coal, has gone to Port Moody to discharge her cargo. Things in the coal line are getting desperate.

Goods shipped by Vancouver merchants two weeks ago to points on the main line of the C. P. R. in the Interior have not yet reached their destination. They are probably still in the freight sheds.

Advices from Revelstoke state that 30 machinists are out, and that only three are at work. The men are very sanguine of success. Also that suits for damages have been entered against some of the strikers for quitting their work.

It is reported at union headquarters that men are being hired at Seattle to come to Vancouver to take the strikers' places, but in order to procure the men they are told that the strike is settled. The place where the men are thus engaged is in room No. 304, Stevens block.

Following additional strike funds have been received:

Amalgamated Carpenters	$ 25 00
McRae & McDonald, tailors	5 00
A Union	20 00
United Brotherhood of Carpenters and friend	53 00
City Firemen	25 00
J. H. Atkins	1 00
Plumbers' Union	10 00
Cigarmakers' Union	40 00
United Brotherhood Leatherworkers, bi-monthly	30 80
Boilermakers' Union	5 00
Wm. Hunt, tailor	5 00
Stationary firemen	2 50
J. W. Allan	2 00
Shingleweavers' Union	25 00
A friend	10 00
Pressmen's Union	5 00
Printer's Union	10 00
Tailor's Union	25 00
Street Railwaymen's Union	100 00
Typographical Union	100 00
Subscribed, per R. Todd (wkly)	2 00
George Walker	5 00
Dominion Steam Laundry (col.)	5 10
Builders' Laborers Union	50 00
Bookbinders' Union	10 00
Barbers' Union	25 00
Laundry Workers' Union	20 00
A Federal union	25 00
Civic Employees Union (col.)	55 70
F. Tambourino, King's Hotel	5 00
Oakland, Cal., Div. No. 12	$ 8 50
Portland, Div. No. 4	34 00
Sacramento, Div. No. 5	125 00
Dunsmuir, Div. No. 3	25 00
Roseburg, Div. No. 1	30 00
Previously acknowledged	$266 00
	$1,180 50

ESTES IN COURT.

President Estes appeared in response to a summons in the police court of Victoria on Thursday. He was charged with conspiracy to delay the mails. There was a tremendous crowd present when Magistrate Hall took the bench. The workingmen at the capital are aroused over the affair.

The accused sat with his counsel, H. B. Robertson, and Messrs. E. V. Bodwell and E. P. Davis, K. C., appeared for the prosecution. The charge against Estes is laid under a section of the Postal Service act of 1886, which holds anyone attempting to cause the delay of the mails as guilty of misdemeanor, for which a term of one year's imprisonment may be imposed.

The information on which President Estes, who arrived at Victoria on Monday last, is based, is as follows:

"The information and complaint of Robt. Bullick, of the city of Victoria, taken this 18th day of March, in the year of our Lord one thousand, nine hundred and three, before me, the undersigned police magistrate, in and for the city of Victoria, who says he has reasonable grounds for believing and does believe that George Estes, at present of the city of Victoria, on the 16th day of March instant, at the city of Victoria aforesaid, did attempt to incite the crew of the steamer Charmer, a vessel operated by the Canadian Pacific Navigation Company, limited, and employed, among other things, in converting His Majesty's mails from the city of Victoria to the city of Vancouver, to wilfully delay the passing or progress of the said vessel while so employed in conveying His Majesty's mails from the said city of Victoria to the said city of Vancouver.

"ROBERT BULLICK.

"Sworn before me the day and year above mentioned at the city of Victoria.

"H. G. HALL, Police Magistrate."

After the charge had been laid, Mr. E. V. Bodwell, K. C., for the prosecution stated that it had been brought under section 95 of the Postal Service Act, Victoria, 1886, chapter 3, in conjunction with section 530 of the Criminal Code.

When the charge was read Mr. Robertson asked for further particulars of the offence. He claimed that the defence had a right to this. The charge should specify the time and place and details of the alleged offence. Mr. Bodwell held it was unnecessary to have the particulars given in a preliminary hearing. It was not the practice. The magistrate ruled according, and after a brief session, the case was adjourned to give the prosecution time to get their witnesses for the case.

On the evening of St. Patrick's day, at the Eagles' hall at Victoria, there was a packed house, and many turned away unable to get into the building. The great gathering had assembled to hear President Geo. Estes of the U. B. of R. E. give an account of the strike in Vancouver. Tracing the history of the U. B. of R. E. movement the speaker said that at first it proceeded slowly. Lately, particularly since last fall, its organization was vigorously pushed forward. In the last part of January Mr. Marpole went to Montreal. It has been suggested that he planned with Mr. Nichol, the means for crushing the U. B. of R. E. After his return men were called aside and advised to leave the U. B. of R. E. Mr. Robinson was taken aside and Mr. Beasley advised him to separate from the U. B. of R. E., as the C. P. R. was determined to kill that organization. Twenty-two men were so advised. The freight clerks, to the number of 70, were ordered to cut off affiliation if they hoped to hold their present pay. The attempt was made. Men were sent to other places on the line. Five men were discharged. The organizer, who was to unite all the employees

From Vancouver to Halifax,

was hounded wherever he went by seven detectives, at the head of which was Macdonald. At Revelstoke he was told by Macdonald that they wanted him to cease his work. He was told that he would be given any concession in reason. A lucrative place in Montreal would be given him. Otherwise they would hound him across the continent. It was found by their officers that at Montreal an employment agency was opened by the C. P. R. Men had stated in Vancouver since coming here that they had been employed for a month previous to the strike. The first carload of these left Montreal on February 23rd and arrived in Vancouver on February 28th. The strike was not declared until February 27th. In Seattle, Mr. Blake, manager of the Postal Telegraph Company, which was closely connected with the C. P. R., opened an employment agency for freight clerks and others for the C. P. R. Those on strike were not dictated to by people from the United States. They did their own dictation. The speaker was the only officer south of the line that they knew anything of.

The Canadian Organization

had its own officers. Committees were sent to Mr. Marpole when things became unbearable, when men were being discharged, suspended and reprimanded for belonging to a union. It was a reputable committee composed of men like J. W. Turnbull. They showed due respect to the office which Mr. Marpole filled. No redress was granted. A meeting was held at which all the members of the union were present, and the matter fully gone into, on the 26th. It was decided to issue an ultimatum stating that the C. P. R. must cease to discriminate against the U. B. of R. E., and must reinstate Forest, the last man discharged. The speaker received a message asking him to come as trouble was brewing. Before he reached Vancouver he heard the men had struck. He was surprised, and expressed such surprise, thinking they should have waited until he arrived in the evening. He was told that the C. P. R. had tried to kill the organization and hence they had a right to strike. "The men are striking to perpetuate their union, nothing else," he said. They were not striking for better pay, though they needed it. Men were receiving $1.50 for ten hours a day. Upon his arrival in Vancouver he advised striking out this demand for

Forrest's Re-Instatement.

It was then decided that the life of the organization should be all that should be asked for. All they asked for was that an employee should not be discriminated against, because he was a member of the union. Could anything less be sked than the life of their organization? He referred to the offer of mediation on the part of the Board of Trade. He counselled the acceptance of this. When Mr. Tisdall, who represented the Board of Trade, asked the terms upon which they would settle their differences, he stated that it would be an agreement that they should not be discriminated against because they were members of the union. Finally, an agreement was arrived at with the Board of Trade, which that body certified to as perfectly reasonable. Yet Mr. Marpole refused to accept that offer of mediation. The city council, the heads of the other labor organizations and Premier Prior, on behalf of the government, were also accepted by the strikers as mediators. Yet Mr. Marpole had refused these. The strikers were prepared to abide by any

Reasonable Arbitration Body.

They would take Premier Prior alone, or the Mayor of Victoria alone, to settle this matter. The men were willing to accept them because they were satisfied of the justice of their cause, which was simply that of life for their union. He went into the chain of events by which the longshoremen and the union teamsters in turn refused to handle what was regarded as "scab" freight. An attempt was made to replace the teamsters, but only four, he believed, had been found to take the places of the 191 union teamsters. The Steamship Union then took the matter up, and they refused to handle "scab" business. Even the passengers coming over on the Charmer was "scab" freight. No live union man will handle "scab" business, and hence they had to go out. A verbal agreement was made with Capt. Troup, a man whom the members of the Steamship Union respected, and he was regarded as honorable. Circumstances over which, he believed, Capt. Troup had no control forced this agreement to be broken, and the men, without feeling against Capt. Troup, were forced to go out. He instanced the Princess May trouble. The vessel came to Vancouver, where horses, baggage and other freight was to be taken on, all of which, from a union standpoint, was

"Scab" Freight.

The men on the Princess May were liable to imprisonment for desertion if they left the vessel. They were prepared to do so rather than violate the principles of the union. A meeting with them was arranged in Vancouver. Men of the crew of the vessel said it was their duty to go to jail rather than handle this "scab" freight. The speaker himself advised them to go to the boat, and not to jail. The men objected. They, however, compromised the matter, and Capt. Gosse agreed to leave behind the horses, but the men were forced to take the "scab" baggage.

Asking for an expression of opinion, he called upon those who sympathized with the action of the Vancouver men to rise. Practically all present responded.

Mr. Thompson, of the B. C. Steamboat Union, said that his society was entirely British. He refuted the idea that all the walking delegates came from the United States. He was one and was no American." Mr. Estes had used his influence to keep men from going out on strike. Lies were circulated by the C. P. R., who reported that the men were going to work. But of 200 men on the wharf only about 38 were workers. The remainder were the detectives and specials. Capt. Troup was not more to blame for the "scab" freight being loaded than he. He attacked such a unionism as was evidenced in the engineers leaving a vessel and going as deck hands on another.

Mr. Bulley, secretary of the B. C. Steamboat Union, also spoke briefly, after which the meeting closed with cheers for the strikers.

THE TEAMSTERS.

VANCOUVER, B. C.,
March 14, 1903.

To the Wholesale and Retail Merchants of Vancouver:

Gentlemen,—A petition was circulated among yourselves asking you to support the master draymen in obtaining help from non-union men to do your hauling of goods, baggage, etc. Now, we beg to ask your signature to this petition in support of us in the action we have taken. We consider as union men it was impossible for us to take freight, baggage, etc., from the men imported from all directions to take the place of the union men on strike. We assure you that we are prepared at a moment's notice to resume work when conditions are such that we do not come in contact with unfair labor.

Signed—Caldwell Stationery Co., C. M. Hawley, G. E. James, L. D. Barclay, Square Deal, Chas. Gross, Foran Bros., R. J. Mills, Wm. C. Schmehl, Ed. Clayton, T. B. Wyatt, G. A. Aldred, Mary Aldred, J. F. Brown, H. J. Franklin, C. H. Wright, R. F. McDonald, F. B. Stephens, J. R. Jackson, Geo. Buchenrath, J. Main & Co., W. J. Orr, G. W. Hutchings, Geo. Hobson, Stanley White & Co., Vancouver Grocery Company, Ford's Grocery, M. Gibson, Dickson's Importing Tea Company, H. A. Urquhart, A. Urquhart, R. Casselman, J. M. Charbers, A. H. Bradbury (Montreal), Robert Mackay, C. Muddell, A. G. Main, F. W. Tyrrell, McCulloch Brothers, A. Calori (Hotel Europe), H. Critch & Sons (blacksmiths), Howe & Henry, F. Wright, W. J. Kirkpatrick, W. Shoe Company, Lyttleton Brothers, J. W. Morrow, H. R. Bissett, R. Hurry, C. F. Penwill, The Paterson Shoe Company, Peters & Pottinger, Russell & Murray, Burrard Hotel, Johnston, Kerfoot & Co., F. W. Wetzel, I. Sudman, Robt. Robertson, Robt. Clark, W. Goldstein, F. Fillon, S. Albert, H. G. Moore, R. Porter & Sons, R. S. Rice, J. D. McGregor, S. Murchie, Schmehl & Muller, J. L. Watworth & Co., S. F. McIntyre, Thomas Murphy, R. Thorburn, Colin Dawson, W. F. Murphy, R. Mitchell & Co., E. S. Knowlton, all subscribers to union draymen.

TEAMSTERS' STATEMENT.

To the Public of British Columbia:

We wish to place before the public a few of the facts that led up to the present trouble between the union teamsters and the master draymen.

On March 4, 1903, at our regular meeting two communications were received from the United Brotherhood of Railway Employees, stating that the Canadian Pacific railway clerks and freight-handlers were out on strike. They asked us to support them, and being so closely connected with them and being union men, we could not see our way clear to handle "scab" freight. After a lengthy discussion on the question we decided not to handle C. P. R. freight or baggage.

So as events transpired one thing brought on another. The wholesalers held a joint meeting with the master draymen, when the wholesalers agreed to stand by the masters should they proceed to draw their goods to and from the C. P. R. premises, and eventually a petition was circulated by the wholesalers to that effect.

Then on March 11th, we held a special meeting, to which were admitted President Estes and a U. B. of R. E., also a delegation from the wholesalers, consisting of Messrs. Letson, Lockyer and Burns, who presented their petition and also cited to us the present distress of the business men. We discussed the whole question in every detail. Then in turn we made them the following proposition:

"That should we consent to draw freight for a limited time to clear up the present lot and that which had been shipped previous to the strike, would they give us an agreement that they would not ship over the C. P. R. only to such points as could not be reached by other roads and boats until this strike was settled."

This they flatly refused to even consider.

We then took a vote as to whether or not we stand as we were. The result

[Continued on Page Four.]

Labor's Parliament

Resolutions Re J. H. Watson—American Labor Union—A Waterfront Federation — Voters' List — Fair and Unfair Tailors — Abbott Street Wharf —A New Transfer Company.

There was a large attendance of delegates present when President Lamrick called the regular meeting of the Trades and Labor Council to order on Thursday night.

CREDENTIALS.

Builders' Laborers—H. Sellers.

Stationary Firemen—James Healey, J. W. Morgan.

Journeymen Barbers—A. Lavalley.

Delegates took their seats.

COMMUNICATIONS.

From Union Label Committee of Trades and Labor Congress of Canada and Toronto Trades Council re union label legislation. Filed.

From Musicians Mutual Protective Union regarding the erection of band stands on city parks. The proposition was endorsed by the Council.

From Hon. Sir William Mulock, acknowledging receipt of letter with reference to letter carriers' boots bearing union label. The matter was brought to the attention of the department. He enclosed copy of memorandum which was forwarded to Mr. Kennedy, together with copy of the anti-sweating regulations and form of declaration required from contractors. Referred to Postal Employees' Union.

From T. J. Coughlin, secretary joint committee Order Brotherhood Conductors and Brotherhood Railroad Trainmen, protesting against the proposed new Railway Labor act. Dealt with in parliamentary committee's report.

D. W. Kennedy, secretary Toronto District Labor Council, wrote re Fenson Elevator company. Filed.

From United Garment Workers, Montreal, appealing to the Canadian workmen to support them in their efforts and to buy only waterproof clothing bearing the union label, which is the only guarantee of clothing being made in a sanitary workshop. Delegates to report to their unions.

From Hamilton Trades and Labor Council, making a strong protest against the proposal that the government assist workers to come to Canada. The protest was endorsed.

PARLIAMENTARY COMMITTEE.

"Regarding the letter from P. M. Draper, secretary Dominion Trades and Labor Congress and one from Hugh Orr, secretary Iron Moulders, re J. H. Watson, organizer:

"'Resolved—That J. H. Watson is not a fit person to act as organizer for the Dominion Trades and Labor Congress. First—That because he is a government official it is not in the interests of the wage-earners he should act in the capacity of organizer to the Congress. Second—That according to a resolution adopted by the Montreal Congress in 1899 and confirmed at the next following meeting of the congress and not repealed since, part of which resolution is as follows: 'That hereafter all members of labor organizations found on the platform and advocating the interests of the old political parties be regarded with suspicion as decoys to the wage-earners and as opponents of the advanced labor movement'—he is not eligible to fill the said office. Third—That he is a disrupter, in proof of which we refer to his report to the last congress held at Berlin, in which he advocates the granting of charters to locals, which refuse to join internationals; and, second, to invidious comparisons between Canadian and American labor bodies; and, third, to the fact that he has induced the Boilermakers' union, to withdraw from the council. Fourth—That he has been an active political partisan in the last by-election for Burrard.

"That in our opinion the congress be memoralized to appoint their own organizers from year to year.

"That the railway arbitration bill be referred to the railway unions, and that in our opinion it is indefinite in its provisions, and valueless as legislation, as no penalties are attached.

"That the council be strongly urged to oppose any land grant by the provincial government to the proposed C. N. R.; that the Dominion government be urged to build and operate the road as a government railway, and that no candidate for either house be endorsed who does not assent to these proposals.

"In connection with the charges against J. H. Watson, it is recommended that his letter to the World of the 10th March, 1903, re strike in C. P. R., be submitted."

A delegate read letters he received from Mr. Watson.

The report was then adopted.

ORGANIZATION COMMITTEE

reported that the wholesale employees wished to organize. That as they exist at present they are compelled to handle scab freight.

The organization committee was instructed that in future it communicate with the American Labor Union, with headquarters at Butte, Mont., when it was proposed to form local unions not eligible to affiliate with international unions.

A long discussion ensued on the A. F. of L. vs. A. L. U.

It was stated that a

WATERFRONT FEDERATION

would be formed in the near future.

The municipal committee reported on labor matters.

The committee on school teacher Dougan's case submitted a long report of the affair, which on motion was filed, and committee discharged with a vote of thanks.

VOTERS' LISTS.

It was decided that secretary procure blank forms for applications of voters to get on the lists.

The delegates of the Barbers' union asked that the delegates bring the matter of patronizing union shops to the attention of the different unions.

FAIR AND UNFAIR TAILORS.

It was reported that the following firms were unfair because they patronized the C. P. R. by bringing their goods from the freight sheds: Morgan, Granville street; McPherson, Cordova street; McCallum, Hastings street; Morrison, Hastings street. Following firms are fair, refusing to patronize the C. P. R.: McRae & McDonald, Hastings street east; Carelli, Carrall street; Simons, Cordova street; Hunt, Hastings street.

ABBOTT STREET.

The matter of the C. P. R. patrolling the Abbott street waterfront with their special constables was commented on, and the mayor's action commended, and it was hoped that the city would take a hand to protect its citizens against C. P. R. encroachments.

The teamsters delegates explained the strike situation. Already the big transfer firms were put on the unfair list. In the case of retail firms employing union clerks but patronizing the C. P. R. it would be taken up later. Already steps had been taken to incorporate a transfer company on the equitable basis, the prospectus of which would be out immediately, and active operations commenced in handling freight for the city.

Adjourned.

ORGANIZERS GATHER AT MONTREAL.

A great gathering of organizers was held the other day at Montreal, in the Grand Union hotel. Among those present were President Flett of the Trades and Labor Congress of Canada; Mr. Merrick, president International Association of Plumbers; Mr. O'Dell, Shoeworkers; Mr. Howe and Mr. Holmes, of the Machinists; Mr. Dory and Mr. Campbell, of the Trackmen; Mr. Tobin and Mr. Skillington, of the Boot and Shoe Workers; Mr. Todd, Toronto, of the Cigarmakers; Mrs. Brooks, Garment Workers; Mr. R. Orr, Detroit, General Secretary Street Railway Men's union, and several others. As a result it is looked forward that Eastern Canada will be thoroughly organized, all mutually agreeing to help each other in their grand work.

MIGHT BE WORSE.

The Chief reported at last Monday night's council meeting a list of lights that were out during the previous week.

Ald Macpherson—It would be easier to report the lights burning than those not burning.

Mayor Neelands—Not quite so bad as they might be.

THE INDEPENDENT.

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TRADES & LABOR COUNCIL OF VICTORIA,

VANCOUVER BUILDING TRADES COUNCIL.

The Independent can always be had at Galloway's book store, arcade.

SATURDAY.. .. .. ..MARCH 21, 1903

The most diabolical piece of tyranny ever perpetrated in western Canada is that of ex-Premier Dunsmuir in closing his mines at Extension, thereby cutting off the livelihood of a thousand people simply because some of his employees decided to join the Western Federation of Miners. Here is an instance where, if the province had a legitimate government at Victoria, this cold-blooded despot would be put upon the griddle and toasted for his action. The time is fast approaching when a provincial political campaign will have to be fought upon one issue—the extermination of Dunsmuir. For years the interests he represents have been the great blight on the otherwise fair prospects of this province. If this poor man thinks that he can defeat organized labor he is mistaken. Its ramifications are ten times greater than all his millions. It will land him sooner or later. If a benign providence would but kindly remove him though, we have no doubt that a very large proportion of our people would sing paens of praise and organized labor would be saved considerable trouble in getting his scalp.

The wholesalers have been turned down hard by the C. P. R. If we had a decent government at Victoria they could mighty quickly change that. Not that they have control of rates. But, then, there is several ways to skin a cat.

So it turned out that Mr. Marpole was just bluffing when he offered to submit the strike settlement to the other railway brotherhoods. This "bluff" should have been called long before it was.

The C. P. R. have everything running smoothly—nit. Nor they won't this time next year, unless they come down off their high horse. Organized labor can't be beaten in British Columbia.

There have been many men hung who have not been guilty of half as serious crimes as some of those who have been made rich by the people's patrimony.

There is only one more contemptible being than a "scab," and that is a spotter and "scab" procurer. Procurers are always looked upon with loathing.

The International Typographical union has granted a charter for Nome. The printers are getting up in the world.

McKay, the C. P. R. fly cop, is now the proper official through whom all bets with the C. P. R. must be made.

City Clerk McGuigan now wears a Carrie Nation badge—a little hatchet, by the way. He's an admirer of George Washington, too, he says.

"Chinese Dunsmuir" will soon be a name that mothers will use to frighten their babes with.

You might just as well try to serve the devil as the committees of the council. Ald. Brown said last Monday night on the cemetery question that the heads are responsible for the work of their respective departments, and that they are never interfered with. When did this change of front take place? In the very resolution of the committee authorizing the city solicitor to see that the title to the 30 acres were in order, Ald. Grant was authorized to identify the land. Had the resolution been proper, the city solicitor would have seen to it that not only the titles were good, but also that the engineer survey and identify the land.

Neill, of Alberni, has seen the "light" and will support Prior's hybrid government.

LINES

To A. Matthews, Whose Effusions Have Appeared in the Daily Press.

A. Matthews declares he's Canadian in spirit,
Although he's a "cousin" in soul,
So, writing and scraping, to his satisfaction,
He makes of a mountain a mole.

He writes to the Province in roundabout fashion
Of duties of bosses to men,
And how that the men to the bosses should knuckle,
Just where and just why and just when.

I venture to think that A. Matthews is "bughouse,"
And owns very little good sense;
He floundered about like a frog in a mudhole—
He's terribly, utterly dense.

What business has he with his oar to be poking
In matters quite out of his way?
He's over his head and he cannot touch bottom—
His letters emit not a ray.

Some fools will rush into all manner of courses
Where angels are fearful to tread;
But this young A. Matthews cares nothing for proverbs
So awfully stale they're near-dead.

Pray tell us, Oh, Matthews (perhaps you can answer
Before I quite finish this bout),
If people with money should all stand united,
Why shouldn't the people without?

If you are a man, not a mouse or a monkey,
And this is a land of the free,
Why is it the classes should rule o'er the masses,
And drive them all up in a tree.

Oh, Matthews, oh, Matthews, your rhetoric's faulty,
Your argument's clear as a fog,
You build on ideas that have no foundation,
You're horribly stuck in a bog!

JIMPSY.

March 19, 1903.

CARRIE IS COMING.

Carrie Nation is coming,
Shout, shout for joy,
Tom McGuigan's humming—
He'll be her Willie boy.

Tommy wears her hatchet,
Tell it far and wide,
No one else can match it—
Tom alone's supplied.

WE'LL OWN THE EARTH.

Let us corner up the sunbeams
Lying all around our path;
Get a trust on wheat and roses,
Give the poor the thorns and chaff.
Let us find our chiefest pleasure
Hoarding bounties of to-day,
So the poor will have scant measure
And two prices have to pay.

Yes; we'll reservoir the rivers
And we'll levy on the lakes,
And we'll lay a trifling toll tax
On each poor man who partakes.
We will brand his number on him
That he'll carry through his life;
We'll apprentice all his children,
Get a mortgage on his wife.

We will capture e'en the wind-god
And confine him in a cave,
And then, through our patent process,
We the atmosphere will save.
Thus we'll squeeze our little brother
When he tries his lungs to fill;
Put a meter on his windpipe
And present our little bill.

We will syndicate the starlight
And monopolize the moon!
Claim a royalty on rent-days,
A proprietary noon;
For right of way through ocean's spray
We'll pay just what it's worth;
We'll drive our stakes around the lakes,
In fact we'll own the earth.

—B. C. Workman.

LETTERS TO THE EDITOR.

PUBLIC SCHOOL GEOGRAPHY.

To the Editor of THE INDEPENDENT:

Sir,—It may be argued by a few of your many readers that the following remarks are rather out of place in a labor paper, and should instead be addressed to the Superintendent of Education or other high official. I maintain, however, that as the children of all classes, whether rich or poor, are compelled to attend a school of some description, and therefore are expected to show a certain degree of proficiency in the study of the various subjects comprised in the curriculum, there is no valid reason why my observations on such an important branch of education as geography should not appear in the columns of The Independent.

A few days ago I had occasion to consult an atlas for something I wished to find, and as the nearest approach to an atlas at hand at the moment was a public school geography, issued in 1887 by the Canadian Publishing Company, I turned to that. The information sought was of such a nature that you may judge of my astonishment at finding only a part of it. I turned over a few pages of the book, and presently struck several snags that doubtless have caught many pupils since the year in which the geography was published. At the foot of page 69, in the section devoted to Britsh Columbia, is a series of exercises to which schoolchildren are (or were) expected to reply, in order to show how much they knew, or had learned, respecting this portion of the Dominion.

The sentence numbered "2" in the list just referred to says: "Trace on the map the ship-passage along the coast." This is manifestly an ambiguity, as everybody knows that there is no passage for ships, so-called, along the coast. If by ship is meant steamship, it might be an easy thing to trace the route of such on the map; otherwise a sailing vessel, ordinarily termed a ship, would be towed to Cape Flattery, and proceed thence on the broad surface of the North Pacific and if the winds happened to be propituous, it might be a thousand or two thousand miles off land ere it reached its destination anywhere along the coast.

Sentence "3" in the list of exercises says: "Account for the peculiarities of the climate of British Columbia." I make bold to state, in regard to this request, that, apart from the bald remark that the atmosphere of all coast regions is more humid than that of the interior parts of a country, the oldest inhabitant here or elsewhere could not account for the peculiarities of the climate in this province, more especially on the lower levels.

And yet another little thing that is a glaring absurdity. Near the end of the paragraph preceeding the exercises referred to I observe the following: "Port Essington and Port Simpson are the most important places on the northern coast." Now as British Columbia has not other than a west coast, obviously it cannot have a northern coast. All islands of course have north, south, east and west coasts, but a section of mainland has ony a coast line on so much of it as is washed by the waters of old ocean. There may be a northern and a southern portion of the west coast within the confines of this province; but that is just where the indeterminateness lies.

Some people—probably schoolteachers among the number—may contend that the foregoing is mere quibbling. I maintain that "information" such as I have quoted should never have a place in a schoolbook. Doubtless there are many dominces who will concur in the statement that it is often a hard enough job to impart instruction at all; therefore why teach children anything out of which it is possible to take two or more meanings, without due explanation?

Thanking you in anticipation of the space accorded.

A PARENT.

Vancouver, March 18, 1903.

"TOWN KILLERS."

An editor who seems to know whereof he speaks is responsible for the following:

Town killers are classified into eight bunches as follows:

1. Those who send or go out of town to do their shopping.
2. Those who are opposed to improvements.
3. Those who prefer a quiet town to one of push and business.
4. Those who imagine they own the town.
5. Those who deride public spirited men.
6. Those who oppose every movement that does not originate with them.
7. Those who oppose any movement that does not appear to benefit them.
8. Those who seek to injure the credit or reputation of individuals.

GET ON THE VOTERS' LIST.

BROTHERHOOD OF RAILROAD FREIGHT AND BAGGAGE HANDLERS OF AMERICA.

Sir,—Since I started organizing Eastern Canada I have met with splendid success and am pleased to state that the freight clerks, freight checkers, shippers, foremen, sealers, yard clerks, porters, car checkers, baggage masters and porters on the C. P. R., G. T., Q. C. and I. C. R. have given me their hearty co-operation. As a result I have been able since January 16, 1903, to organize and institute divisions of the Brotherhood of Railroad, Freight and Baggage Handlers of America at London, Hamilton, Toronto, Prescott, Smith's Falls, Ottawa, Montreal, Quebec, Farnham, Sherbrooke, Levis and McAdam Junction, and from present indications expect to clean up and unite the few Eastern Atlantic points this month end. As a result of the freight and baggage employees taking hold with a good will, the C. P. R. and G. T. R. have, since February 1 increased the wages of all classes of employees eligible for membership in our Brotherhood—clerks from $5 to $10 a month, foremen $10 to $20, shippers and checkers, etc., 15 to 20c a day, porters, 10c a day. And our members claim, especially the shed men, that they are receiving better treatment than formerly from the under bosses. If the freight clerks, checkers, porters and baggagemen at Vancouver, Winnipeg and Calgary were in line with us and united with the Eastern men, it would be possible to obtain recognition as a brotherhood and obtain a contract on similar lines to those granted other organized employees, guaranteeing our wages, terms and conditions of employment, without having to resort to strikes. Under our system of organization we work in harmony with the other international organizations, as we do not claim jurisdiction over members of other organizations, or expect or ask other organizations to break their contracts or go out on sympathetic strike to assist us. Yours fraternally

D. STAMPER,

Vice president B. R. F. & B. H. of A.

Grand Union Hotel, Montreal, March 14, 1903.

WANT MASTERS.

A banker of New York wrote to a large manufacturer asking him his opinion of the outcome of the present labor agitation. The manufacturer replied: "A willing slave is no more willing to have the shackles struck from his limbs than the working people are to lift a hand in behalf of their rights. Some of their leaders howl and try to arouse them. It's all wind. Nothing will come of it. One-half deride the rest, and hence will remain helpless. Look at their votes; that tells the tale. They want masters, they don't desire to be free. All we have to do is to smile on one and kick the other. The fact of the matter is they think they are helpless. It's our duty to make them believe it. An empty stomach, a naked back, is our argument. That is all we need to remain masters. With all their growlings during their secret meetings, next day they are the last to discredit their leaders, who work for principle, and without remuneration. The whole thing in a nutshell is, they are so cowardly they are unwilling even to vote for themselves. They realize they are our slaves. Let them believe it—it pays us. We would be fools not to use them in every way to coin money out of them. Have no fear of the workingmen, they'll never disturb our mastery, for where cowardice is added to ignorance, resistance to power is impossible."

See the Great Showing of Spring Novelties at

DRYSDALE'S

170 Cordova St., Vancouver.

We reach wherever the mails reach.

THE HUSTLING BOY.

The average boy is a hustler. At meal time he hustles to get outside of everything in reach, until the buttons on his pants are strained; in the playground he hustles into all sorts of fun, and it becomes a question of how long the seams of his pants will stand. He hustles over fences, and up and down trees, and by the time he is hustled to bed at night it makes the average pair of boy's pants look sick. THE LION BRAND is made for just such boys; they have double knees and double seats, made from all-wool cloth, sewn with linen thread, and got up in a manner not equaled by any other on the market. Once a customer, always a customer. Prices 50c, 75c, $1, $1.25, $1.50. We are sole agents for this celebrated brand.

CLUBB & STEWART,

TELEPHONE 702. 309 TO 315 HASTINGS ST. W.

WHAT'S THE USE

of hurrying about buying Life Insurance so many men think and say. At least two strong reasons are: Good health is uncertain; increased cost is certain. What's the use of waiting might better be said!—

UNION MUTUAL POLICIES

may be depended upon to protect throughout the varying experiences of human life, to faithfully guard the interests of the insured, and to be promptly cashed when they become payable. Values and privileges abound and are conveniently available. Detailed facts gladly furnished.

After three years the Union Mutual Policies do not become void by failure to pay premiums, the Main Non-Forfeiture Law without action of the Policy-holder, continuing the Insurance for a Specified length of time.

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COLIN CAMERON, Special Agent.

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CORNER HASTINGS AND CAMBIE STREETS, VANCOUVER.

New, modern and strictly first-class; good sample rooms; free 'bus. Week days—Breakfast 7 to 10 a. m., lunch 12 m. to 2 p. m., dinner, 6 to 8 p. m. Sundays—Breakfast 7:30 to 10:30 a. m., lunch 12:30 to 2 p. m., dinner, 5:30 to 7:30 p. m. Rates $2 and upwards per day. HAYWOOD & PRESCOTT, Proprietors.

The Dougall House

310-312 ABBOTT STREET, VANCOUVER, B. C.

Restaurant and Bar. Breakfast 6 to 10, merchants' lunch 11 to 2, 25c; dinner 5 to 8, 25c.; lunches put up; eastern and Olympian oysters; short orders a specialty at all hours; meal tickets $4; best 25c. meal in the city. D. BURTON, Proprietor.

The MERCHANTS EXCHANGE

319 SEYMOUR STREET, VANCOUVER.

Having the only up-to-date grill room in British Columbia, which in itself is a guarantee of a first-class hotel and restaurant. Business Men's LUNCH, from 12 m. to 2:30 p. m., only 25 cents.

The Balmoral

CORNER CORDOVA AND CARRALL STREETS, VANCOUVER.

Makes a specialty of Dewar's special liqueur, also Usher's black label liqueur whiskey. Large stock of imported and domestic cigars. Finest billiard and pool tables. R. B. MULLIGAN & CO., Proprietors.

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Vancouver's Pioneer Clothes Renovator, makes a suit new.

Dyeing and Repairing.

216 CAMBIE ST., VANCOUVER.

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SOLE AGENTS.

Meeting.

F. O. E.—VANCOUVER AERIE, No. 6, meets Wednesday evenings; visiting brethren welcome. Bert Parsons, W. P.; J. G. Ure, W. S., Arcade.

THERE IS

NO DANGER

of Fire or Injury—Health when you use the

ELECTRIC LIGHT

The price is now such that almost everybody can afford it. Once used, always used. Apply at Office of

B. C. Electric Ry. Co. LTD.

Cor. Carrall and Hastings Streets.

DELICIOUS WINE

MADE EXCLUSIVELY FROM B. C. FRUIT.

FRESH CUT FLOWERS, UNION-MADE DOMESTIC CIGARS.

When making a trip around the Park call on

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LOWEST RATES. BEST SERVICE

Transcontinental Passenger Train leaves daily at 14 o'clock.

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WE HAVE BEEN EXPECTING A BIG PARCEL OF DIAMONDS

—they may be here before this appears in print. We brought them direct from Amsterdam—the greatest diamond mart in the world—the place where nearly all the diamonds are cut.

Wouldn't it be a good thing to come in and see the show—pick out a stone and let us make it up into a ring.

GEO. E. TROREY,

The Jeweler and Diamond Merchant

COR. GRANVILLE AND HASTINGS STREETS.

Official Watch Inspector of the C. P. R.

Our Victoria Budget.

By Our Own Correspondent.

It was 11.30 when adjournment was reached on Thursday night at the Victoria Trades and Labor Council. In addition to the large amount of business, considerable time was taken up discussing the present C. P. R. strike, and listening to addresses by Mr. Estes, president of the U. B. of R. E.; Thompson, president of the British Columbia Steamshipmen's Union, and the president of the local Steamshipmen's Union, Mr. Burly.

President Bolden occupied the chair, and about fifty delegates were present, representing twenty-seven unions.

Credentials.

Credentials were received as follows: Walter Bailey, for Painters' and Decorators' Union; August Herberzer, Machinists' Union; Thos. McLaren, Journeymen Plumbers; Geo. C. Anderson, Street Railway Employees' Union.

Fish Traps.

The special committee on fish traps reported that they had forwarded the following to the fishery commissioners and others at Ottawa:

The Victoria Trades and Labor Council in regular session on March 4, 1903, upon recommendation of a committee appointed at the previous session to inquire into the matter of the introduction of fish traps, purse seines and gill nets (of a greater length than at present allowed by law) unanimously agreed that objections to the use of fish traps, purse seines and gill nets, of greater length, were based entirely on sectional grounds, and that the reasons advanced against their use cannot be sustained by actual facts. Moreover, that the fishing industry as at present carried on on the Fraser river is degrading to white labor, because of the advantage taken of cheap Asiatic and transient foreign labor. It was therefore resolved that the committee be instructed to draft a memorial to Sir Wilfrid Laurier, Prof. E. E. Prince, Mr. Geo. Riley, M. P., Mr. Ralph Smith, M. P., Hon. Raymond Prefontaine and Senator Templeman, embodying the views of the Victoria Trades and Labor Council, insofar as provisions being made in the interests of the white fishermen and white workers of British Columbia.

Memorial.

1. That no licenses for fish traps, purse seines or gill nets be issued to Chinese or Japanese.

2. That no Chinese or Japanese be allowed to work on fish traps or with purse seines or gill nets.

3. That Chinese and Japanese be excluded from working upon or taking any part in the construction or maintenance of fish traps.

4. That no Chinese or Japanese be employed on any boat, scow or conveyance used in the transfer of fish from the traps to the place where the fish are canned or cured.

5. That persons securing fish trap licenses shall operate same within a reasonable time after said licenses have been granted.

6. And also that the Dominion government shall endeavor in some manner to encourage the employment of white labor more extensively in the canneries.

A communication was received from Secretary Draper, of the Dominion Trades and Labor Congress, giving information as to the position of the council under the new charter.

The Street Railwaymen's Union complained of the council's action in turning over the matter of profit sharing of the B. C. Electric Railway to the Laborers' Union, instead of sending it to the Street Railwaymen's Union. The council supported the contention that the Laborers' Union was the proper source to which it should be sent.

Turple's Ways.

The executive committee reported that their efforts towards having Turple's shipyard placed on the fair list were meeting with success, and it was expected that in the near future the matter would be straightened out. Mr. Turple was very anxious to employ union labor only.

The secretary of a joint committee O. B. C. and B. R. Y., Vancouver asked the council to protest to the Dominion government against the proposed arbitration bill of Hon. Mr. Mulock. The request will be granted.

Hon. E. G. Prior acknowledged the receipt of petition from the council praying for the re-enactment of the disallowed Oriental legislation. The Premier went fully into the matter, giving a resume of the conference held at Ottawa with Sir Wilfrid and his confreres. Other members of the provincial legislature also wrote promising to give support to the readoption of Oriental legislation disallowed by the Dominion government.

A proposition to call a convention for the formation of a Provincial Federation of Labor went over to the executive for report at next meeting.

The council will meet weekly hereafter, adjournment of the present session being taken till next Thursday.

SHIPWRIGHTS.

The Shipwrights' Union held its annual meeting the other evening, when the election of officers took place, resulting as follows: President, D. L. Kelly; vice-president, Alex. Monteith; secretary, T. H. Piper; treasurer, Ed. Kermode; trustees, P. Nisbett, S. Sea and Ed. Andrews. This executive is empowered to transact all business when the association is not in session, and for the trial of offenders against the laws of the union, subject to an appeal to the executive board of the Trades and Labor Congress at Ottawa. R. Crook and Wm. Thompson were appointed warden and conductor respectively. Messrs. McNutt, McBirnie and F. Cookson, of the Shipwrights' Union, were elected improvers, and Messrs. Magstaff, Williams and Stewart were accepted as apprentices of the association. President Kelly and Treasurer Kermode were elected delegates to the Victoria Trades and Labor Council.

THE POWER OF MONEY.

To the Editor of THE INDEPENDENT.

Sir,—Present conditions are a libel upon civilization; a slander on every school, college and university the world over. If there is one law supreme in the infernal regions it must be the law of capitalism as applied to-day. Is there justification, necessity, or apology for present conditions? Is there any justice or fairness in the right of private monopoly of any natural product or necessity of life? Why should not the public transact the public business? Why should almost every industry be controlled by monopolies and combines? Why should there be any such thing as money monopoly in a country where the people are supposed to have the right of self-rule? The money power has ben allowed to hold undisputed sway so long that the nation is at last beginning to feel the force of its soulless grasp. The question is shall we allow the money power to mortgage the earth, while we stand supinely by defending the present order of things until the damnable power even mortgages the birthright of our children. The urgent need of the day is unselfish men of courage and conviction. Men who dare face depraved public opinion, and who will not bow at the shrine of a money god—men intelligent and patriotic enough to protest against the growing power and corrupting influence of excessive wealth. One of the charges against Charles I. was that he had created and fostered monopolies. His head went to the block. Our law-making bodies have been doing this thing so long that the people have grown indifferent to this outrage against common honesty. Webster said: "The finest government cannot long endure when the tendency of the law is to create a rapid accumulation of property in the hands of a few and render the masses of the people poor and dependent. The very thing Webster warned us against has been strictly carried out until we now have on the one side a few millionaires and on the other hundreds of thousands who are loosing or have already lost their homes, and other hundreds of thousands who are actually destitute. Unquestionably it is the people versus the money power, although thousands of partizans do not realize it now as they will later on. Nearly every great struggle of the English race has been caused by the exaction of tribute—the extortion of greed. To keep the people divided seems to have been the studied policy of the money power in all ages in all countries. "Divide and conquer" has invariably been the slogan of wealth. A fine illustration of this fact is afforded by the English aristocracy in its treatment of Ireland. It has encouraged divisions simply for convenience of robbery and extortion, and generally on religion. When the Catholics are pulling the ears of the Protestants the landlords and officials are industriously picking the pockets of both. In this country political issues have well served a similar purpose. We know absolutely that nearly all the want, misery and wretchedness we see on every hand to-day come from artificial conditions—not from natural causes—yet we have not the courage to say so and vote a change. We go moneyless and shabbily dressed, and work long hours, see wife and children in want, then vote to keep the money power and politicians astride our neck. But do we deserve anything better so long as we remain the dupes and serfs of selfish and unreasoning conservatism? Is not an empty stomach good enough for any voter, who will not put aside party prejudice in the consideration of political questions. Let us not forget that partyism is oftentimes unreasonable and actually dangerous. Rome fell through the quarrels of the plebians and the patricians. Wealth in every age and country has attempted to divide the people and keep them divided. Party bickerings and rancor always detract attention from the important issues in any campaign. This is invariably to the advantage of wealth. The centralization of capital is another danger our present system has done. Everything to intensify and nothing to ameliorate. One per cent of our population now controls more property than the remaining ninety-nine per cent.—the classes becoming richer, the masses poorer. The present system is powerless to right these conditions; in fact, the majority of those who defend the present system, and are reaping the advantage from its inequality affirm that it is as God ordained. Slavery was, also, God ordained, and every form of oppression since the world began has found its defenders among the rich, and their lackies. Again is our present system efficient for the control of monopolies, trusts, combines and corporations which are already masters in almost every important industry? Is it not a fact that these industrial vampires were nurtured into life under the fostering care of our dominant political parties? What is to be done? Shall we vote to continue the present system when there is every indication that a crisis must come sooner or later? Why delay when millions of our number are already discouraged, disheartened, hungry and wretched? Have we not been in the infernal regions long enough? Shall we wait till the bondage of poverty drives from the homes of our working men the last vestige of hope, and rivets the accursed chains of debt upon our children's children. Let us get ready for the change now—it may be too late to-morrow.

WORKING MAN.

Victoria, B. C. March 16, 1903.

CO-OPERATIVE COAL MINING.

To the Editor of THE INDEPENDENT:

Sir,—The Fernie miners are on strike and the Extension coal mine is ordered closed down. Why? We are aware of the circumstances that caused the strike at Fernie, but we can only conjecture the reasons for the closing down of the Extension mine. It may be a pertinent question to ask if the coal operators of British Columbia are in combination with the great coal trust of the United States? It may be pertinent also to ask if the action of closing down of Extension is not a direct effort to break up the Western Federation of Miners? If the foregoing questions are answered in the negative, what can possibly be the cause that has led Mr. James Dunsmuir to close down? In view of the fact that duty has been taken off coal entering the United States, one would naturally think that the time is opportune for the coal barons of British Columbia to reap a rich harvest. Probably their desire to accumulate money has forsaken them, and they are now studying the interests of the poor miners and mine operators across the water. It cannot be urged that coal mining is unprofitable under existing conditions. It cannot be denied that the time has arrived for the profitable sale of immense quantities of coal. Therefore, if a corporation owning extensive coal deposits, which are public utilities, stop operations merely for fun, it is high time the governmen stepped in and made an alteration. If the strike continues at Fernie, if the Extension mine is closed indefinitely, what are the people of British Columbia to do for coal for heating and manufacturing purposes? Will they have to import it from the United States, paying exorbitant prices for it, while unlimited quantities of coal lies within their own territory? As I said before, there is a cause for the action taken by Mr. Dunsmuir, and while his reasons have not been made public, the workingmen and miners of the province are well aware of the direction in which the colored feline is jumping. It is up to them to take a hand in the operation, now or never. Let the coal miners of Extension and Fernie join hands, take preliminary steps to forming an industrial co-operative association for the purpose of mining coal. Send out petitions to be signed by the citizens of the province, requesting that a portion of the reserve coal land be sold to the industrial miners to develop and operate for the public good. The funds for developing and working such property would and could be subscribed by the labor unionists of the province. The international boys would be only too willing to lend a hand in such a commendable enterprise. If they will help us to fight the coal barons they will certainly help us to build up our own industry, thereby making us our own masters.

MAXINE.

Victoria, B. C. March 16, 1903.

WORSE THAN THIEVES.

There are characteristics of the animal nature not easily overcome in the life of man. The cunning of the fox, the instincts of the jackal and the vulture are only too apparent in what is called Christian civilization. That which is hardly commendable in the animal is infinitely less edifying in the man. Scandal mongers, slanderers and inquisition busybodies are the prototypes of the lowest instincts of the animal race, and are more of a menace to the welfare of a community than thieves.

ARBITRATION A FAILURE.

Ardent advocates of arbitration, whether voluntary or compulsory, will probably see that it works in a one-sided way only, as witness following dispatch in daily press:

"London, March 6.—A dispatch from Wellington, New Zealand, to the Times says that all the cabinet makers of Auckland have been locked out in consequence of a decision of the arbitration court raising their wages to 1s. 3d. per hour. The masters will in future import all the furniture required."

There is only one possible solution of the difficulty between capital and labor, and that is for working men to go into business for themselves by forming an industrial co-operation.

RETAIL CLERKS.

On Tuesday evening last a large and jolly gathering of the retail clerks and their friends took place in the Association Rooms in O'Brien's Hall, in response to the invitation issued by that association for a box social and dance. Prior to the sale of boxes a very enjoyable musical programme was rendered. Mr. W. J. Lamrick, president Trades and Labor Council and secretary of the R. C. I. P. A., occupied the chair and made a short address of welcome, and explained some of the aims and objects of that organization. This was followed by an instrumental solo by Mr. W. J. Aubin, and songs by Messrs. Cothrea, Simpson and Bindon. A humorous recitation was given, introducing some local hits, by Miss A. G. Verge, and was heartily encored. A reading by Mr. W. J. White was also appreciated very much. President J. A. Murray took the stand as auctioneer, and commenced the sale of tastefully decorated boxes, all of which brought high prices, the lowest one being sold for $1.25. Dancing was commenced at ten o'clock, and about 11.30 all retired upstairs to the supper room to explore the contents of the boxes. After satisfying the inner man, dancing was resumed and kept up until an early hour, when everyone expressed themselves as having had a thoroughly enjoyable evening. This association intends to arrange some enjoyable outings during the coming summer. Retail clerks, give this association your attention, and by becoming affiliated with it better your own condition, and help others to do the same.

To all union men—remember and ask for the retail clerks' card.

The conference, projected between the Canners' Association and the white and Japanese fishermen, in regard to the price of fish for the coming season, has not yet materialised. The delay is said to be due to the death of the Secretary of the Japanese Union, and the resignation of Mr. Charles Durham, who, for the past three years, has acted as Secretary of the British Columbia Fishermen's Union.

A representative of the Canners' Association said yesterday that it was not known when the conference would take place, although such a meeting was considered to be highly desirable, as quickly as possible, that prices may be settled without delay so that both canners and fishermen can make suitable arrangements for the season's operations, and avoid a recurrence of difficulties which militated against success in the past.

J. A. Davidson, corner Cambie and Cordova Sts., is the place where you get your hair cut in an artistic manner.

ALL UNION MINERS SHOULD WEAR THE

UNION TRADE MARK BRAND

Special "Miners" Overalls, Jumpers and Smocks.

made of fullweight denim, double stitched and riveted, high waisted, roomy seated, iron wear.

Made by

—THE—

HOOVER MANUFACTURING CO.

(LIMITED.)

The oldest Union Overall Factory in the West.

MAW'S BLOCK, WINNIPEG, MAN.

BUILDING TRADES COUNCIL.

Operations in the building trades continue brisk, the demand for carpenters still exceeding the supply; but, as reported last week, the market in this respect being somewhat inflated, contractors with an eye to economy are endeavoring to get all the work done as far as possible on the old scale.

We are pleased to report that C. F. Mills, contractor, Davie street, has signed up with the council to use only union labor. His name is, therefore, now removed from the list of unfair contractors; as, also, are those of Morrison Bros., plumbers, of Mount Pleasant, and Henry Muller, master painter, of Cordova street.

Some delay has been caused to the masons by the teamster's strike, but the boys are doing their best to overcome this difficulty. Contractors who are experiencing any difficulty are requested to call up the teamsters' executive at Union Hall, who will use their best endeavors to give them teams.

Propositions to join the various unions of the building trades continue to flow in, newcomers to the city on applying on buildings for work being invariably asked by the contractor if they have the card; if they have not, they are promptly told where to go to get fixed up. We hear some contractors say that they believe in the union all right, but they don't like the card system. Good reason why: it is too thorough for them; it is the only system that could ever thoroughly organize the trade in Vancouver, and in this it has succeeded even beyond our most sanguine anticipations. By its thorough methods the new scales are enabled to go into effect without the necessity of resorting to a strike, which would have caused serious loss to contractors and men alike—to say nothing of the city as a whole.

On and after April 1st, the 8-hour day will be in effect in all branches of the building trades, except the lathers who work by the piece from daylight to dark.

Carpenters who are not working, are requested to report promptly to the business agent, C. T. Hilton, whose office is at Union hall, 'Phone No. 1380.

BUILDERS' LABORERS.

The Builders' Laborers' union held a very interesting and businesslike meeting on Tuesday evening. President Sully occupied the chair and there was a good turnout of members. When the order of initiations was arrived at no less than seven new members were made, and several applications were received.

The U. B. R. E. strike was discussed and on motion the sum of $50 was voted to the strikers funds, and an assessment of $1 per member every two weeks was levied until the strike has been terminated.

Nine boss plasterers have signed the schedule of the laborers, which provides a wage of $3.50 a day of eight hours for plasterers' laborers. There are only a couple yet to be seen regarding the new schedule.

All laborers are reported to be at work.

It was decided to raise the initiation fee to the Laborers' union to $5, to go into effect April 1.

RE EXPRESSMEN'S STAND.

Following letter to city council explains itself:

"Vancouver, March 14, 1903.

"T. McGuigan, Esq., City Clerk, City:

"Dear Sir:—In reply to yours of the 13th inst., relating to request of the nine expressmen,

"Am of opinion that the council cannot grant any portion of Carrall street for the exclusive use of any particular expressmen, but they can set aside a portion of the street for the use of a stand for expresses kept for hire, but cannot legislate so that that portion of the street can only be used by certain individuals.

"As to their proposition that they will keep down all rowdyism, I am of opinion the council cannot enter into such an arrangement, as that is part of the police duty to keep down rowdyism, and cannot be delegated to any individuals. They should, without any arrangements being made, assist in keeping down any rowdyism that might exist.

"I remain, your faithfully,

"A. St. G. HAMERSLEY."

Telephone 1—2—5 for a fine livery turn-out. J. J. Sparrow, Palace Livery Stables.

UNITED BROTHERHOOD OF CARPENTERS and Joiners—Meets every second and fourth Wednesday in Union hall, room 2. President, A. E. Coffin; vice-president, L. C. DeWolf; recording secretary, Geo. Dobbin, 533 Hamilton St.; financial secretary, J. McLeod; treasurer, G. Adams; conductor, H. Howes; warden, J. F. Gray; delegates to T. & L. Council, Geo. Dobbin, Geo. Adams, A. E. Coffin, L. C. DeWolf and S. O'Brien; delegates to the Building Trades Council, H. Howes and J. McLeod.

Union Directory.

THE VANCOUVER TRADES AND Labor Council meets first and third Thursday in each month, at 7.30 p.m. President, W. J. Lamrick; vice-president, Geo. Dobbin; secretary, F. J. Russell; financial secretary, J. L. Lilley; treasurer, A. N. Harrington; sergeant-at-arms, J. C. Kerr; statistician, J. H. Perkins; trustees, Messrs. Pound, Cross and Thompson; executive committee, Messrs. George and Gothard.

TEAM DRIVERS' INTERNATIONAL UNION, No. 409—Meets 1st and 3rd Wednesday in each month in Union Hall. President, J. C. Kerr; vice-president, S. Cawker; sec.-treas., D. Melver; rec. sec., E. Bridge; correspondent, F. Topham; warden, A. E. Soaper; conductor, J. Little; trustees, C. B. Higginson, R. Haywood and A. Robinson; delegates to T. & L. Council, J. J. Harrison, A. E. Soaper, Geo. Dunlop, J. C. Kerr and C. B. Higginson.

SHIRT WAIST AND LAUNDRY WORKERS' UNION, No. 105.—Meets every 2nd and 4th Thursday in each month in Union Hall. President, R. N. Hogg; corresponding secretary, Wallace Sharp, 1119 Richards St.; financial secretary, Mr. Lee; treasurer, F. Young; delegates to Trades and Labor Council, Messrs. Hargie, Coltart, Lee and Hogg.

WAITERS AND WAITRESSES' UNION Local No. 28. President, Charles Over; vice-president, A. N. Herrington; secretary-treasurer, J. H. Perkins; recording secretary, Miss A. Scuitto; Press agent, W. Ellender. Meeting every second Friday evening at 8.30 o'clock in Union Hall, corner Homer and Dunsmuir streets.

INTERNATIONAL ORDER OF BLACKSMITHS, Vancouver Union, No. 151.—Meets the first and third Monday in each month at 8 p. m., in Union hall, Homer street. President, A. A. Bigg, vice-president, G. W. Smart; financial secretary, Chas. McAllister; recording secretary, D. Robinson, box 37, Vancouver, B. C.; delegates to the Trades and Labor council, William Latham, D. Robinson, H. Howard.

TEXADA MINERS' UNION, No. 113, W. F. M., meets every Saturday at 7.30 p. m. in Forester's Hall, Van Anda. President, John D. Fraser; vice-president, J. W. Austin; secretary, Alfred Raper; treasurer, A. G. Deighton; conductor, Wm. A. McKay; warden, Henry Patterson.

CIGARMAKERS' UNION NO. 357.—Meets the first Tuesday in each month in Union Hall. President, G. Thomas, Jr.; vice-president, J. Crow, secretary, J. C. Penser, c|o Mainland Cigar Factory; treasurer, S. W. Johnson; sergeant-at-arms, D. Morrisey; delegates to Trades and Labor Council, J. Crow, G. Thomas and O. Mattison.

THE RETAIL CLERKS' INTERNATIONAL PROTECTIVE ASSOCIATION meets in OBrien's Hall, the first and third Tuesdays of each month. J. A. Murray, president; W. J. Lamrick, secretary, 248 Princess street.

BROTHERHOOD OF PAINTERS AND DECORATORS, Local Union No. 138. Meets 2nd and 4th Thursday in Labor Hall. President, E. Holland; vice-president, W. Halliday; recording secretary, E. Crush, 797 Eighth avenue, west; financial secretary, A. Gothard, 822 Howe street; treasurer, H. McSorley.

INTERNATIONAL BROTHERHOOD OF Electrical Workers. Vancouver Local, No. 213—Meets second and fourth Wednesday in each month in O'Brien's Hall. President, A. McDonald; vice-president, J. Dubberley; recording secretary, S. W. Huston; financial secretary, H. V. Rankin.

AUXILIARY, NO. 1, LOCAL 213, I. B. E. W. Telephone Operators—President, Miss J. Hunter, 812 Homer Street; vice-president, Miss F. Livingstone, 660 Granville Street, recording-secretary, Miss J. Browne, 827 Richards Street; treasurer, Miss E. Bentley, 1121 Seymour Street.

JOURNEYMEN BAKERS' AND CONFECTIONERS' International Union of America. Local No. 46, Vancouver, B. C., meets first and third Thursday in each month. President, T. A. Baxter; vice-president, S. Walker; treasurer, J. Green; secretary, M. MacLean, 2160 Westminster Avenue.

INTERNATIONAL ASSOCIATION of Machinists.—Beaver Lodge, No. 182.—Meets second and fourth Monday in each month in Union hall. President, Geo. P. Downey; past president, J. R. Edwards; vice president, H. J. Littler; recording secretary, J. H. McVety; financial secretary, J. Anderson.

JOURNEYMEN TAILORS' UNION OF America No. 178. — Meets 1st and 3rd Mondays in room No. 1, Union Hall. President, C. L. Whalen; vice-president, J. T. Mortimer; recording secretary, F. Williams, 1814 7th avenue, west; secretary-treasurer, J. Savage; sergeant-at-arms, H. Brazeau; delegates to Trades & Labor Council, F. Williams and J. T. Mortimer.

BUILDERS' LABORERS' FEDERAL UNION, No. 32, Vancouver.—Meets every 2nd and 4th Thursday evening at 8 o'clock, in room No. 1 Union Hall. President, J. Sully; vice-president, W. Lyons; secretary, H. Sellers; treasurer, J. Cosgrove; warden, H. Chapman; conductor, R. Harrison; delegates to Trades & Labor Council, J. Sully, G. Payne, J. Cosgrove and R. Harrison; delegates to Building Trades Council, J. Sully and J. Cosgrove.

VANCOUVER TYPOGRAPHICAL UNION, No. 226, meets the 4th Monday in each month at Union Hall. President, W. J. MacKay; vice-president, G. E. Pierrot; secretary, W. H. Hunt, P. O. box 66; treasurer, John Watkins; sergeant-at-arms, Jas. Webster; executive committee, H. W. King, Robt. Todd, Ralph Wilson, A. W. Fimbow; delegates to Trades & Labor Council, Robt. Todd, Geo. Bartley, Harry Cowan.

STREET RAILWAY MEN'S UNION—Meets second and fourth Wednesday of each month in Sutherland Hall, corner Westminster Avenue and Hastings Street at 8 p. m. President, Jas. McGuigan; vice-president, A. G. Elliott; secretary, M. A. Beach; treasurer, W. H. Vanderwarker; conductor, H. Howes; warden, G. Martin; sentinel, D. Smith; delegates to Trades and Labor Council, B. Marshall, F. C. O'Brien, Geo. Lenfesty, A. J. Wilson and Jas. McGuigan.

JOURNEYMEN BARBERS' INTERNATIONAL Union, No. 120—President, E. Harpur; vice-president, J. Gilman; corresponding-financial secretary, J. A. Stewart, 442 Hastings St. E.; recorder, W. L. Aylesworth; treasurer, G. Bower; guide, W. Bushman; guardian, O. E. Jacques; delegates to T. & L. Council, E. Harpur and J. A. Dibden. Meets first and third Wednesdays of each month in Union Hall.

The Gurney Foundry Co., of Toronto, Makers of Oxford Stoves and Ranges Are Unfair to Organized Labor.

We expect the workingmen of the west to help us win this fight. Tell your friends.

IRON MOLDERS' UNION, NO. 28.
METAL POLISHERS' UNION, NO. 21.
STOVE MOUNTERS' UNION, NO. 14.

PRES. ESTES IN COURT.

[Continued from Page One.]

of the vote decided it in the affirmative.

So on the following day the master draymen proceeded to draw C. P. R. freight, hence their men were all called off and a general strike resulted.

We concluded before taking our final vote that it was no longer a U. B. of R. E. struggle, but was one of labor versus capital.

We might say in conclusion that the union men are all standing firm with a grim determination to fight it to a finish. (Signed.)

D. M. M'IVER,
Secretary Executive, Local No. 409, Team Drivers' Union.
Vancouver, B. C., March 21, 1903.

DAMAGES CLAIMED.

The C. P. R. Company yesterday, through its solicitors, served writs on several of its former employees, who are on strike, for damages for leaving its employ without notice. The strikers have engaged Messrs. Wilson, Senkler & Bloomfield to defend the suits.

Those served with writs and the amount of damages claimed were as follows:

James D. Turnbull, chief wharfinger, $1,000.

Richard Robinson, baggage master, $250.

Robert Brooke, day receiver and accountant in the telegraph department, $250.

F. J. Walker, night receiver and accountant in the telegraph department, $250.

David Lairock, checker for the plaintiff company, $250.

Percival George Dennison, chief billing clerk in the freight department, $250.

LONGSHOREMEN'S UNION.

Sir,—It is the wish of the 'Longshoremen's union, local 227, of Victoria, to inform the public through the medium of your paper of the action taken by the above mentioned local, regarding the trouble existing between the C. P. R. and U. B. of R. E. Having been requested to strike in sympathy we have adopted the following resolution to the satisfaction of Capt. Troup, manager of the C. P. N. company: "That the members of local 227, I. L. M. and T. A., agree to load and discharge all C. P. N. boats (no crew to be employed handling freight), pending further instruction from the executive council of the I. L. M. and T. A., Detroit. Due notice to be given by either parties of any change."

RICHARD TAYLOR,
Secretary Local 227,
I. L. M. and T. A.
Victoria, B. C., March 18, 1903.

STEAMSHIPMEN.

The steamshipmen are out because of the agreement entered into with Capt. Troup being broken at the instigation of the C. P. R. officials, they knowing that the crew on the Princess May was articled for the voyage north, and if they quit the vessel were liable to imprisonment. It was known also to the officials that even if the agreement with Capt. Troup and the union had been broken it could not effect the articles signed by the crew of the Princess May.

ALIEN LABOR LAW.

The following letters to the city council were dealt with last Monday night:

"Vancouver, March 10, 1903.

"Thos. F. McGuigan, Esq., City Clerk:

"Dear Sir—In connection with your letter dated to-day, acknowledge receipt of my letter re alien labor being utilized by the C. P. R., would like to say that every speed must be taken or the utility of your efforts will prove abortive. If there is an alien labor law which is worth the paper upon which it is written, it should be evoked at once. Yours, very truly,

"S. GARNHAM, Acting Agent.
Vancouver Division No. 81, U.B.R.E."

"Vancouver, B. C., March 11, 1903.

"T. McGuigan, City Clerk, City:

"Dear Sir:—In answer to yours of the 10th inst.—If there has been an infraction of the provision of the alien labor law, the information should be laid against the offending parties by those who are aware of the acts, and the case would take the ordinary course of all quasi criminal cases in the police court.

"I do not see how the city can undertake to act as prosecutor or to obtain evidence in cases of this nature. The machinery of the law is at the services of the person who wishes to put it in motion, and lay an information that there has been a violation of the provision of the act. I see no difficulty myself, in case of any person wishing to put the alien labor law in force, to prevent him from doing so in the same name as other quasi criminal law is enforced in this country. I remain, yours respectfully,

"A. St. G. HAMERSLEY,
"City Solicitor."

Ald. Cook—As all labor organizations advocate bringing into Canada alien labor—at least half of them, anyway—I don't see why the council should be expected to move in this matter.

Ald. Morton—Labor organizations don't bring in aliens, but it was well-known to everybody that big corporations and contractors bring them in on the least pretext to crush workingmen who want their rights. Instance the bringing in of hordes of Japanese and Chinese and "scabs."

Ald. McGuigan—I think Ald. Cook refers to President Estes.

Ald. Cook—I know what I say. I am as opposed to aliens as well as anyone. The unions advocate international unions.

Ald. Macpherson—Ald. Cook asks why unions advocate international unionism. Why should he blame them when the Government of the country refuse to protect our workingmen by enforcing the alien labor law when it should be put in force. International unions do their best in time of need to help the unions in this regard. A great deal needs to be learned about Canada for the Canadians. This mater should be referred back to the solicitor. I would like to know what it would cost to carry the alien labor law out, and if the unions would bear the costs of the court. He moved a motion on those lines.

Ald. Wood said the city solicitor should be instructed to go ahead immediately with the cases, and moved a motion to that effect. The costs could be borne by the city.

Ald. Brown emphatically opposed any such proposition. We should know what it would cost.

Ald. Morton agreed with Ald. Macpherson, and said that it would be the appeal that would cost so much.

Getting no seconder to his motion, Ald. Wood seconded the motion of Ald. Macpherson, which was carried.

FIRST U. B. OF R. E. STRIKE.

The first strike under the U. B. of R. E. was June 30th, 1902, at Winnipeg, against the Canadian Northern railroad. For seven months the men remained out of work. Mr. Mackenzie threatened he would spend $1,000,000 to destroy the U. B. of R. E. The Trades and Labor Council in Winnipeg recognized it, and in consequence all the material brought over the Canadian Northern was regarded as "scab." A settlement was effected on the terms submitted seven months previously. False telegrams were sent to the effect that the terms were not agreeable to the members of the U. B. of R. E., and that the men were glad to return to work without recognition of their union. This was false.—President Estes of the U. B. of R. E.

GOVERNMENT INTERFERENCE.

Both in regard to the strike at Fernie and the C. P. R. strike, the Provincial government has done everything in its power to bring about a settlement of these disastrous disputes. The mediation now being attempted at Fernie by the Provincial Mining Association has been undertaken with the consent and backing of the government, and it has also offered its services to the warring elements in Vancouver. The powers of government in such matters are very much circumscribed, and it has not yet been shown that attempts to extend them have been productive of good results. The effects of labor disputes cannot be removed unless the cause of labor disputes is also removed. Is it in the power of any government to do that? Frequently, however, labor disputes may be mitigated and brought to an earlier termination by the intervention of government and its good offices.—Victoria Colonist.

ESTES WELL REFUND $2,400.

Mr. Estes was asked by the Victoria Colonist on Wednesday night regarding the engineers, conductors and trainmen of the C. P. R., as to why they were not out on strike in connection with the movement of the U. B. R. E.—it having been stated that they were not in sympathy with the movement? and he said that the men belonged to unions which were under contract with the road, and the men were liable to imprisonment if they broke the contracts for certain lengths of time they had made with the road. He said he is not drawing a large salary, as had been stated. It was true that some $2,400 was due him from the union, but he would refund this if it was not paid. He had given up a railway position worth $350 a month to take the position of president of the U. B. R. E.

THE U. B. OF R. E.

The United Brotherhood of Railway Employees came into existence in Winnipeg in 1898. It was, therefore, a Canadian organization, while all the other organizations on the C. P. R. were American. It was started in Oregon separately with the same name, aims and objects. The two naturally joined hands. The principle of the organization was not new. It had a prototype in England founded in 1872. That one had 65,000 members and a reserve fund of about $2,000,000, whereas the largest in America had only 55,000, and had not more than $500,000 in funds. The essence of the English organization was that it embraced any person employed on a railway. The same was aimed at in the foundation of the U. B. of R. E. It endeavored to do away with the class distinction in labor unions which existed in America. This splitting up of the laborers weakened the force of their unionism. The contracts between each of the unions and the company expired at separate times. This divided their actions, and the men were handled in such a way as to "scab." The U. B. of R. E. was founded to do away with this. Instead of having the men work against one another it provided a means by which they could join together for the mutual benefit of each other. It sought to do away with the division of the men under their different departments.—President Estes of the U. B. of R. E.

INTERNATIONAL UNIONS.

There were about 21 unions represented on the C. P. R. All were international except the United Brotherhood of Railway Employees. It was more Canadian than any of the others. The administration of this one was in the hands of Canadians. The others were all administered from the United States. A union to be of any force must be international. It takes funds to conduct a strike. Those not working cannot furnish the funds to do this. These must come from those who are working. They are now getting $1,000 a month from the United States. If it continues for two weeks longer this will be increased to $5,000. But calls had gone to other unions which would assist in this. In the case of the anthracite strike the union went into the strike with about $500,000 and came out with $2,000,000. A Canadian organization pure and simple would be whipped in a short time. In an international union the funds increased from week to week instead of getting less. The international union also prevented the objects of the strike being destroyed by laborers being drawn upon from the nearest point available across the boundary line, to take the places of the strikers. Ten men were employed to watch the boats and railroads leaving Seattle so as to prevent men being sent to "scab" unknown to themselves. A few days ago 33 men were thus turned back who were going to Vancouver, not understanding the conditions. An international union gave the employees in seeking work a chance to be received in a harmonius union.—President Estes of the U. B. of R. E.

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