

YEAR 86, NO. 40

KINGSTON, ONTARIO, MONDAY, FEBRUARY 17, 1910

SECOND SECTION

EASTERN ONTARIO GOOD ROADS CONVENTION

DETAILED REPORT OF PROCEEDINGS

ARTICLE No. 7. Address by C. E. Routley, Ontario Superintendent of Construction.

The next speaker was C. E. Routley, the newly-appointed superintendent of construction of Ontario highways. He said that as he had not yet taken over his duties, he could not speak as an official, but only as a free-lance road-builder.

A. W. Campbell answered a number of questions regarding road construction methods. In reply to one questioner, he said that the municipalities are liable for the drainage of roads under the ditch and watercourse act, and the municipal drainage act, and may be assessed on application by a property owner, or on their own initiative.

Important Resolutions.

Adam Fetterley, mayor of Cornwall, brought in a resolution that the convention memorialize the provincial government and the dominion government that the construction of general traffic bridges at Vandome and St. Anne's, as a part of a national highway connecting the islands of Montreal with the main shore is a matter of so great importance to the whole dominion that immediate action should be taken.

Thanks were expressed to the distinguished guests and speakers for their great interest in the question of good roads and the part they had played in making the convention a success.

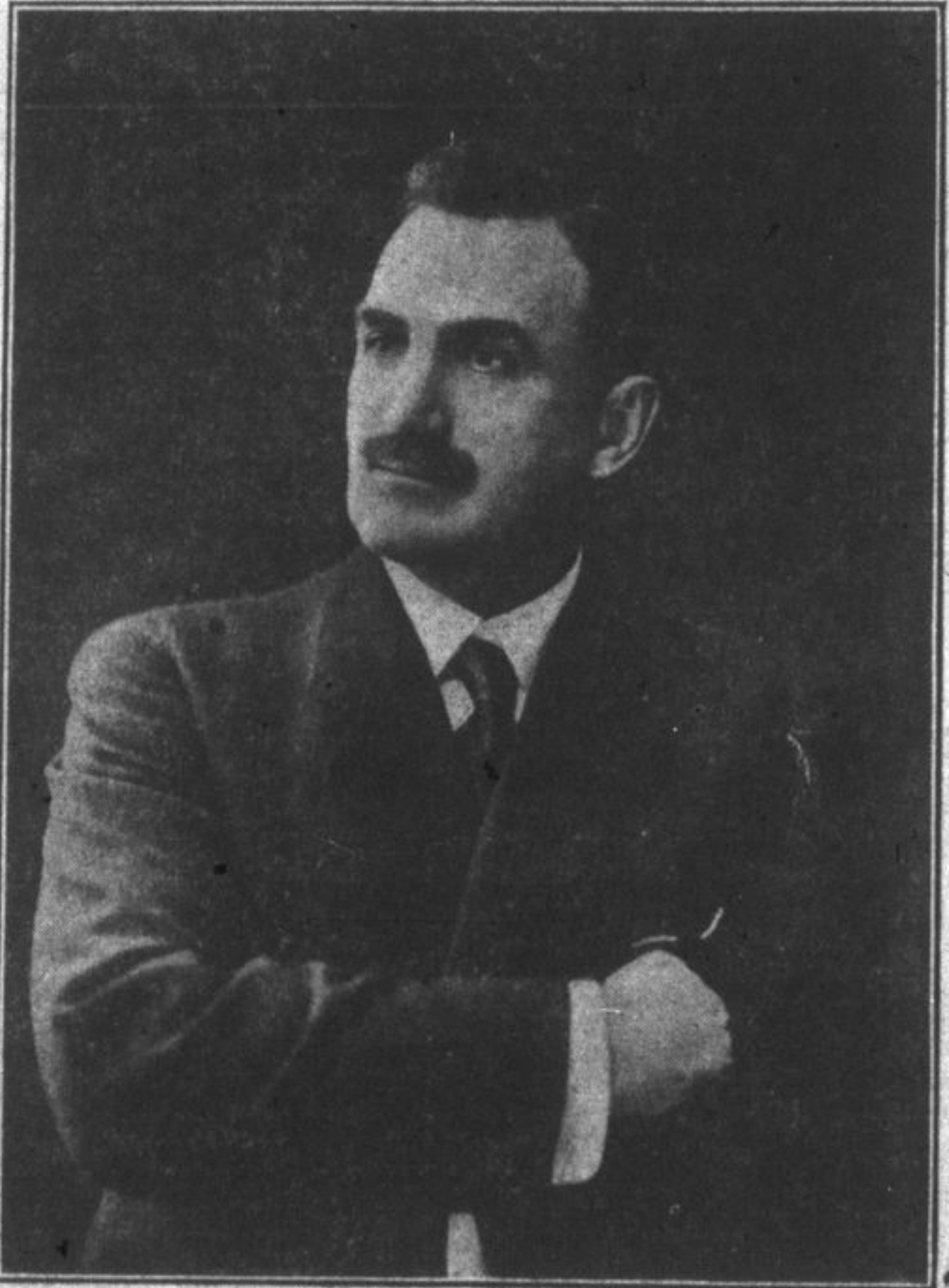
Mayor Wilson of Gananoque brought in an important resolution, reading as follows: "That at a meeting of the representatives from Kingston, Gananoque, Brockville, Prescott, Cornwall and Morrisburg, it was decided to request the Eastern Ontario Good Roads Association to endorse their recommendation and memorialize the provincial government to undertake immediately the construction of the provincial highway from the city of Kingston east to the Quebec boundary.

deputation from Kingston, Gananoque, Brockville, Prescott, Cornwall and Morrisburg was appointed by the representatives from these places to proceed to Toronto to lay the resolution put forward by Mayor Wilson before the minister of highways and to urge immediate action.

Meeting of Directors.

A meeting of the new board of directors of the association was held immediately after the closing session of the convention. A. M. Rankin, M.P.P. Frontenac, W. J. Fisher, Dundas, C. J. For, Perth, and Bower Henry, Carleton were appointed as the executive committee.

The matter of allowing Pontiac and Ottawa counties in the province of Quebec to become members of the association was fully discussed, and a resolution was passed that the counties in Quebec adjacent to the Ottawa river be invited to be-



ANTHONY M. RANKIN, M.P.P. FOR FRONTENAC.

comes members of the association. Dr. Hodgins, M.L.A., from Pontiac county was called in and informed of this decision, and expressed his warm appreciation.

A heated discussion took place on this resolution. T. H. Moffat, of Pembroke claiming priority of endorsement for the Ottawa-Pembroke road. A. E. Donovan, M.P.P. for Brockville, and J. Brennan of Renfrew, and William Findlay took part in the discussion, in which it was pointed out that the Pembroke-Ottawa road has not yet been designated by the Renfrew county council and therefore could not be endorsed by the Association. Mayor Wilson's resolution was carried with Mr. Moffat's, the only dissenting voice.

The convention then adjourned. A resolution of thanks to the retiring president and first past president, William Findlay, was passed, and the meeting adjourned, thus bringing to a close one of the most successful conventions ever held in Canada. All who attended were agreed that it marked the beginning of a new era in the history of good roads.

(The End.)

SPOKE ON LABOR MATTERS

HON. F. B. CARVELL'S ADDRESS ON SATURDAY AFTERNOON.

Before the Trades and Labor Council—The Duty of Employer and Employee Pointed Out.

Hon. F. B. Carvell, minister of public works, addressed the Trades and Labor Council on Saturday afternoon on questions of vital importance to them. He showed a masterly grasp of the industrial conditions of Canada, the relation of the employer and employee and the duty they owe to each other and to the country in endeavoring to tide over the period during which business will be getting back to normal pre-war conditions. He faced the issue plainly and honestly and told his hearers that they would have to do the same. The government was keenly alive to its duty and was planning such public works as were calculated to absorb all unemployment; and with the assistance of the provinces much was hoped for in that direction. At the conclusion of his address, Ald. N. A. Smith, treasurer, moved a hearty vote of thanks to Hon. Mr. Carvell for the able and honest manner in which he had dealt with the subject, also to W. F. Nickle for his active interest in the late strike at the cotton mill which was settled amicably. The vote was passed unanimously by a standing vote.

William Driscoll occupied the chair and introduced Mr. Nickle and Hon. Mr. Carvell. Mr. Nickle was the first speaker and he told Mr. Carvell's deep sense of responsibility and his intense interest in all matters affecting labor. He expressed gratitude over the settlement of the recent strike, and told of the amicable relations existing in Kingston between employer and employee.

Mr. Carvell Speaks.

Mr. Carvell at the outset expressed his pleasure at being able to visit so important a city as Kingston in order to satisfy himself respecting the requirements of the people. He had been all over Canada and had learned very much. He was always glad to meet all classes of the community, and it was a gratification to know of the amicable relations existing in Kingston between employer and employee. He knew that the member for Kingston, Mr. Nickle, had employed no small means to bring this about. Outside of the big cities there was very little unemployment despite the fears of many when the war closed. At Sydney, N.S., the Nova Scotia Steel Company had been forced to close down, throwing about 2,000 men out of work, but many of them had obtained employment about twenty miles away. In Nova Scotia, New Brunswick and Quebec the situation was most satisfactory. In Montreal, Toronto and the west there was considerable unemployment. What should the country do in this condition? The government is trying to face its responsibility and while it cannot do everything, it is doing what it can. A lot of plans for public works, at Toronto, harbor improvements will be undertaken and a customs house is to be built. The same course will be adopted at Hamilton and Calgary within the next fortnight. From fifty to sixty million dollars are being spent on the railways of Canada. The predominant idea is that labor must be taken care of. This is the government's policy regarding the expenditure of public money. In order to supply the labor market in Kingston an order was placed for twenty-five locomotives with the Canadian Locomotive Company here, which will keep the plant fully occupied until June next. It is hoped that the same will be done at the Montreal works. Orders were given for cars at Fort William, Hamilton and New Glasgow. It was deemed good policy to spend money in this way even if the locomotives and other rolling stock were not required just at once, "and I will defend this policy anywhere," declared Hon. Mr. Carvell. "But I do not believe in spending money unless it is economically sound to do so." He stated that he was a practical farmer as well as a lawyer. He had been brought up at farm work and had worked in a mill, and it went against his grain to spend money unless he obtained value for it. The government was also branching out on highway construction by helping the provinces to the extent of forty per cent. of the cost.

Duty Of Capital And Labor.

While the government was doing this a responsibility also rested upon capital and every man who employed labor. The ordinary employers of

The Country's Requirements.

In conclusion Mr. Carvell expressed the pleasure it was for him to speak on the problems he knew were of interest to the labor men of Kingston. He had travelled over the whole dominion to learn about the requirements of the country and he recommended the same course to the members of parliament as Canada was a country of diversified interests such as industrial, farming, racial, etc., showing the necessity of public men making themselves acquainted with the problems. He paid a warm tribute to Mr. Nickle for the valuable assistance given him since assuming office. Mr. Nickle has taken a business interest in the government of the country. He thanked the president, W. Driscoll, for the privilege of addressing the members of the Trades and Labor Council.

In reply to the question, "Does the government contemplate shortening the hours of labor to absorb unemployed labor by passing a bill making the hours of labor the same in all industries?" he said that the question had not been raised, but he had heard of it. The question of the length of the day was a great question everywhere, but he did not see how the desired results could be obtained, and told of the work being carried on at the new parliament buildings and the Hunter building at Ottawa. In many branches of the work only a limited number of men could be employed at any one time, but it might be possible by dividing the laborers into shifts. Asked if the government would pass a law excluding aliens from Canada, he said that the immigration laws were being enforced, but it was a difficult matter to get rid of the aliens at

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labor had done well during the past four years. The country had never been more prosperous. He told of the large borrowings of money for war work and how it was put into circulation. The manufacturer was bound to keep his plant running as long as he can possibly do so. Labor, too, must do its duty as it shared in the general prosperity. The only thing to worry over just now is the cost of living and how a reduction in that cost could be brought about. He did not know what the government could do in the matter. The price of bread had advanced and the farmers in the west and east reaped enormous profits. As a farmer himself he knew that the farmer had done well. They have been well treated. He wanted to see the prices of commodities come down and he believed that wheat should be put on the market to take its chances, as the high price of wheat kept up the prices of beef, pork and dairy products. It was not fair to ask the laboring man to reduce his wages until this was done.

The settlement of the local labor difficulty by sending the money around a table showed what could be done by discussing matters, and he was of the opinion that all difficulties could be settled in the same way. Most people know that this is right. As a lawyer, he believed that any lawyers could settle a suit where there was a real disposition to reach a settlement.

The government did not intend to shirk its duty, but was most anxious to tide over any difficulties that might arise within the next few months. A social revolution has taken place in the world and we can't go back to conditions as they were before 1914. It was a war of democracy against autocracy, and the ordinary man was going to have more say about government than he ever had before. Outside of England, Canada and the United States the common people had had very little to say in world affairs. That day has gone by. If men do some thinking they will solve all matters. But we must tide over the next year without lockouts and strikes in order to get back to normal conditions. He told of what was being done to obtain foreign orders for our industries and predicted that in six months everything will be all right if everybody helps. The business men of the country are called upon to do a share in helping to bring this about. Wages and prices will undoubtedly go down as sales and prices go down, for if manufacturers cannot operate without loss they will have to cut wages; labor organizations must look the situation plainly in the face. But labor has a right to know if capital is treating it fairly or not. Fair profits must be made in the operation of any plant.

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NOW AND THEN



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present in the country owing to difficulties in transportation. Ships were not available and if they were, no arrangements could be made for landing them anywhere, but the government was endeavoring to solve the difficulty at the earliest possible date.

An urgent appeal to all Germans to unite to prevent the former emperor being delivered up for trial is published in the new Government organ at Weimar.

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