

## CITY VALUES HARBOR PROPERTIES WITH FISHERIES AT \$2,506,966

This is the Sum Council Asks Dominion Government to Pay When Harbor Goes into Commission — District Commissioners Named—Question of Aid to Shipbuilding Co.

At the Common Council meeting yesterday afternoon the value of the harbor properties to be turned over to the government in the event of the harbor commission being adopted, was placed at \$2,506,966. Five district commissioners were appointed, four of them to give all their time at a salary of \$1,200 per year, and the fifth to give part time at \$300 per year. The agreement between Grant and Horne and the city with regard to the shipbuilding site at the Marsh Bridge was adopted, and the question of revision of harbor rates was laid over for consideration in committee.

Mayor Hayes presided, and Commissioners McLellan, Hilyard, Bullock and Fisher were present. The committee of the whole recommended that the hours for opening the City Market be eight o'clock, and closing five o'clock, for the winter months. Adopted.

City Solicitor Baxter wrote in connection with the Queen Square loop, that the city was under no liability to provide a right of way, but if it was desired to do this, it could be done in three ways—the city might make an agreement with Mr. Scully, they might expropriate and the land might be taken by arbitration. It was decided to take up the matter in committee.

A communication from F. W. Holt, asking to be heard before any contract was made for the extension of the Spruce Lake main, was referred to Commissioner Hilyard.

The chairman of the Board of Assessors reported that the district commissioners had finished their duties for the year and recommended that they be paid. Adopted. He also recommended that James E. Arthurs, Hector Little, Lewis D. Munro and E. W. Paul, be appointed district commissioners at a salary of \$1,200 per year, to give all their time to the work, and James Leary be appointed district commissioner for Stanley Ward, at \$300 per year.

### Harbor Values.

The Council went into committee and Mayor Hayes brought up the matter of harbor commission and suggested the following inventory values for the city properties which it is proposed to turn over to the government in the event of a harbor commission being adopted: Reed's Point, \$110,000; Charlotte Street, \$13,000; North and South wharves, \$40,000; Pier and Pettingill, \$176,000; Nelson, \$40,000; Wellington, \$17,000; Union 1 to 4 inclusive, \$650,000; Sydney, \$13,000; Quinn's, \$5,000; McLeod, \$100,000; South Rodney 5 and 6, \$460,000; territorial harbor, including anchorage and harbor master's dues, \$330,000; Partridge Island, \$75,000; harbor plant, \$3,500; C.P.R. railway wharf, \$200,000; Carleton branch railway, \$40,000; fisheries, \$120,000; North Rodney, \$50,000; debentures retired in 1912-13, \$43,500; sundry slips, \$17,000; a total of \$2,506,966. He also read a letter which he had

prepared to send to Hon. Mr. Hallan-Grant, stating the position of the city in regard to reserving at Wellington Slip ferry facilities, and a foundation site for a bridge pier at Navy Island. On motion of Commissioner McLellan, seconded by Commissioner Bullock, the values as presented were approved by the council, and the city solicitor was asked to draw up a resolution to accompany the letter of Mayor Hayes.

### Shipbuilding Aid.

Commissioner Fisher introduced the subject of aid to the St. John Dry Dock and Shipbuilding Company, and expressed the opinion that the city should turn their proposition down before any action was taken by the provincial government.

Mayor Hayes said this was a big proposition and he did not think it should be accepted or turned down in a hurry. It was a question in his mind whether it was a matter for the city council at all. He was inclined to think it should be dealt with by the municipal council.

Commissioner McLellan said the proposition was not worth a serious thought and as far as he was concerned he "would not give them a nickel."

The matter was allowed to lie on the table for future consideration.

### Other Matters.

Commissioner Bullock brought up the matter of changes in the harbor regulations, and new schedule of rates, but action was deferred until each commissioner had been furnished with a copy of the proposed changes.

The proposed agreement between the city and Grant and Horne, providing that the city would not take action to enforce any claim they might have in the land between high and low water in front of the property which they proposed buying from C. H. Peters Sons, for a shipbuilding yard, providing Grant and Horne would agree on their part that there should be no further filling of

## HON. MR. CARVELL EXPLAINS THE ATTITUDE OF CANADIAN GOVERNMENT REGARDING WAR-TIME LABOR TROUBLE

Minister of Public Works Found Unsettled Condition in Western Canada—Union Men Will Receive Fairplay. But Strikes in Essential Industries Will Not Be Permitted

Hon. F. B. Carvell, when in the city yesterday was asked regarding the labor situation in Western Canada and stated that, unfortunately, a very unsettled condition seemed to exist among certain portions of the labor unions, not only in Western Canada but, to a lesser degree, in certain portions of Eastern Canada as well. He was very emphatic in his belief that I. W. W. and Socialistic propaganda of considerable importance was being carried on all over Canada and particularly in the west, and unfortunately many of the labor leaders were, in his opinion, much influenced by these seditious doctrines. He was particularly, however, to emphasize the fact that the big labor unions, such as the railway conductors, engineers, trainmen, telegraphers, and what is generally known as the Big Six, and many other of the recognized trades unions, were not in any way affected by it. In fact, he thought that the part played by the big labor unions in Canada during this war had been of such a high patriotic character that it was an absolute credit to the country.

the creek, was read, and the mayor was given authority to sign as soon as the land in question had passed to Messrs. Grant and Horne.

The committee then rose and the council approved of the action taken in the harbor matter, and the Grant and Horne agreement.

The annual report of the Comptroller on the audit of the books of the School Board was received and ordered printed in the public accounts.

Justification of their existence and an evidence that, properly conducted, labor unions could exert a wonderful influence for good in any country.

### The Calgary Strike.

With reference to the recent strike of the railway freight handlers in Calgary, one would have to go back a few months to realize the true position. At the time the McAdoo award was brought in in the United States it was well recognized that on account of the railway systems in the two countries being so similar that whatever prevailed in the United States regarding wages must necessarily prevail in Canada, and about that time certain representatives of the shompen from the west were in Montreal endeavoring by every means in their power to foment a strike, the government by order-in-council said they stood ready to declare that all labor men in Canada should be given like wages as granted to the same class of employees in the United States, as well as any amendments that might be made to the McAdoo award.

Subsequently amendments were made increasing the wages of the shompen in United States, which automatically became effective in Canada. Nevertheless, the western representatives of the shompen, regardless of this arrangement, were determined to go on strike, but, as is well known in the railway world the big unions forcefully protested against any such conduct and they fell to the ground. Then again when the Labor Congress met in Quebec about two months ago the same class of men, representing about thirty per cent. of the delegates, tried to capture the congress but fortunately saner methods prevailed and they were left in the minority. They, therefore, went back west in an amiable frame of mind, and about a month ago, when the position of assistant foreman in the Calgary freight house became vacant the union representatives demanded that they have the right to appoint a successor. At this the company demurred and claimed they had a right to appoint their own officers. After some negotiations, in which probably not much diplomacy was exercised by either side, the freight handlers struck and two days afterward the 1,300 employees in the Ogden shops in Calgary struck in sympathy with the freight handlers.

This was the situation which Mr. Carvell met when he arrived in Calgary. He without question took the ground that while these men have a right to have difficulties adjusted, they have no right to strike under present war conditions, especially when no question of wages was involved, and so stated to the people of Calgary and the representatives of the labor men themselves. Finally, recognizing their error, the men all went back to work excepting twenty-five who the C. P. R. refused to accept, and their position together with the men appointed is an issue to be settled by the Railway Adjustment Board.

At the Head of the Lakes. Mr. Carvell also found an unsettled state of affairs at Port Arthur and Fort William where every bit of shipping was tied up with the knowledge that the lakes would freeze over in five weeks and the trans-shipment of grain was withheld because the trimmers, who look after the loading of the grain, were out on strike in sympathy with the elevator employees, all of whom had been offered all the wages they demanded, the only question at issue being the recognition of their union. This was promptly met by the government providing that no man could act as a trimmer except when licensed by the grain commissioner and a couple of days sufficed to settle the matter.

The government have taken a very strong attitude on questions of this kind by the recent order-in-council prohibiting strikes and lock-outs during the continuance of the war, but before doing so they provided that if any body of men or employers felt dissatisfied with the decision of the board appointed by the Lemieux Act, they had a right to appeal to a tribunal composed of five members, two natives, two by the manufacturers' association and the fifth by the government of Canada in case these four failed to elect a chairman, whose decision should be final.

The Railway Adjustment Board. They also provided what is called the Railway Adjustment Board to deal with all disputes arising over railway matters during the continuance of the war, composed of twelve members, six to be appointed by the labor representatives and six by the railway companies. Both these boards have been constituted and have done splendid work up to the present time, and from the decisions already rendered the laborers of Canada can have no fear as to receiving fair treatment in all questions at issue.

Having provided these additional methods of settling their disputes in dispute and realizing that tens of thousands of the very flower of the country are being conscripted, forced into the army at \$1.10 per day, with all the consequent risks attendant thereto, the government do not feel that any man is justified in ceasing work in any important national industry, especially when no question of wages is involved, and have agreed that during the continuance of the war these strikes must cease and those who will not obey the law must take the consequences, one of which is being conscripted into the army, no matter whether married or single so long as physically fit and under forty-five years of age. If they do not come under the class to make soldiers then substantial fines and imprisonment are provided.

Mr. Carvell was sorry to have read in the papers that a strike was threatened in Sydney because of the dismissal of some employe by the Dominion Iron and Steel Co., but when he distinctly understood that if such took place the government would not hesitate to act with the firmness necessary to meet the situation; in other words, the government lays down the principle that every man has a right to have his grievances investigated but no man has a right to cease work in any essential industry during the continuance of this war—every man physically fit should either work or fight.

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