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ANTI-UNION RAIL MANAGERS AGAIN JOLTED BY U.S. BOARD

Chicago.—The United States railroad labor board has dealt another blow to the anti-union policy of railroad managers by ordering the Pennsylvania railroad—the leader in this movement—to deal with labor unions as organizations.
The board also refused the Pennsylvania's plea for a rehearing of the board's recent order that this railroad desist from only treating with its company "union."
The board indicated how important these company "unions" are—and why managers favor them—by its statement that of the hundreds of disputes brought before it, "less than five were brought by and for unorganized employees."
"If members of any class wish to join in union they have that right," said the board. "If they desire to remain out or leave such a union at any time, they have that right. If they or a majority of any class want a union or its officers to represent them, they have that right. If they, the union men or not, want to elect individuals to represent them, they have that right."

TORONTO PAPER URGES ON ITS NEIGHBOR

The municipal authorities of Hamilton propose to deal with the unemployment problems of that city in a decisive fashion. It is the intention to construct a trunk sewer at a cost of approximately \$800,000, for the express purpose of keeping men employed during the coming season. The civic construction work is probably needed, at any rate, and is surely being expedited in order to cope with the acute unemployment problem that is already presenting itself for solution during the winter months. It is planned to use all the manual labor possible and as little machinery as is practicable; this is for the sole reason of supplying a maximum amount of employment. The high percentage of manual work will undoubtedly make the entire job more costly than it would otherwise have been, and an effort will probably be made to have the Federal Government meet a part of the surplus cost.
The city of Hamilton is aiming to secure some return for each dollar that will be expended to relieve unemployment. In other words, the aim is to relieve distress by providing work for bona fide residents.
A similar or greater amount of unemployment will be encountered in other large centres of population. Prevention measures of like or greater scope must perforce be undertaken to ward off the critical unemployment situation that will otherwise prevail.

Neither the board nor the management of the Pennsylvania system has the right by any kind of plan or movement to dictate as to who shall be their representatives. Any attempt to do so is an unauthorized assumption of power.
The position the Pennsylvania railroads has taken, according to the board, practically is that it has the sole right to proceed in its own way in the selection of the delegates who are to represent the employes; that it and it alone, has the right to prescribe the plans and conduct the proceedings and be the sole judge of the results; and that any judgment, opinion, direction or regulation by the board is unauthorized interference with the prerogatives of the carrier.
"The mere statement by the Pennsylvania railroad of its position would seem to carry its own answer," the board said. "It must be no real conference, no liberty of action left to the employes, and that there could be no real negotiations and settlement of matters in dispute."

Early organization to meet the obvious difficulties that lie ahead will save much waste and duplication of effort.
There is much to commend and nothing to criticize about the attitude of those who believe that the unemployed should be given work as far as possible instead of becoming recipients of a dole. The real solution of the unemployment difficulty is to create work which requires considerable time and much careful planning. Undoubtedly the present is the proper time to institute such effort.—Toronto Globe.

WHO SLAYS A FRIEND

Who slays a faithful friend,
A comrade all the years,
One who, without an end,
Unknowing doubts or fears,
Has sheltered from the sun,
Has served his every need—
Who murders such a one
Is a murderer indeed,
Who slays a faithful tree
By lazy carelessness
A rash murderer is he
Who doubts doth transgress,
Who leaves his fire alight
May set a world aflame—
And God shall see that bright
Red banner of his shame.
—Douglas Malloch

Only a Tramp

Yes, I'm an outcast, a tramp and a bum,
I'm shiftless and dirty to boot,
I don't care a rap for your smile or your frowns,
Nor a jot for your praise or your boot;
I live like a beast, so you say in your scorn,
I'm a flaw in society's plan,
And you're right—I'm all these, and then some to boot,
But I never yet scabbed on a man.
I'll steal when I'm hungry, and fight when I must,
And lie when it pays me the best,
I'm lazy and shameless, and drink like a fish,
And I'd murder, perhaps, if hard pressed;
I'm a vagabond, worthless, a curse to the race,
I admit it, so just save your gab,
I'm crusty with dirt, but I've got to go some
To be dirty enough for a scab.
I'm low and degenerate, scarce fit to live,
I admit it, and don't care a rap,
The ash barrel's my banquet, the gutter my bed,
As I travel the face of the map;
You can call me a scoundrel, a hound or a cur,
They all fit, so just take a grab;
I won't squirm at the dirtiest name in the bunch,
But I'll shoot if you call me a scab.

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CHANGE OF TIME

CANADIAN NATIONAL RY.

Effective October 2nd, 1921
Canadian National Railways announce the following changes in train service, effective Sunday, October 2nd.

Train No. 1, "Continental Limited," Montreal-Ottawa-Vancouver, no change. Will leave as heretofore, 12.30 a.m. daily; actual running time Ottawa-Winnipeg 43 hours 10 minutes.
Train No. 2, "Continental Limited," Vancouver-Ottawa-Montreal, daily, will leave, Winnipeg 10.30 a.m., arrive Ottawa 6.40 a.m., second day, leaving Ottawa 6.55 a.m. and arriving Montreal 9.55 a.m., actual running time Winnipeg-Ottawa 43 hours 50 minutes.
Equipment on "Continental Limited" trains No. 1 and 2 will be as heretofore: Through all steel Compartment-Observation-Library, Standard and Tourist Sleeping Cars and Dining and Colonist cars and coaches.

OTTAWA-TORONTO

Trains No. 5 and 8, "Queen City" and "Capital City" day expresses, same as at present.
Train No. 7, Night Express, Ottawa-Toronto daily, will leave Ottawa 11.05 p.m. via C. N. Rys. to Brighton, thence G. T. Ry. double track, Stop on C. N. as at present; stops on G. T. R. at Cobourg, Port Hope, Bowmanville, Oshawa and Whitby Jet, arriving Toronto 7.15 a.m.
Train No. 6, Night Express, Toronto-Ottawa daily, will leave Toronto 11.05 p.m. via G. T. R. double track to Brighton, thence C. N. Rys., arriving Ottawa 7.45 a.m., same stops as train No. 7.

Equipment on trains No. 7 and 8 as at present: Club-Compartment and Standard Sleeping Cars and Coaches.

MONTREAL-OTTAWA

Train No. 6, will leave Ottawa, arriving Montreal (Tunnel Terminal) 7.45 p.m.
Train No. 5, will leave Montreal (Tunnel Terminal) 7.45 a.m. daily except Sunday, arriving Ottawa 11.50 a.m.

PEMBROKE-OTTAWA

Train No. 209, Ottawa-Pembroke local, no change.
Train No. 210, Pembroke-Ottawa local, will leave Pembroke, G. T. Station 7.00 a.m. Tuesday, Thursday and Saturday; arriving Ottawa 1.40 p.m.
Full information obtainable at City Passenger Office, corner Sparks and Metcalfe Sts., or Union Station, Ottawa.

CONSIDER UNEMPLOYMENT

Washington—President Harding has announced the names of 35 citizens as members of the unemployment conference. The list includes Secretary of Commerce Hoover, Secretary of Labor Davis and representative capitalists, headed by Charles M. Schwab, of Bethlehem steel, and Joseph H. De Pree, president of the chamber of commerce of the United States. The trade union executives are Samuel Gompers, of the A. F. of L., John L. Lewis, of the miners; Matthew Wolf, of the photo engravers; W. S. Carter of the locomotive firemen, and Elizabeth Christman, secretary of the International Glove Workers' union.
A score of well-known economists have accepted an invitation to aid the conference.
The president's invitation to the conference state that "the conference is called to inquire into the volume and distribution of unemployment, to advise upon emergency measures that can be properly taken by employers, local authorities and civic bodies, and to consider such measures as would tend to give impulse to the recovery of business and commerce to normal."
A serious situation has arisen in the South Wales coal field owing to a misinterpretation of the settlement of the last coal strike, the mines department requiring the owners to contribute a further ten shillings per ton, amounting to 750,000 pounds, towards wages.
The owners expected this sum to be provided from the government subsidy of 1,000,000 pounds, of which 3,000,000 pounds remained.
After a hurried meeting at Cardiff the coal exchange owners decided to close a large number of the collieries. If this decision is carried out the unemployment situation in South Wales will be seriously aggravated.

IMPORTANT CHANGE OF TIME

Sun., October 2nd.
Particulars from nearest Agent

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