

BRITISH TRADE UNION MOVEMENT SOLIDIFYING FOR FUTURE ACTION

British Transport Workers' Federation Pursuing Policy of Complete Amalgamation by Groups of its Affiliated Unions.

Now that the British coal dispute is over, it might be expected that the trade in Great Britain are doing in the way of perfecting their organizations and generally supervising the plans in the platform of the future.

While there was a possibility of a general strike among the miners, still in the air, the Transport Workers' Federation was compelled by the very nature of its close connection to the miners and the railwaymen in the triple alliance to consider its own organizational consolidation. The result of the deliberations of the latter body in connection with the coal situation was a general understanding that the workers of a strike, the railwaymen and the transport workers would support the miners, providing they were allowed to take part in the negotiations with the government. When after it became evident that joint strike action was inevitable.

Before passing on to consider specifically how this attitude of transport workers, it might be as well to analyze just exactly what this means. Although at a first glance it might seem to be the possibilities of a much greater danger than a coal strike to the circumstances that all the railwaymen and transport workers would stand at the same time as the winding engines stopped raising coal to the surface, yet on the whole, the "triple" decision, which was a splendid spirit of solidarity that no government can afford to ignore, must result in moderating the attitude and temper of the representatives in the final negotiations. That there could be no miners' strike until the triple alliance has been consulted and allowed to participate in the negotiations seemed quite clear.

T. U. Strength Intensified. Your correspondent pointed out, on a former occasion that the full strength of the triple alliance in the industrial plane had never been exercised, that is, not to the end so beloved by extreme and irresponsible people, but had invariably been directed to creating a spirit of sweet reasonableness in the party within its own ranks. That was so in the case of the railwaymen's strike nearly a year ago; neither the miners nor the transport workers felt so keen as the former over the railwaymen's quarrel with the Government. It is surely safe to presume that the triple alliance of transport workers will regard the situation as brighter and more full of hope than the miners.

In regard to the pledge given by representatives of the railwaymen and transport workers, the executive of the former was undoubtedly in a position to honor its decision because, unlike the Transport Workers' Federation, it spoke clearly for and on behalf of the well-knit organization, the National Union of Railwaymen, whereas Harry Gosling and Robert Williams could only speak on behalf of an organization that is itself a federation of unions catering for a conglomerate of people whose interests are by no means so well knit and among whom there is not the same sense of mutual co-operation and understanding.

A Semblance of Union. The Transport Workers' Federation is an attempt to give a semblance of unity to some of the most difficult classes of workers, many of whom are in bitter competition with each other. Under the capable hands of those of Mr. Gosling and Mr. Williams, the federation might easily have fallen from the start, but the influence in which it stands today, that the pace has been forced by the leaders is evidenced by a resolution carried at the annual conference held in Swansea last year when the executive was called upon: "when in conference with the triple alliance, to refrain from committing the unions affiliated to the federation to strike action without a ballot vote being taken of the unions concerned."

In view of the pledge given in connection with the recent coal crisis, the 34 unions affiliated to the Transport Workers' Federation were circumscribed by the national executive asking for special powers to enable them to fulfill their obligations as constituent members of the triple alliance. Unless these powers were forthcoming, the transport workers' representatives would be placed in a difficult situation of being asked to curb their power and influence as a party to the alliance.

It was not certain that the various unions would agree to transfer responsibility even where, their labor would allow them to do so, for labor's officials are extremely conservative in matters affecting their own power and prerogative. The circular pointed out that the efforts of the federation for many years had been directed to the end of amalgamation, which would give greater strength to the executive council and place it in a similar position to the executive of the National Union of Railwaymen. The war and subsequent industrial difficulties had interfered with its policy and prevented its fulfillment.

The lack of cohesion and executive power was, therefore, making itself felt at the present moment and it did during the railway strike last year. The executive realized that the subject matter of its appeal simply met the needs of the present situation, and that something more permanent was required if the federation was to maintain its present position in the industrial world.

In moving a resolution having for its object the consolidation of the existing unions at the annual conference held at Southampton in June last, Mr. Brown said that in drafting the resolution he had regard to the methods which the capitalists themselves had adopted in consolidating their power and in interlocking their interests. He found that they had not done in the face of the fact that they had not interfered with old directors, but they had established what he called holding concerns, the whole lot, and they had done that in a very subtle but very clever way. He desired that the federation should proceed on much the same lines.

Complete Amalgamation Difficult. It was difficult to draw up a scheme of complete amalgamation as with a magic wand and transfer the whole arrangements into an absolutely new state of organization. The conference eventually agreed to recommend to the constituent bodies to increase the contributions to the federation, the federation to undertake the complete organization of the transport workers, and the carrying out of negotiations of national and international character. It was also agreed that out of the sum transferred to the federation the latter should provide a national organizing and administrative staff for wage purposes.

Although reference was made to the relative positions of the railwaymen's leader and themselves, it will be seen that the scheme proceeds mainly on the basis of the Miners' Federation of Great Britain, giving to each unit autonomy in their own domestic affairs, such as the purely friendly benefit side, the federation, as is now the case with the miners, to take full responsibility for initiating the conduct of hours and working agreements.

TRIBUTE PAID BY ALL CANADA TO SOLDIER DEAD

All Ordinary Activities Suspended For Two Minutes Throughout Dominion.

TORONTO, Nov. 11.—Canada's ordinary activities, in practically all parts of the Dominion, were suspended for two minutes at noon today in silent and honorable tribute to the Canadian warriors and nurses who, by the sacrifice of their lives, helped to make possible the signing of the armistice, victoriously ending the great war, on November 11, 1918.

Reports from all directions indicated general observance of the proclamations of the authorities that this tribute be paid to the glorious dead "whose name liveth forever."

Stopped Operations. The great railways and telegraph systems, from coast to coast, as well as local industries in all big cities stopped operations for two minutes, silence prevailing for the period, as far as possible.

Immediately afterward various celebrations of triumph took place in the big cities and towns of the Dominion. In some centres there were open air divine services, and in some cases military parades.

Attend Special Service. The Governor-General and the Duchess of Devonshire, who are visiting Toronto at the invitation of the special service at noon in St. Paul's Anglican Church, where the Rev. Dr. Coad officiated. There was a big open air service, also, during the noon hour, in front of the city hall.

NO ACCLAMATIONS IN B.C. LOCAL ELECTION

About 150 Candidates In Struggle For 47 Seats.

VANCOUVER, Nov. 10.—Nominations in thirty-nine constituencies for 47 members of the British Columbia Legislature, to be voted for on Wednesday, December 1, were made today throughout the province. Approximately 150 candidates have entered the lists for the contest, representing the Liberals, Conservatives, Farmers, Soldiers, Labor and Socialists. There were no elections by acclamations today, and in most of the ridings three or four candidates are offering. In Vancouver City, for the six seats, 29 candidates of the various parties are appealing for support, while in Victoria, 19 are in the fight for the four seats.

Hon. John Oliver, Premier and Liberal leader, has accepted nomination in both Victoria and Delta ridings. W. J. Bowser, Conservative, and Opposition Leader, is running in Vancouver. Three women are seeking election. Mrs. Ralph Brown, a Liberal, and late member for Vancouver; Miss Edith Patterson, a barrister, nominated by Vancouver Conservatives; and Mrs. E. Crossland, running in Vancouver as the nominee of the Women's Liberty League.

The Liberals, under the leadership of the late Hon. H. C. Brewster, went into office following the defeat of the Bowser administration in 1916 and after the death of Mr. Brewster, a year later, Hon. John Oliver, succeeded to the Premiership.

PRESSMEN STRIKE FOR BONUS WAGE

Five pressmen and four press feeders employed by the Dominion Loose Leaf Company, Limited, went out on strike at 12 o'clock yesterday.

The cause of the strike was the disagreement about a bonus with three of the men. Last July a bonus of \$3 was given to two men and later all five were given the \$3. At the time of the strike all five men were getting the bonus, but the three men who did not get it at first want to collect the money they didn't get when the others got it.

LABOR IS NOT A COMMODITY. You can not pay with money. The million sons of toil. The sailor on the ocean. The peasant on the soil. The laborer in the quarry. The hewer of the coal. Your money pays the hand, but it can not pay the soul. The men who hold the pen. Rise like a band inspired. And poets let your lyrics. With hope for man be fired. Till the earth becomes a temple. And every human heart Shall join in one great service. Each happy in his part.

A FUTURE PREMIER OF BRITAIN?

It is a singular fact that two of the men who have been most prominent in British political and industrial life during the past few years are Welshmen. David Lloyd George, Prime Minister of England, and J. H. Thomas, railwaymen's secretary and Labor leader, are in opposite political camps but they have in common characteristics of their race which have raised them to prominence.

Mr. Thomas, like Mr. Lloyd George, has achieved fame and position—less exalted than the Prime Minister's it is true, but carrying with them great influence and responsibility—almost purely by administrative capacity or far-seeing statesmanship, as the rare gift of carrying men to common action in a great crisis, the courage which goes out to meet opponents aggressively, and a certain subtle quality which determines attitude according to circumstances and is not inaptly described as a refined and discreet opportunism. Thus a situation may be met by fervent emotional appeal, or by ruthless canny. All these methods Mr. Thomas can employ with astonishing effect.

Mr. Thomas, 15 years ago was only just emerging into notice as a national figure. He began life at the age of nine as a chemist's errand boy. Successively he became engine cleaner, fireman, and driver on the Great Western Railway. Now he is a Privy Counsellor, one of the foremost political Labor Party leaders, head of one of the most powerful and aggressive trade unions in the United Kingdom, and one of the three initiators and leaders of the great industrial Triple Alliance.

Convinced Industrial Unionist. While still a workman earning only 30s. a week he took a leading part in the municipal life of Swindon, and his restless energy and giant's capacity for work enabled him to devote himself to the advancement of his trade union. He rose to be member of the executive and thence to the presidency. Later he was successively organizer, assistant secretary, and finally chief secretary of the union, which led to the amalgamation of the railway unions to form the International Union of Railwaymen.

His rise in the political sphere has been rapid and notable. He did not enter Parliament until 1916, but the House of Commons quickly recognized that a new force was to be reckoned with. His refusal of office and Cabinet rank during the war was a notable act of self-negation, out of respect for the wishes of the Labor movement as a whole. In the wider trade union movement, and particularly in the Trade Union Congress, Mr. Thomas has become one of the dominant and moving figures.

LABOR CHAPTER OF PEACE TREATY.

The International Trade Union Conference at Bern demanded the insertion of a Labor Charter in the Treaty of Peace.

The negotiators of Versailles did not find themselves able to give such a formal expression to the general principles on which all states which signed the treaty agreed in order to improve and transform the condition of their workers.

But taking their inspiration from the proclamation which the International Trade Union Conference of Bern adopted, they have laid down in the annex of Part 13 of the treaty the general principles which they agreed to follow.

This declaration constitutes a sort of charter in itself, which should "inspire the policy of the League of Nations," and which constitutes the programme of the International Labor Office. It is important that everyone should know it.

General Principles. The High Contracting Parties, recognizing the well-being, physical, moral, and intellectual, of industrial wage-earners, is of supreme international importance, have framed in order to further this great end the permanent machinery provided for in Section 1, and associated with that of the League of Nations.

They recognize that differences of climate, habits and customs, of economic opportunity and industrial tradition, make strict uniformity in the conditions of labor difficult of immediate attainment. But holding, as they do, that labor should not be regarded merely as an article of commerce, they think that there are methods and principles for regulating labor conditions which all industrial communities should endeavor to apply so far as their special circumstances will permit.

Among these methods and principles, the following seem to be of special and urgent importance:—First—The guiding principle above enunciated that labor should not be merely as a commodity or article of commerce.

Second—The right of association for all lawful purposes by the employed as well as by the employers.

Third—The payment to the employed of a wage sufficient to maintain a reasonable standard of life as this is understood in their time and country.

Fourth—The adoption of an eight hours' day or a forty-eight hours' week as the standard to be aimed at where it has not already been attained.

Fifth—The adoption of a weekly rest of at least twenty-four hours, which should include Sunday wherever practicable.

Sixth—The abolition of child labor and the imposition of such limitations on the labor of young persons as shall permit the continuation of their education and assure their proper physical development.

Seventh—The principle that men and women should receive equal remuneration for work of equal value.

Eighth—The standard set by law in each country with respect to the conditions of labor should have due regard to the equitable economic treatment of all workers lawfully resident therein.

Ninth—Each state should make provision for a system of inspection in order to ensure the enforcement of the laws and regulations for the protection of the employed.

Without claiming that these methods and principles are either complete or final, the High Contracting Parties are of opinion that they are well fitted to guide the policy of the League of Nations, and that, if adopted by the industrial communities who are members of the League, and safeguarded in practice by an adequate system of inspection, they will constitute lasting benefits to the wage-earners of the world.

TEN WAYS TO IMPEDE THE SUCCESS OF AN ASSOCIATION.

1. Miss as many meetings as you can.
2. If you attend, don't come on time but late.
3. If the weather is fine, don't think of attending.
4. Decline all offices, as it easier to criticize than to do things.
5. If you attend, be sure to find fault with the work of officers and other members.
6. Get sore if you are not appointed to a committee, or if appointed, don't attend the meetings.
7. If the chairman asks for your opinion, tell him you have none, but later tell others what should have been done.
8. Do nothing except what is absolutely necessary; and when others roll up their sleeves to help matters, hold them back because of the running things.
9. Delay your dues as long as you can and delay answering all letters.
10. Don't bother about getting new members; let George do it.

A semi-professional baseball team of Ritz, Kas, closed the season with the remarkable record of 19 victories out of 21 games played.

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CARLETON PLACE, Ont.
Manufacturers of Pulp and Paper Mill Felts, and—
Men's Knitted Underwear: Ottawa Valley and Velvoknit Brands.

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Keep the Machinery Going

The factory would stand still if the belts that turn the wheels were to fail. Belts that make the longest run with the least repair and adjustment are the workman's best friend. No lost time. Machinery in every factory should be driven with:

Gutta Percha & Rubber Limited
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