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MASTER BARBERS HAVE DISPUTE AT KINGSTON

A decided split has developed in the ranks of the Master Barbers' Association at Kingston, Ont. following a meeting, when uptown barbers refused to allow any more concessions to the striking barbers. They refused to grant the barbers 65 per cent. of the takings of broken weeks, and they will not dismiss their apprentices who worked with them during the strike. They claim that these two demands of the barbers were not awarded by the board of arbitration, and consequently are unwilling to grant them.

LABOR AND FARM SITUATIONS ARE OF EQUAL IMPORTANCE

Last Editorial Written by Roosevelt Asks New Deal for Organized Labor

The following article consists of excerpts from the last editorial written for the Metropolitan Magazine by Colonel Roosevelt. It was written by Mr. Roosevelt only a few days before he died.

Of equal importance with the farm situation is the labor situation. We must never again permit the wage worker to be looked upon primarily as a mere cog in the industrial machine. He must be looked upon as a citizen; given every chance possible to do the best that he can do and held to a strict accountability if he refuses to do it.

Of course, labor must have the right to collective bargaining. Moreover, we should endeavor cautiously to introduce a system of representation on the directorates, so that labor shall have its voice just as much as those who furnish the capital and those who furnish the management.

I am, of course, entirely aware that this process can only succeed to the degree in which the workers themselves prove their ability to select and reward the right type of leadership and to combine full consideration for the rights of others with insistence on their own rights.

Most emphatically every effort should be made to keep up the wages of labor, and above all, not to let them be thrust down faster than the prices of things which labor needs and has to pay for. The eight-hour day should become the standard industrial day in all lines of work; there must be certain exceptions, but these should be created as exceptions.

We should spend hundreds of millions of dollars reclaiming land for the returning soldiers and arranging labor bureaus so that he may be certain to have every chance to work.

The man who has gone into the army should be given in peculiar fashion the best chance that this country affords to become a farmer or to work at his trade or profession.

Our prime purpose should be to maintain the living and working standards of the American working people.

Business and labor cannot be considered separately.

We ought to set our faces against any restriction of production or any requirement that the good and skillful workman be kept down to the level of the incompetent or the lazy.

But we ought also to insist, and wherever necessary to guarantee by government action, that an equitable share of the increased work done by the skillful man go to that man himself.

I earnestly hope that wages can be kept up for every man who has done his full duty during the last year and a half in whatever his work was—railroading, shipyard, munition plants.

GOVERNMENT WILL HANDLE ENTIRE WHEAT CROP 1919

In regard to the handling of the present year's wheat crop, the government has announced from Ottawa the following means:

A board to buy and market the crop of 1919.

A cash payment of account to be made to the farmer at the time he sells his wheat.

The wheat crop of Canada to be sold by the board at the prevailing world prices, and the surplus proceeds, after expenses are deducted, to be distributed to the original sellers of the wheat in proportion to grade and quantity.

No speculation on exchanges or profiteering by handlers to be allowed in disposing of the wheat crop of 1919, to the disadvantage of either producer or consumer.

A direct and immediate cash sale by the farmer and a speedy movement of the crop along the usual channels of transport.

The personnel of the board will be made known very shortly, as also will the initial cash payment to be made on account to the farmer at the time of the sale of his wheat.

36-HOUR AIR MAIL TO WEST IS PREDICTED

Post Office officials at Washington, predict that within a year air planes flying on daily schedule will carry mail from New York to San Francisco in a day and one-half. The record time now is nearly five days.

LABOR SOLVES THE RAILROAD PROBLEM

Plumb Plan for Public Ownership of Railroad Is the Plan of Labor

Issues in the railroad problem are becoming concrete through organization of various bodies destined to get before the people of the country the views and beliefs of their memberships. The nation will soon be flooded with publicity devoted to the railroad question; every man in the country is vitally interested in its solution, and will be put to it to determine what method—what action—will make for the greatest good.

The labor element of the nation will have the advantage of knowing that already there has developed a proposal for future action—a clear, detailed, inclusive plan—which has the down-right support of the two million organized railroad employees of America with whom the executive committee of the American Federation of Labor has been intrusted to co-operate.

The Plumb Plan for public ownership and democracy in operation of the railroad is the plan of labor, produced, endorsed and sponsored by labor, for the best interests of the country at large. Samuel Compers, President of the American Federation of Labor, is honorary president of the Plumb Plan League, organized to get the Plumb Plan before the public; A. B. Garretson, ex-President of the Order of Railway Conductors, is honorary vice-president; Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers, is its president; international and national presidents of fourteen labor organizations are vice-presidents of the League.

Glenn E. Plumb, by whom the detailed plan was developed, is general counsel of the organized railway employees.

The Plumb Plan proposes public ownership of all railroads, control being vested in a board of fifteen directors, five named by the President of the United States to represent the public; five elected by the classified employees. Such an arrangement must not be confused with government operation by a board in which those having the responsibility have also the authority. It is superior to government operation because it prevents control by an inefficient bureaucracy; and is more democratic, since it gives the men engaged in the industry a voice in its management.

The roads will be purchased by issuing government bonds with which to pay for the legitimate private interests in the railroad industry. The value of these legitimate private interests is to be determined by the courts. It is a judicial question, and is to be answered only after an examination of the charters of the existing companies, the laws under which they are created, and the manner in which the company has lived up to its charter and these laws. Through this method the public will not be required to pay for watered stock. The public probably will pay less than two-thirds of what the railroads claim as their value.

Money to purchase the lines can be obtained at 4 per cent, whereas the public is now charged rates to guarantee the roads 6½ per cent on their money. The saving on the present capital account of the railroads would be about \$400,000,000; and on an honest valuation would be nearly twice this sum. The Plumb Plan provides for a sinking fund and every year one of the fixed charges would be one per cent of the outstanding indebtedness, to be used in retiring the bonds.

After operating expenses are paid, and fixed charges are met, including the interest on outstanding government securities the surplus is divided equally between the government and the men. The sum falling to the employees is to be divided between the managerial and classified employees, the former receiving double the rate received by the latter class. This is not a profit, since the corporation has no capital. What the men receive is a dividend on efficiency and on new business. This gives those who increase production a share of the results; their increased effort has produced; and this share is theirs for as long as they are actually in the service and is not forfeitable.

The operating officials receive a larger rate of dividends because it serves as a greater stimulus to the group with the most responsibility. And since the operating officials would lose dividends

HALLATT-RODGERS LTD. "THE SHOE MEN" OPEN NEW STORE

Owing to such a large stock to be opened up, and with more in transit, the proprietors of the new shoe store of Hallatt-Rodgers, Ltd., 10039 Jasper avenue, are as yet unable to announce the date of their opening, but will have an ad in this paper in our next issue, giving full particulars. They tell us that they are going to do something pretty big the first day by giving away about three hundred dollars' worth of ladies' Silk Hose, also a quantity of men's fine Cashmere (pure wool) Half Hose, a pair to each purchaser on opening day, only. See display in their windows and watch for their ad in our next issue.

MONUMENT FOR WM. B. PRESCOTT OF TORONTO TYPOS

James M. Lynch, ex-President of I.T.U. Principal Speaker at Ceremony

The monument to the late William B. Prescott, erected with funds contributed by the membership of the International Typographical Union, was dedicated at Necropolis cemetery, Toronto, Canada, on Sunday, June 1. James M. Lynch, a member of the State Industrial Commission of New York, for thirteen years president of the International Typographical Union, was the principal speaker, while Secretary-Treasurer Hays and First Vice-President Walter W. Barrett made eulogistic reference to Mr. Prescott's connection with the organization.

The late ex-President Prescott was born at Thornhill, just outside of Toronto, on December 28, 1863. In 1900 and 1901 he was president of Toronto Typographical Union No. 91, and from 1891 to 1898 president of the International Typographical Union. At the time of his death, January 28, 1916, he held an important executive position with the Henry O. Shepard Company, printers and publishers of Chicago, and was chairman of the commission on supplemental trade education of the International Typographical Union.

The memorial consists of an imposing central stone of Pittsford Valley Vermont marble, resting upon a solid double base of the same material, with bowed front. On either side flanking curbs connect the base with pyramid-topped terminals. To the face of the stone is bolted a bronze tablet bearing at its top a bas-relief portrait of the late Mr. Prescott, with appropriate inscription beneath, and at the base, in ornamental setting, the seal of the International Typographical Union of North America.

The dedication ceremonies were held under the supervision of the Prescott memorial committee of Toronto Typographical Union No. 90. James Gilmour, who has taken a great interest in the Prescott memorial, acted as master of ceremonies, and under his direction everything moved smoothly.

If wages were increased it acts automatically to prevent collusion between labor directors and the operating directors to outvote the public's directors in raising wages beyond a reasonable level. The chief argument against the plan is that the public loses control of its own property, and that the men in charge cannot be prevented from combining to pay themselves extortionate wages. This method of sharing dividends sets up a natural barrier against collusion.

This difference in the dividend rate will not cause hostility between officers and men because without harmony between them neither group can earn dividends. An official in working for his own dividend is working for the dividend of his subordinates, for one cannot gain unless all gain.

The government invests its share of the surplus in improvements and extensions, thus adding to the value of the railroads without adding to the fixed charges. Ultimately the public has its railroad service at cost.

The rates of wages is determined by the board of directors. Disputes between officials and men are to be adjusted by boards, to which the operating officials elect five members, and the men five members. In case of failure to reach an adjustment, the case is appealed to the directors.

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