

ARBITRATORS TO INTERPRET FORMER AWARD

Engineers of Eastern Railroads and Employes Differ About The Meaning

New York, Nov. 14.—The board of mediation and arbitrators charged with settling the dispute between the eastern railroads and their locomotive firemen and engineers, arising out of the interpretation of the awards made to the employes by the board last April, today heard the men's grievances and adjourned until tomorrow morning when a decision is expected.

Briefs were filed with the board by W. S. Carter, president of the Brotherhood of Locomotive Firemen and Engineers, and by Elsha Lee, chairman of the conference committee for the railroads.

The members of the board are William Lee Chambers, chairman, who is the government representative; W. W. Atterbury, vice-president of the Pennsylvania Railroad, and Albert Phillips, vice-president of the Brotherhood of Locomotive Firemen and Engineers. The three were the arbitrators in the original controversy decided by last April's award, differences in regard to the interpretation of which are now being threshed out.

TAMMANY HALL "BAGMAN" INDICTED

Accused of Extorting Money From New York State Contractors

New York, Nov. 14.—Elliott P. Fowler, of Kingston (N. Y.), who was described by John A. Hennessy, graft investigator for former Governor Sulzer, as the Tammany "bagman" for contributions from state highway contractors, was indicted today on a charge of extortion.

He is accused of forcing Seneca Falls, a highway contractor of Cortland (N. Y.), an enrolled Republican, to give up \$250 as a Democratic campaign contribution under threat that the work on Cortland county would not be approved by the state highway inspectors and that his pay would be held up.

The indictment was the first growing out of the inquiry instituted by District Attorney Whitman into the charges of graft in the state highway department made by Hennessy during his recent election campaign against Tammany Hall. More indictments which may include conspiracy as well as extortion, are expected.

THEY KNEW IT IN LONDON ON NOV. 4

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hitherto there have been those mail ships to Quebec and Montreal from this side each week in which the White Star Lines Laurentic and Megantic have shared, but during the winter months the White Star Lines though calling at Halifax outward bound, will not, it is understood, carry any mail. The Cunard Company will also operate a service to Portland during the winter months, calling at Queenstown and Halifax.

New Ones of Record Size for Canada

How far, in size, and number, the growth of vessels sailing to Canadian ports will repeat the history of those to the United States is a question on which Mr. Allan would not advance definite information; but it may be noted that the new Allan boats exceed in dimensions and in engine capacity anything yet built for either the Canadian Atlantic or Pacific routes. Only the other day public attention was directed to the expansion of the Canadian trade when the

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Commander Andania docked in the port of London, making a new Canadian record in point of size for this port. As regards new steamers of considerable size under construction, there are the two C. P. vessels being built in Barclay Curie's Yard on the Clyde, for the development of a second-class cabin service and here we have another interesting comparison in the fact that the steamers were the used in this class of service were the Lake Champlain and Lake Erie, which are now in the Australian-Canadian service under the new names Tyrola and Huthenia. The third ship in the C. P. second cabin service is the Lake Manitoba which will maintain the Liverpool-Canadian service.

As to the future.

No confirmation of the rumor that the Canadian Northern Railway Steamship Company have placed contracts for two fast turbine vessels in available either on the Clyde or in Belfast. As to future construction of larger ships, Canadian shipping circles in London are somewhat reticent. The present mail contract, it is pointed out, was extended for only one year and between now and June 1, there will probably be developments and the largely depend on the views of the Dominion government with regard to speed that such vessels as the C. P. R. Empress and Allan turbines, and the two Royals under most favorable circumstances do not obtain enough passenger traffic either east or west during the winter months to make it commercially profitable to run them, as their coal consumption runs into a matter of more than 200 tons a day, and their freight capacity is inconsiderable.

IS BRITISH LABOR PARTY IN DECLINE?

(Continued from page 12)

round to the office to talk things over with the mine manager. He knew all that was going on in the mine and he knew maybe that the man who was forming all the trouble was a chronic sorehead and shicker. If the trouble was genuine his practical knowledge enabled him to point out in a little friendly talk with the boss how it could be avoided.

Now Mr. William Jones, M.P., in his top hat and frock coat, comes down to the mines, perhaps accompanied by a cabinet minister, when he is sent for to settle a dispute. He travels first-class and puts up at a good hotel, and the mine manager, who is a rude rough man, does not understand him. Neither does William Jones, M.P., know what has been going on in the mine and he has not kept up with the new situation created by new machinery and improved methods. He falls where plain Bill Jones succeeded, and a strike follows.

How true this picture is, is shown by the figures of the time lost by strikes. In the five years from 1902-1906, 11,000,000 days were lost in the United Kingdom. In the five years, 1907-11, or since the rise of the labor party, 53,000,000 days were lost, and in 1912 alone, more than 40,000,000 days were lost by industrial disputes.

Now the British workman is a hard-headed person, and he does not like to be idle any better than any one else. He realizes, too, that although William Jones and his friends in the cabinet have fixed up "settlements" that look very fine on paper, he is getting no better off. He has lost his 40,000,000 days, his wages are hardly any higher, and his food is costing him more.

A factor in the situation which is too often overlooked is the human factor. The British workman is a very hard man. He likes his beer, he enjoys

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a dog fight or a boxing match and he does not mind a small bet. By some strange freak he has sent to parliament men whom he has sent to parliament are Puritans. Arthur Henderson, the official leader, but not the real manager of the labor party, is a Methodist local preacher. Ramsay MacDonald, the real "boss" of the party, never was a workman at all, but is a middle class Liberal politician who knows nothing of the real life of the working people. Philip Snowden, who is probably the cleverest man in the party, is also from the middle class. He is a bitter Socialist, but an ascetic in his private life, and cannot understand why his constituents prefer beer and dog fights to Karl Marx and Bernard Shaw.

With all this the labor politicians might have managed to keep their seats in parliament if they had not made the fatal mistake of greediness. There was a tacit agreement that in certain work class constituencies returning two members to parliament the Liberals should have one member and the labor party one. Recently the labor wire pullers decided that they were entitled to both, and in two or three by-elections they broke their bargain with the Liberals. At Hanley they won a seat, and at Crewe they were defeated. Then came the Chesterfield election a few

weeks ago. This is a miners' constituency and had been held by a Liberal. The miners wanted Ernest Kenyon, the secretary of their local union, and the Liberals were willing to have him, but Ramsay MacDonald stepped in and declared that Kenyon would not do. Kenyon was willing to "sign the ticket" but MacDonald was bent on having Liberal endorsement. In the end Kenyon was nominated and elected over MacDonald's head. Now the Liberals declare that at the next general election they will contest every labor seat. If they do so the labor party is doomed.

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only a few weeks ago, 30,000 London railwaymen met in Hyde Park and against the protests of their leader, J. H. Thomas, M.P., passed resolutions in favor of a strike. A few months ago the miners, by an overwhelming majority, stripped their officials of the power to conclude any bargain with the employes without first submitting it to a popular vote. The shipyard workmen have gone on strike twice within the last year against the direct orders of their officials.

Discipline in English trade unions has disappeared, and many trade unionists declare it is due to the effort to mix trade unionism and politics.

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MINISTER IN HOSPITAL

Rev. Charles Hardy, of Brandon, the Moncton Hospital, Mr. Hardy, minister, but was taken suddenly when the physician in charge had him undergoing treatment.

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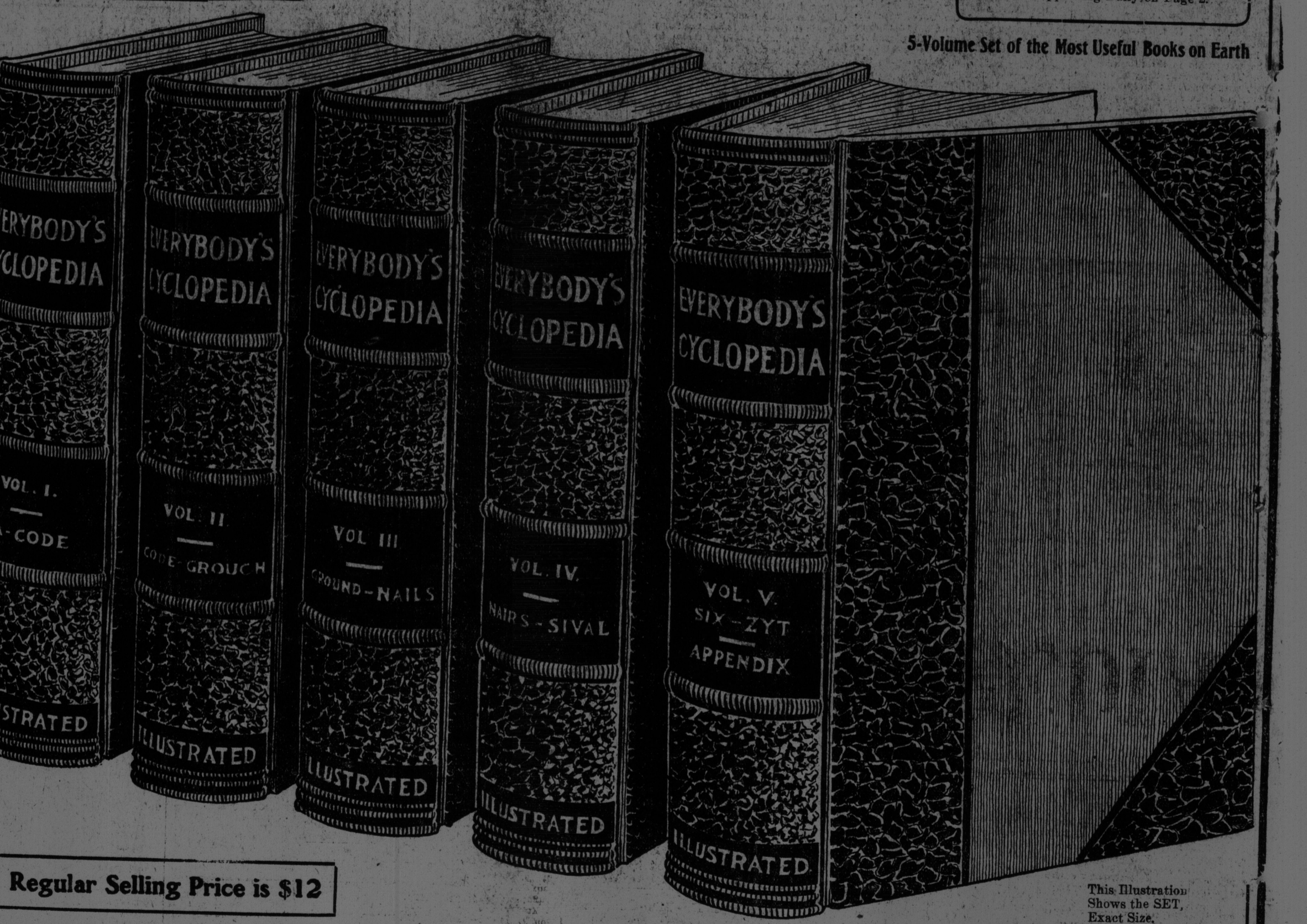
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