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 A WEEKLY NEWS LETTER.

VIRGINIA TREASON TRIALS

The daily press of United States unite with the labor publications in condemning the treason trials of several hundred West Virginia United Mine Workers who are to be charged in that state. This is the first treason trial since the Homestead, Pa. riots of 30 years ago. The charge is not a Federal one, but is founded on an accusation of treason against the State of West Virginia. There are other charges against the miners, ranging from assault on conspiracy and murder—the outgrowth of the miners' armed march in August and September, 1921, from Marmet, Kanawha County, through Boone and Logan counties to Mingo, which the Governor of West Virginia had declared under martial law. There are twenty-four test cases, and more than five hundred to follow if convictions are obtained in these. "Nothing like it is recalled in history," writes Roy P. Roberts in the Charleston (W. Va.) Gazette.

It is the contention of the State attorneys that the march of the miners last year, and the assistance given them by officials of the United Mine Workers, amounted to "levying war against the State"; murder, they say, was in the killing of three deputy sheriffs and mine guards. The district officers of the union, backed by the international organization of miners, are in charge of the defense.

"When you charge treason," notes the New York Evening Post, "you must have an act so flagrant, so wanton, so menacing to the national existence as to convey in the very charge a sense of dreadful odium." Continues this paper:

"Treason to a State is hard to conceive at best, and infinitely hard in the case of a State with the notorious recent history of West Virginia. It has been a State which has been derelict in exercising its duty to enforce order. It has left the maintenance of 'order' to armed detectives in the employ of the mining companies or to deputy sheriffs, who too often have been in the pay of the operators. With so long a record of violence on both sides it is rather late in the day for West Virginia to awake to its injured dignity and invoke the charge of treason."

The West Virginia State code, points out the chief counsel for the miners and officials, prohibits the employment of deputy sheriffs by private persons.

The New York Evening Mail is another of many papers which "can not see on what grounds the miners are being prosecuted for treason." Says this paper:

"If the miners have been violent, let them be prosecuted for violence, and for violence let them be punished. If they have conspired together to commit a crime, let them be prosecuted for conspiracy, and for conspiracy let them be punished. Neither conspiracy nor violence is, however, treason."

"In bringing the charge of treason before the Court," maintains the New York Evening World, "the prosecution lays itself open to the suspicion that is merely endeavoring to intensify the hostility of the two factions, and so win support for extreme measures against future efforts of the mine unions to exercise their rights. The very seriousness of the crime charged against the miners is an impeachment of the good faith of the prosecution."

LESSONS TO BE LEARNED

There are many lessons to be learned from the Peace Conference of Versailles, the Disarmament Conference at Washington, the several other international conferences, and the one which met in Genoa last month. With the possible exception of the Washington conference, all of them committed gross economic and industrial blunders.

As an example there was the reparation provision agreed to at Versailles, which compelled Germany to deliver twenty million tons of coal to France within a limited period of time. The delivery of this coal, which was much in excess of what France could consume, threw French miners out of work, retarded the rehabilitation of French mines, and what was more serious permitted France to sell this surplus coal in those markets from which England had derived her most profitable export trade. This precipitated a condition in the English mines which resulted in the disastrous strike of the British miners. This economic and industrial blunder, and most of the others, would have been avoided had experienced trades-union officials sat as delegates from their respective countries at these conferences.

There has been no more important problem in any civilized country during the past generation than the industrial one. There are no men who understand it as thoroughly as the trade-union leaders whose lives have been given to the trade-union movement.

The intellectuals, the economic and industrial experts, the financiers and the statesmen may have wide knowledge in their own field, but they do not, neither can they, understand some of the most practical features of the industrial problem with the same grasp and understanding as the trade-union officials. The statesman and the diplomat require the constant assistance of experienced trades-unionists, but they do not have this because of the conviction in most official circles that trades-union leaders are not competent to inform them, or the belief that it would be unwise to give the trade-union movement the standing it would acquire by having official representation upon all National Commissions when negotiating with similar bodies from other countries.

But the day is coming when the trades-union movement will have such representation, because more and more the leading men of affairs are realizing that the information and experience of trades-union officials is inevitable in national as well as international affairs.

LIMIT HOURS OF STREET WORKERS

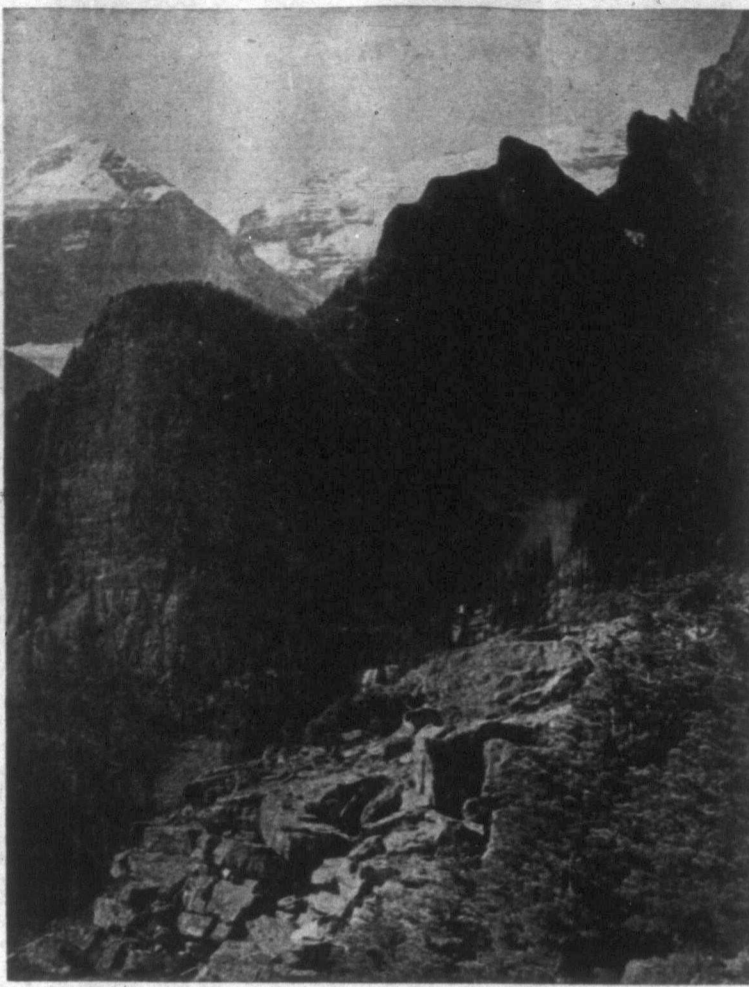
Toronto.—Limitation of the hours during which boys between the ages of 12 and 16 years may engage in "any street trade" is provided for in one of a number of amendments to the Children's Protection Act introduced in the legislature by Hon. H. C. Nixon, provincial secretary. The proposed amendment provides that no boy, between the ages mentioned, shall engage in such occupations be-

tween the hours of ten p.m. and six a.m.

In introducing his bill, Mr. Nixon explained that the amendments contained were desired by the Association of Neglected Children's societies.

"Pain should be a secret thing. It is not decent that any one should look upon great agony, least of all one who, seeing, must share it," says a philosopher.

BANFF NATIONAL PARK



Magnificent group of peaks surrounding Lake Louise. The "Beehive" and Lake Agnes in foreground.

FINANCIAL SHOWING RAILWAY TRAINMEN

(Continued from Page 1.)

Wages of Best Paid Rail Labor Small.

In order to secure for our readers the unvarnished truth about the actual wages received by the best paid railway employees, we have just made a survey of the compensation of locomotive engineers, who are sometimes referred to as "the aristocrats of labor," since they are among the most highly skilled and best paid railroad workers. Obviously, if a cut should not be made in the wages of these men, then the wages of the most poorly paid employees can not be further reduced.

In order to determine whether the engineers are now receiving more than their share of income, we have taken the authoritative figures on wages recently compiled by the U. S. Railroad Labor Board, the data collected by the Interstate Commerce Commission, and the rule for determining a "just and reasonable wage" laid down in the Transportation Act passed by Congress in 1920 and still in force. According to the carefully compiled figures of the Railroad Labor Board, the average daily earnings of engineers are as follows:

Passenger engineers.....	\$6.00
Yard engineers.....	6.51
Through freight engineers.....	7.05
Local freight engineers.....	7.44

The Labor Board stresses the fact that these are average daily earnings, and include overtime as well as regular pay. They represent the total daily compensation received by the average engineer since July 1, 1921, when Decision No. 147 of the Labor Board imposed a 9.4 per cent. cut, totalling \$33,882,645 per annum on engine service employees. In the same report there is also given the average monthly wage received by engineers, which indicates that many of them do not work full time. In fact, the highest average stated is but \$155.93 per month, which tapers down to \$119.56 for yard and local engineers. As a matter of fact, many engineers are now receiving less than this, because the prevalent industrial depression has deprived them of steady employment to the point where they receive but a few days' work a week, often with an average income of under \$100 per month. This is far less than the dollar an hour standard compensation paid skilled artisans in practically all of the well organized trades. It is actually less than the U.S. Bureau of Labor Statistics claims that the average American family must have to maintain a decent standard of living!

Rules for "Just and Reasonable Wage."

- We believe that it is fair to ask the question: What are locomotive engineers' services worth to society? The Transportation Act lays down seven rules by which a "just and reasonable wage" shall be determined by the United States Railroad Labor Board. In brief, they are:
1. Wages paid for similar work in other industries.
 2. Relation between wages and cost of living.
 3. Hazards of employment.
 4. Training and skill required.
 5. Degree of responsibility.
 6. Character and regularity of employment.

7. Inequalities of present wages or treatment, the result of previous wage adjustments.

Length of Engineer's Life.

Obviously, there is no similar work in other industries with which the labor of a locomotive engineer can be compared; nor should any skilled worker be held down to a mere subsistence based on the bare cost of living. What, then, are the hazards, the skill, and the responsibility exacted of engineers? We doubt if the public realizes the risks daily assumed by every engineer in active service. According to the mortality tables, based upon years of actuarial experience by the Brotherhood of Locomotive Engineers Insurance Department, the average duration of life of a railroad engineer is but 11 years and 7 days. No engineer knows when he steps into the engine cab whether, through no fault of his, his life will be snuffed out before the end of the run. The safety appliances which railroad employees have secured only after prolonged struggle can reduce, but they cannot eliminate, the risks incurred by engine service employees. **Severe Tests Eliminate All But Few.**

The training, skill and physical perfection required of an engineer is such that the great majority of engine drivers, hostlers and firemen who spend years of labor preparing for the opportunity to grasp the throttle fall by the wayside in the thorough elimination of the less fit. Even after rejecting all who cannot measure up to the strictest tests for height, perfect vision, heart action, blood pressure, etc., seventeen per cent. of the firemen who aspire to become engineers are rejected at the end of three years because their eyesight becomes impaired by the fierce glare of a grate of coals throwing off 2800 degrees of heat. An additional 76 per cent. do not exhibit the temperament and natural ability required of an engineer, so that only 17 out of every 100 candidates ever win a place on the right side of the cab. Even after this rigorous process of the selection of the most fit, only six out of every 100 ever get places in passenger service. In brief, the length of training and the skill required to become a successful engineer is no less than that demanded of a competent dentist or an able lawyer.

Engineer's Responsibility.

It is an axiom of social justice that the payment received for any service should depend in part upon the responsibility involved. The skilled surgeon is certainly entitled to a greater compensation than the woman who mops up the hospital floors. In no other profession in the world, not even excepting the medical profession, is a man entrusted with greater responsibility for the lives of his fellowmen than is the engineer in his locomotive cab. How well he discharges this obligation is indicated by the report of the Interstate Commerce Commission for 1921, which shows that fatalities on American railroads are less than for the past 23 years; 16,239,774 passengers being carried to one killed. Whenever a wreck does occur, it is the men who run the trains and not the passengers who usually pay the price. Indeed, the scrupulous carelessness of engine and train service employees is such that one important transportation line carrying 30,000,000 persons a year has not fatally injured one passenger in more than four years. There are 34 times as many people killed by automobiles in the United States, according to the 1920

census, as there are passengers killed on the railroads. The law recognizes the great responsibility for human life entrusted to the engineer, and holds him strictly accountable for its exercise. There is a grim truth in the fact that if a doctor makes a mistake he buries it, but if an engineer makes a mistake, he goes to jail for it. Train service employees are obliged to perform their work with a diligence which precludes the possibility of carelessness or negligence.

An engineer is not only responsible for the lives placed in his care, but also for the millions of dollars worth of railroad property which he handles every month of his service. President M. C. Byers of the Western Maryland Railroad recently stated: "An engineer running a train of 100 coal cars virtually has \$500,000.00 worth of property in his care, and for this reason, if no other, the members of the Brotherhood should have comparatively high wages."

Will Demoralize Transportation System.

If the American people permit the wages of railway employees to be beaten down in order to pay dividends on railway stocks, which have been notoriously watered, the people themselves will be the losers. Railroad service demands an exceptionally high degree of skill, carefulness and responsibility. Wages paid in this service must be sufficient to secure the very best human material. Low wages will inevitably demoralize our transportation system. The actual figures presented by the Railroad Labor Board prove that even the most skilled railway employees are not overpaid, and that many of them are receiving less than the clerks in a dry goods store. Finally, the railroads themselves would profit if they would devote less effort to beating down wages to the lowest possible level and a little more effort to cultivating the good will of their employees.

HOUSE TO HOLIDAY TUESDAY TO FRIDAY

The prime minister's resolution that the house adjourn from Tuesday night until Friday next week passed. Mr. H. C. Hoeken, Conservative, Toronto Center, asked why it was necessary to return for Friday. The house should adjourn until Monday. C. A. Gauvreau, Liberal, Temiscouata, suggested that if it was a matter of making the week worth while, the house should sit on Saturday. Hon. T. A. Crerar, said members from the west and from the Maritime Provinces were anxious to lose as little time as possible. It was no hardship for the Toronto members to come to Ottawa Thursday night. Mr. Hoeken was willing to dispense with the holiday on Thursday (Ascension Day).

A CANADIAN QUOTATION

The strongest nations have been built up with a mixture of races, and the time is at hand when French and English will remember only that they are Canadians; will glory alike in the deeds that the ancestors of either tongue have done upon this continent, and, resolving not to be unworthy of the noble heritage left them, will look hopefully into the future; will greet the unseen with a cheer.—J. N. McIlwraith in "The Children's Study of Canada."

FEW FRILLS TO LABOR MEMBER

Peterboro, Ont.—Mr. Will Irvine, M.P. for Calgary, who is one of the two Labour members in the House of Commons, although he looks somewhat like a Frenchman, is a true Scot. The clerk at the hotel where he stayed during his few hours in Peterborough, thought that he was a minister, and his apparel gave somewhat the effect of a preacher of the Word.

"Wm. Irvine, Ottawa," was inscribed on the register, with no frills of any sort, but his quiet, unassuming personality underwent a change on the platform when dry Scotch humour, alternated with bursts of rapid rhetoric that would make a hand reporter sit up and take notice. A thin-faced, dark-haired, dark-eyed man, with hooked nose and fine-lipped intelligent mouth, he is a "canny" gentleman, who refused to commit himself on any point with regard to his opinion on important matters. Parliament is interesting to him, particularly because of the new elements in its personnel, and he hopes for the Parliament of the future a co-operative, rather than competitive atmosphere. He regrets that the physical construction of the Chamber forbids the convenience of a neutral zone, where independently-thinking members might sit. In England, this is possible. In Ottawa their geographical position on either side of the house is apt to leave an inference in onlookers' minds as to their political preferences, which is often quite unwarranted. In the recent attempted vote of censure to the Government in the House, the Labor members, sitting tight, voted not at all.

When asked if he "admired" Mr. King's administration. Mr. Irvine remarked that "these words for ladies," which was true in a sense, but relaxed sufficiently to record his belief in the purposeful sincerity and broad education of the Premier, with a hope that he would have the "vision and power" necessary at the present time. Mr. Irvine was sure that the Progressives and Labor members

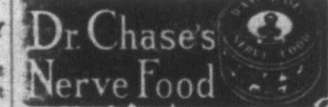


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would do nothing to hinder Mr. King's progress. Of Mr. Meighen, inquiries as to his opinion elicited no response.

Explained Remark.

Mr. Irvine explained at length the remark which was accredited to him some time ago, with reference to doing away with people over forty-five years of age. In speaking to a group of students, he roused the ire and heckling abilities of several who were angered at his declared "anti-revolutionary" sympathies, and who misreported later some of his utterances. In speaking of the war and its effects, Mr. Irvine remarked that the great conflict had wiped out to a certain extent the revolutionary element, the younger men whose mental activities might lead them in this direction, leaving in the country more of the reactionary type, whose minds are settled by reason of increasing years. The inference was drawn from his speech that he would favor the doing away with this group also, which was not meant. Many letters received since the publication of this conception of his remarks have been most amusing, said the member from Calgary, several of them recommending the adoption of the system said to be advocated by him.

Mr. Irvine is the author of an interesting looking volume, which takes up the new social order in perspective, and gives in detail the origin and development of the Farmers'

Movement," it is an elucidation of present questions of economics and politics in Canada, and opens with a verse by Walt Whitman.

WORDS OF WISE MEN

Harmonize your work. Let sunshine radiate and penetrate.
 Honor your employer. There must be a head to everything.
 Be fair, and do at least one decent act every day in the year.
 Do not be misled by dialikes. Acid ruins the finest fabrics.
 Do not have the notion that success means simply money-making.
 Handle the hardest job first each day. Easy ones are pleasures.
 Be glad and rejoice in the other fellow's success—study his methods.
 Opportunity is a sensitive guest—no other likes so well to be expected and made much of.
 Whatever it is that makes the wild west wild, it isn't the fact that visiting celebrities seldom get out that far.
 A lot of people have the notion that culture consists in knowing the name of the piece on the other side of the record.

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