

LABOR AND CONTROL IN INDUSTRY.

By the Right Hon. J. R. Clynes, Labor M. P.

The question of how far workers themselves can be admitted to an active share in the control of industry is part of our industrial problem. There are some who want more than a share. Their demand is for all of it. There are others who would be content with a modest beginning. And a few who claim nothing less than everything.

Employers whose minds are up-to-date as regards industrial development still live in the thought of the previous age with regard to the changed outlook of workmen on the industries in which they are engaged. This change is not due to modified views on economics, wages, and hours of labor. It is due to new conceptions of personal rights, however much these conceptions may be resisted by employers. The indignation of employers will not dispose of this factor of the mind, because it is irrefragable, and is the product of education and technical training, and is the outcome of the raised status and sense of dignity of masses of workmen.

Take two very opposite instances: how the claim is shaping itself, and how wages the claim still remains. Miners' organizations are demanding control in the coal industry. There has been some hint at the masses of consumers or the general public—who, under conditions of nationalization of mines would be the indirect owners of the mines—having a share in control and management because they would form a great body of consumers.

National Union of Teachers in their annual conference gave great prominence to the control of teaching by teachers. It was not claimed that teachers had initiated a movement. Indeed, it was admitted that they were proposing to take part in one in which the example had been set by miners, railwaymen, and others.

Teachers proposed that their profession should be placed on a self-governing basis, and they decided by a large majority not to accept any system which would give them power of advice through the medium of committees, but to go in for "control."

We may search a great deal among either brain workers or hand workers for definite outlines of what they mean by control, without being able to find it. Do they mean that they alone are to determine all matters relating to schools and education, the treatment of children, the salaries of teachers, their own salaries, conditions of accommodation, hours, holidays, pensions, and the rights of parents?

It is a question which can be put to other classes, and especially to manual workers who are demanding control of industry. Do cotton operatives, engineers, men in the building trades, shipbuilders, miners and railwaymen, when they ask for "control," mean that they are to take the control, management, and development of industry absolutely into their own hands, or is it that they wish for a part of control in either an advisory or executive sense, and that the part they ask for can be stated in definite terms?

In what way, for instance, would the large number of men who are now employed in various corporation services, in sanitation and cleaning work, be able effectively to control industry, from which there is no output but cleaner streets and towns?

Beneficial and effective forms of control can soon be established if conditions which are the subject of application are clearly defined. In spite of the silence of the Government and the usual failure of state departments to give a definite answer to the enlightened development of British industry, it is now clear that a very large number of employers have so broadened their outlook, and have become so amenable to the more humane doctrines which have affected considerable industrial reforms that they are now ready to make arrangements with organizations which will be made to work out mainly in the interests of the workers themselves.

A point of trouble, a matter with which the worker is that he has no sooner reached the threshold of securing something to which his mind has been directed than a great clamor is set up to scare him away and get him, to follow some more extreme demand in another direction.

So that when he is near the legislative possession of an eight hour day, he is advised by one section not to take less than a forty-four hour week, and by another to come down to forty, while a third preaches that a working week of thirty hours or less can be made to provide all that is needed. Very often in respect to wages and workshop conditions, the same practice is followed, so that now on the subject of control when the earlier demands came near being accepted, new but eloquent voices called workmen away for more extreme demands.

Employers now know that they cannot remain as the sole arbiters of the terms of service of the men, or the working conditions in their establishments. But workmen also know that they cannot become the sole arbiters of industrial conditions. If the private employer is thrust aside, it is the state, or some other factor acting for the community, that must come into share with whoever may have finally to determine what is fair to the parties.

What workmen must not overlook is that while manual labor is the greatest factor in the production of commodities, that it is control of all the mechanical devices employed in a variety of businesses, manual labor is not the only factor in production.

The skill, the ingenuity, and the brain work of the brain workers must all have their place. They have had a good share of control with the place of the manual worker but no greater folly can now be committed than to claim on behalf of the manual worker absolute control of trades and businesses, in which so many other faculties for production besides his own must enter.

As the workers reject the employer's claim of a monopoly of control, they demand no monopoly of control for themselves. Control should be a partnership, and not the preserve of either side.

The defect of some forms of trade union administration is mainly due to the masses of members having nothing personal to do with the great question settled on their behalf. However much workmen may delegate to others their work and wage affairs, there is a natural tendency for workmen to ask at what point do they come in and substantially participate in affairs undertaken in their name.

The things that most intimately interest workmen are naturally the immediate surroundings and life conditions of the workshop. It is through committees, in the works constituted only by men in revolt against the heads of a firm, but inspired by a real desire to turn to value the training and personal experience they have acquired in the pursuit of their labor, that real control can be acquired.

MERCHANT MARINE SHOWS GOOD PROFIT

Annual Report on Government Fleet Tabled in House.

A total profit of \$1,496,767.35 on operation of the Government Merchant Marine from the commencement of the service on March 1, 1919, to December 31, 1919 is shown in the annual report of the Canadian Government Merchant Marine tabled in the House yesterday.

The report shows that 19 of the 63 ships contracted for by the Government were delivered during 1919. About 109,000 deadweight tons of shipping is in operation, with 280,520 deadweight tons still in course of construction. The work is being done in Canada at different shipyards.

Government ships made 23 trips to the West Indies last year, three to South America, 11 to the United Kingdom from Atlantic and three from Pacific ports, two trips to French ports, and one to the Azores. Other routes, including the Antipodes, will be tapped by Government ships during this year.

PREMIER CHEERED ON RETURN TO HOUSE

Sir Robert Borden Given Enthusiastic Reception in Commons.

The arrival of Sir Robert Borden in the Commons Chamber yesterday afternoon was the signal for an outburst of applause. This came from all sections of the Chamber and continued for several minutes while Sir Robert, who appeared in good health again, took his seat. D. D. McKenzie, Cape Breton North, who was speaking at the time Sir Robert entered, congratulated the Premier on his restoration to health. He welcomed him back to Ottawa, on behalf of his fellow Liberals.

METALS WERE KNOWN AT VERY EARLY PERIOD

Iron must have been familiar in the time of Moses. A wedge, made of iron as left in the Great Pyramid by the builders, which proves that the use of copper was known in use about 1500 B.C. Besides, in the fourth chapter of Genesis, it is mentioned that Tubal Cain was a pioneer in developing the art of iron making and brass working. Brass, however, was a very indefinite term among the natives. When spoken of in the scriptures, it is seldom to be understood to signify the alloy of copper and zinc now called by that name. The "brass" tempered for edged tools or weapons has been voluntarily performed by its officers and executive alike, and it is proposed to retain, for all time, French in its voluntary character, which has engendered confidence and thus at a minimum of cost, secured "worth-while" results to the International Trades Union movement in the province.

It has been felt, however, that the time has come when to carry on the work of the Association effectively, it is absolutely necessary that the Secretary-Treasurer of the Association shall devote his entire time to the work, and your executive is in a position to state that it will be possible to finance the proposition without any increase whatever of the very moderate per capita tax paid by affiliated trades.

It is proposed that through the executive, a constant educational and organization campaign shall be waged; that all sections of the province shall be systematically visited from time to time; that a constant propaganda to popularize the demand for Union Label goods, and to have such goods placed on sale, be made, and that every one of the 900 trades organizations in the province be urged, and if need be, re-urged, to affiliate with the Association.

The year just closed has witnessed a big increase in the number of unions in affiliation, and at the coming convention a large number of women will be in attendance to take the actual initiative in the launching of the Women's Federation, which aims to organize the women of the province in both the industrial and political fields.

During the year the secretary has followed out the instructions of the Stratford convention, and devoted much of his time to organization work for the Independent Labor party, and it is proposed that hereafter the work of the secretary shall be to assist, actively, wherever it is possible to advance the cause of independent political action.

This marks the most prosperous year in our history. The association was never in as good shape for effective work as it is at the present time. In attendance of delegates, the coming Stratford convention will totally eclipse any of its predecessors; in fact, the I.L.P. is on the threshold of the great work, it was organized to perform, and it is confidently expected that your organization will rally to its support, and, if possible, be represented at the convention.

All of which is fraternally submitted. President, JAS. MARSH, Niagara Falls, Ont. Sec.-Treas. JOS. T. MARKS, Labor Temple, Toronto, Ontario, Ont., 1920.

PROPAGANDA TO POPULARIZE UNION MADE GOODS AND HAVE THEM PLACED ON SALE

Eighteenth Annual Convention of the Labor Educational Association of Ontario Will Be Held at Brantford On May 24.

Donald A. Dear, the senior executive member of the Ottawa Allied Trades and Labor Association, will represent the workers of Ottawa at the annual convention of the Labor Educational Association of Ontario which meets at Brantford on May 24. With him will be associated President Tom Moore, of the Dominion Trades and Labor Congress, and J. A. P. Haydon, editor of the Canadian Labor Press, as delegates from Ottawa's central labor body, Secretary-Treasurer P. M. Draper and J. I. Dixon, will represent Typographical Union No. 102.

The convention call of the Labor Educational Association of Ontario, follows: To Central Labor Bodies and Local Trades Unions Throughout the Province of Ontario.

Greeting.—Notice is hereby given that the eighteenth annual convention of the Labor Educational Association of Ontario will convene in Brantford on Victoria Day, Monday, May 24th, at 9 o'clock sharp, for the transaction of such business as may come before it.

As you are aware, the Association has grown from very small proportions to be an industrial organization, without exception, being more largely attended than its predecessor, and the official year just closing records a high tide mark in its continued progress.

Up to the present time, ever since its inception, not a single cent has been paid out in salaries; all work has been voluntarily performed by its officers and executive alike, and it is proposed to retain, for all time, French in its voluntary character, which has engendered confidence and thus at a minimum of cost, secured "worth-while" results to the International Trades Union movement in the province.

All of which is fraternally submitted. President, JAS. MARSH, Niagara Falls, Ont. Sec.-Treas. JOS. T. MARKS, Labor Temple, Toronto, Ontario, Ont., 1920.

WILL GIVE LABOR PLACE ON BOARD

Col. Grant Morden Says That Employees Will Be Given Representation.

MONTREAL, May 12.—A million-dollar fund for the propaganda of the Canadian Manufacturers' Association was foreshadowed tonight at the annual dinner of the Montreal branch. Among the guests were Col. W. Grant Morden, Sir James McKechnie, head of the Vickers firm of England, and many of the business leaders of the province.

T. P. Howard, as president of the Dominion Manufacturers' Association, said that they had approached the Government on the necessity for a scientific tariff board for Canada, and stated that it would receive the support of 1,600 Labor unions of Canada as well as the manufacturers and employers of the province.

In defense of great industrial mergers both here and in England, Col. W. Grant Morden said that both he and his colleagues were at present giving great attention to a plan that would be announced in due course under which "we will give our employees not only an opportunity to participate in the success of industry, but also representation on our directorate."

Touching on the shipbuilding industry, Col. Morden said the British Empire Steel Corporation was going to build ships. With the steel plants in Sydney and their wonderful facilities in having the raw material at hand, it was obvious that with ships, there would be a complete circle in industry which would make Canada quite independent.

Did you know that the Salvation Army maintains a "Missing Friends' Bureau" which serves to find persons in any part of the world? Over 1,000 missing persons are located by the bureau every year.

The Salvation Army Lassies in many cities saved hundreds from death during the influenza epidemic. They went into the homes and cared for the children, cleaned house, brought food and fuel wherever needed.

"It will profit a woman nothing to leave the whole world if she lose her own child."—Lady Bonham-Carter. What a woman!

If progress is not humane, it is nothing.

HAS NO AUTHORITY TO INCREASE FARES

TORONTO, May 12.—Chairman Ingram of the Ontario Railway Board declared today that the tribunal had no power to raise the fares of the Toronto Railway Company, contrary to their agreement with the city. This is the outcome of the company's demand to that effect, following the announcement that the men would ask for 85 cents an hour, or strike next month. The City Council has given notice that it will oppose by all possible means the attempt of the company to raise fares, no matter what the outcome of wage negotiations may be. There is thought to be little possibility of avoiding a strike.

When a movement is built up on the slander and vilification of individuals or movements it has not a very strong foundation. It is not surprising that the O.R.U. is fast crumbling.—Edmonton Free Press. The slim settlements of the Salvation Army are lighthouses for the poor and down trodden on the dark and stormy coast of adversity.

SO DISOBEYED. "Come upstairs, and let me wash your hands," said mother, when she arrived with her little daughter for tea, are granny's. "I don't want to go up!" wailed Winnie, aged four.

"Let her wash them down in the scullery," called grandmamma. "She can do it just as well." "No," her mother said firmly. "I want her to come up with me!" Winnie came upstairs as slowly as possible.

"Oh," she said, turning a wrathfully tearful face to her mother, "why don't you obey your mother?" Answers.

Notice to Contractors. Asphalt Pavements. Sealed tenders addressed to the Board of Control, and endorsed "Tender for Pavements," will be received by its Secretary up to 3 p.m. Tuesday, May 18th, 1920, for asphalt pavements on Queen Street from Bay to Broadway Avenue; Catherine Street from Bank to Perry; Deserret Street from Charlotte to Wurttemberg Street; and on Blackburn Avenue from Ossage to the south limit of lot 18, and an asphalt and stone block pavement on King, Edward Avenue from Laurier to Hilda Street. Any tender received after the above stated time will be declared informal. Specifications and full particulars may be obtained on application at the City Engineer's office. The Corporation does not bind itself to accept the lowest or any tender. A. P. MACALLUM, Commissioner of Works, Ottawa, May 19th, 1920.

Pembroke Woollen Mills Limited. PEMBROKE ONTARIO

We Request the Opportunity to Prove to Your Entire Satisfaction the Value of a Hand Tailored Suit. FRED TURNEY 286 Queen Street E. Toronto.

The Way to the West. WINNIPEG BRANCO REGINA SASKATOON. CALGARY EDMONTON VANCOUVER VICTORIA. STANDARD TRANS-CONTINENTAL TRAIN EQUIPMENT THROUGHOUT, INCLUDING NEW ALL-STEEL TOURIST SLEEPING CARS. Lvs. OTTAWA (Central Stn.) 5.45 p.m. Sun., Mon., Wed., Fri., via Capreol. Lvs. TORONTO (Union Stn.) 9.15 p.m. DAILY.

Canadian National Railways

Tar Island Oil & Gas Company Ltd. has Struck 70 ft. of oil sands in the Peace River field—seek bigger pools believed at depth—Canadian company well managed, well equipped to develop a Canadian oil field—unsold portion 500,000 Treasury Stock offered at 50 cents a share

Incorporated under the laws of the Province of Ontario. No personal liability—shares fully paid, non-assessable.

Great Nations Scrambling for Oil

Baron "Jackie" Fisher, one of the wisest men who ever sat in the British Admiralty, urges that coal be discarded altogether in favor of oil on British warships, and declares that the future of the British Navy and merchant marine "absolutely rests on the internal combustion engine."

"We floated to victory on a sea of oil," declared a British Admiral. Canadian aviators flew to victory on wings of oil. Oil drove the great tanks that spread consternation, ruin and death among the Germans. It is the age of oil.

World supremacy will rest in the future with the nation that controls this great, new, economical fuel. The great nations in the world are now in a mad scramble to explore, develop and control their oil resources. It is a fight for their very existence—whole empires are at stake.

None realizes this better than Great Britain. With practically all her latest warships and ocean greyhounds equipped as oil-burners, it is absolutely imperative that she should have an inexhaustible supply of oil, if she is to maintain her maritime supremacy.

The British Government is seeking control of the Shell Transport Company, one of the greatest oil companies in the world. It is understood that even if the British Government should gain what they seek, the Canadian Government will still refuse to give the Shell Transport Company the exclusive right to drill on a large section of the Peace River oil fields. Everyone is to have an equal chance in our Canadian North-West.

In a situation such as this THE FIRST CALL ON CANADIAN MONEY IS FOR THE DEVELOPMENT OF OUR OWN EMPIRE'S OIL RESOURCES. Our naval supremacy, our very existence as an Empire, depend on our developing huge reservoirs of this new fuel.

Canada Has the Oil

AND WE IN CANADA HAVE THE OIL—have it for the seeking—have it in quantities that it is believed will surpass anything in the wide world. As far back as 1888, Doctor G. M. Dawson, eminent Dominion Government Geologist, declared that the oil in Canada's North-West was practically inexhaustible.

Prof. McLeary, of Saskatchewan University, says that the sands of Alberta hold enough oil to last the entire world for three hundred years.

Dr. Bosworth, Chief Geologist of the Imperial Oil Company, estimates there are three hundred billion barrels of oil in Canada's North-West.

CAPITALIZATION, 1,500,000 SHARES. (Par Value \$1.00 Per Share). ISSUED, 600,000 SHARES. IN TREASURY, 900,000 SHARES.

Government and the great oil companies of the Empire are now turning to Canada's Peace River country. This last great West—a miracle land of vast lakes, rivers, forests and plains—is destined, we believe, to PROVE THE GREAT RESERVOIR THAT WILL GUARANTEE OIL FOR THE EMPIRE'S SHIPS AND INDUSTRIES FOR HUNDREDS OF YEARS.

Thousands of acres have been fyled upon by some of the greatest oil companies in the world, men and equipment are being rushed into the field, and vast sums of money will be spent in exploration work during the next few months. It seems almost certain that THE BIG OIL POOLS WILL BE TAPPED THIS SUMMER and an oil field brought in that will place Canada and the Empire far in the lead.

The D'Arcy Exploration Company, a subsidiary of the Anglo-Persian Oil Company, in which the British Government owns a controlling interest, is seeking a concession of 90 square miles. They offer to spend \$25,000,000 in exploration work and laying pipe lines, and agree to pay the Government a royalty of one-eighth on the oil at the casing head.

The Union Oil & Gas Co., Ltd. of California is reported to be sending in six complete drilling outfits this summer. It is reported that this giant rival of the Standard Oil Company has fyled upon over 50,000 acres.

Six geologists from Great Britain are now on the field representing the Anglo-Dominion Oil Co. This big British company has announced that it will spend \$2,500,000 in exploration work this year.

The Pioneer Company

But of all the companies now in the Peace River district, we believe that Tar Island Oil & Gas Company, Limited, has the best chance to be the first to tap the big oil pools.

This pioneer company, which takes its name from Tar Island—famous all over the North-West for its oil seeps and gas jets—secured 3,999 acres of the choicest locations of the Peace River district—and commenced drilling in 1918 on the Western bank of the Peace River, thirteen miles from Peace River town.

It struck gas at 230 feet. This was increased 40 feet down. At 270 feet they ran into their first oil.

At 357 feet they struck a gas strata of 1,500,000 cubic feet capacity daily, that blew sand pumpings and water high over the drilling rig.

At 460 feet the Tar Island driller struck the same oil sands that had shown a yield of from 23 to 28 barrels of oil daily when tested in the McArthur wells across the river.

Even a production of this size is valuable. For, while one hears much of big gushers in Texas, it must be remembered that the average production of the Texas wells is but eighteen barrels per day.

A large number of wells could be sunk very quickly to this depth. And as all could be pumped as cheaply as one, it will be seen that the seventy feet of oil sand already struck would yield a very gratifying return to the shareholders.

But it is these big pools further down that the Company wants to reach. The upper sands have been disregarded temporarily and drilling pushed on.

Bankers: Standard Bank of Canada. Solicitors: Bain, Bicknell, MacDonnell & Gordon, Toronto, Ltd. Transfer Agents: Chartered Trust & Executor Co., Ltd., Toronto.

At 1,086 feet it was decided to stop. Thirty-nine feet beyond lay the big strata of wet gas that had brought disaster to the McArthur wells. And it was decided to put down a thirty-three-inch California Diamond B X casing, a very heavy casing that would prevent any possible chance of disaster.

An Expert Driller's Opinion

Mr. Cole, the driller, was enthusiastic over the formation passed through. The strata of sulphur water, he declared, was a particularly good sign. And the formations enclosing this sulphur water proved to be a hard lime and shale that was impervious to gas. This proved that the big strata of wet gas at 1,125 feet—4,500,000 cubic feet to 600,000 cubic feet capacity daily—could only be an evaporation of a pool of oil below.

Mr. Cole declared that the formations were practically identical with those he had passed through in the Persian field which had invariably led to big oil. In fact, all his experience led him to expect a gusher of big proportions rather than one of medium size. He predicted big oil at around 1,600-2,000 feet.

With the drilling records of the Tar Island well and other wells in the vicinity before them, experts now showed that the Tar Island well was just about at the apex of a considerable anti-dip. This location assured them the cream of the oil production of the district.

The heavier casing ordered is now about to be delivered and drilling resumed under the direction of E. B. Mott, an expert driller from Petrolia. And as the average monthly drilling in that district is around 300 feet per month, the Tar Island officials feel reasonably confident that they will strike the big oil pools of the Peace River district this Summer.

Just how large those oil pools will prove to be, no man knows. But when a driller of the experience and standing of W. J. Cole predicts big oil as a practical certainty when a geologist such as Prof. H. D. McLeary, of Saskatchewan University, estimates that "there is sufficient oil in the sands of Alberta to supply the world's demands for 300 years," when Dr. Bosworth, chief geologist of the Imperial Oil Company, estimates that there are three hundred billion barrels of oil in Alberta; then, one cannot but feel that there are possibilities of tremendous magnitude, possibilities that justify thorough investigation.

With oil of the grade already obtained netting 12.50 a barrel, a gusher of this size means an annual return far in excess of the Tar Island Company's total capitalization.

Transportation

There will be no difficulty in getting oil to the refineries. A pipe line will be laid from the well to Peace River town—only thirteen miles—whence the oil will be shipped in tank cars over the Edmonton, Davenport & British Columbia railways.

Summing Up

The directors have shown outstanding energy, courage and faith to make the Company a success. Filled with an abiding faith and confidence that Peace River is going to prove the world's oil field in the world, they and a small group of their friends have borne the entire expenses up to the present.

Additional funds are now needed to clinch the success that they feel is practically within their grasp. Figures out how many of these shares you can take and in your order at once. That great country in Canada's North-West is going to mean tremendous things for Canadian investors, for Canada and for the Empire.

Application will later be made to list the shares on the Standard Stock Exchange. The prospectus has been filed at the office of the Provincial Secretary of Ontario.

Mann, McKenzie & Day. 1241 Main Street, Toronto. Enclosed find 5 shares of Tar Island Oil and Gas Co. Limited stock. Name Address