

Industrial Review From Many Sources

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CO-OPERATION ONLY WAY TO BRING RELIEF.

This anti-red hysteria will have to run its course, just as the red hysteria last year, says the Union Record. It is epidemic, and epidemics generally have their way, and are soon gone, though causing misery and suffering while they last. Action and reaction are the law and life of nature. Who would try to stem them is up against the burrow, and will suffer the consequences.

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THE INTERNATIONAL SEAMEN'S CONFERENCE.

The International Labor Bureau, in compliance with the provisions of the Peace Treaty, has forwarded the following questionnaire to the various Governments comprising the League of Nations and the Central Powers not included therein. The questions have to do with the International Seamen's Conference which will be held in Italy in June of this year. As was stated last week by the Canadian Labor Press, Canada is vitally interested as the Dominion, with its inland waterways, is one of the foremost maritime countries in the world. The questionnaire follows:

Preliminary Note.
In your answers to these enquiries you are requested to bear the following points in mind:

1. Careful allowance should be made in every answer for the distinctions drawn by legislation or custom in your country between the various kinds of vessels, for instance—
 - (a) Steamers and other mechanically-driven vessels.
 - (b) Sailing ships.
 - (c) Coastal vessels.
 - (d) Tugs and barges not self-propelled.
 - (e) Fishing boats.
 - (f) Vessels employed on inland waterways.

2. In your replies, which are invited in order that international agreements and recommendations may be drawn up, you are requested to state how far you think it possible or advisable to apply the same general regulations to the various classes of ships, or whether separate arrangements should be made for them.

3. As regards navigation of inland waterways—

- (a) Does your Government think that it should be subject to the same regulations as maritime navigation?
- (b) Does your Government think it possible to make a distinction between persons employed in mechanically-driven vessels on large lakes or rivers, whose duty is continuous, and those employed in vessels confined to canals or canalized rivers?

(It will be recalled that at the Washington Conference, during the debate on the report of the Commission on Hours of Work, International Record pp. 314-323) attention was drawn by several delegates to the peculiar conditions affecting inland navigation on the great lakes of Northern America, the Swedish fjords and the great rivers of Asia, on which voyages often continue without interruption for several days, in defiance of the provisions of the conventions which may be drawn up in regard to the various items of the agenda, it will be necessary to take these special conditions into account and perhaps to distinguish them from those of river and canal navigation in Europe.)

Item 1 of the Agenda.
Hours of Labor and effect on manning and accommodation.
A—Hours of Labor.

1. Please explain fully the nature of any existing regulations (1) in the national law (2) in agreements between organizations of shipowners and seamen prescribing the hours of duty for foreign-going seamen.

N.B.—The reply should, where necessary, distinguish between the various classes of seamen (dock hands, engine room staff and general service) and between the hours of labor while at sea and in port.

2. What arrangements and adjustments does your Government consider necessary for the application to seamen of the eight-hour day and the forty-eight hour week, as adopted by the Washington Conference?

B—Manning.
1. Are there any manning regulations in your national legislation, at any rate for foreign-going vessels?

2. If the principle of the eight-hour day and the forty-eight hour week were adopted in the mercantile marine:

(a) What modification do you anticipate in your manning regulations, if any?

(b) Does your Government see any objection to the adoption of an international manning scale, at any rate for foreign-going vessels?

C—Accommodation.
1. What provision, if any, is made: (a) by your national law; (b) by agreements between organizations of shipowners and seamen:

in regard to the amount of public space to be allotted to seamen and in regard to their general accommodation?

2. As the application to seamen of the principle of the eight-hour day would probably involve larger crews, what steps would you propose to take, and within what period, to adapt their accommodation to these new requirements?

3. Is it advisable to establish by agreement the international regulation of accommodation for seamen on board ship?

Does your Government think it advisable to fix by international agreements uniform standards of accommodation for seamen on board ship?

Item 2 of the Agenda.
A—Articles of Agreement.
Under what system are seamen in your country engaged?

(a) Are all seamen required to sign articles of agreement? If so, please give particulars of the legal requirements as to the signature of articles.



He Wants Her to Take Him Back. —Chicago Tribune.

If, any do you consider necessary for the application to seamen—

- (a) of the draft convention;
- (b) of the recommendations adopted at Washington in regard to unemployment and employment insurance?

Item 3 of the Agenda.
Prohibition of the Employment of Children Under 14 Years of Age.

1. What limitations are imposed by your national law on the age at which children may be employed on board ship?

2. What arrangements and adjustments does your Government consider necessary for the application to the mercantile marine of the draft convention adopted at Washington prohibiting the employment of children under 14 years of age?

Item 4 of the Agenda.
The Possibility of Establishing an International Code for Seamen.

1. Do you think it possible to establish a kind of international code for seamen?

2. If so, what does your Government consider should be the general principles of an international maritime code as regards the conditions of service at sea?

3. In particular, should the seaman's contract of employment be brought into line or not with that obtaining in the case of other workers. For instance, for discipline, the right to leave the ship in a foreign port, the payment of wages before discharge, etc.

N.B.—The governing body of the International Labor Office, at its meeting in January, when the agenda of this questionnaire was drawn up, had this important question brought before it.

The governing body considered it so vast and bound up with so many other problems that the coming International conference would hardly be able to deal with it. It decided, therefore, that it was necessary to retain the question in that agenda for general examination. We should be glad if you would send us forthwith the most complete information available on these points which might ultimately give rise to international agreements, in order that the work which will be subsequently necessary may be put in hand.

CANADIAN INDIANS' EFFORTS IN THE GREAT WAR.

An interesting record of the part that Canadian Indians played in the great war is told in the report of the Department of Indian Affairs for the year ended March 31, 1919.

For the year ended March 31, 1919, the report states that 4,000 Indians from the various tribes enlisted with the C.E.F., and many of these men had exceptionally fine records with the forces. Several served as snipers, and Corporal Francis Pegahmagabow, of Parry Sound, was credited with having killed 27 Germans.

There were over 4,000 enlistments of Indians in the C.E.F. This was over thirty-five per cent. of the male Indian population in Canada at the time of the war. The report points out that one man, John Campbell, a full blooded Indian, travelled 3,000 miles by rail, canoe and river to reach Vancouver to enlist.

Many of the Indian soldiers who returned from the front succumbed to their natural enemy, tuberculosis, as a result of the exposures they had undergone while on war service.

On March 31, 1919, there was a total Indian population in Canada of 105,992 and 3,292 Eskimos. The report shows splendid progress made in recent years in the development of reserves from an agricultural point of view.

A census of real and personal property of all Indians for three years shows a steady increase in value. Values were as follows: 1917, \$62,885,915; 1918, \$65,253,112; 1919, \$67,262,425. The average per capita value of property in 1919 was \$487.55, and the average per capita income, \$94.57.

WHITLEY COUNCIL'S STEADY GROWTH.

The Federation of British Industries reports "Steady progress in being made with the Whitley Council movement. The second edition of the Joint Industrial Council's Bulletin, which is now being issued by the Ministry of Labor, gives satisfactory evidence of this. There are 51 councils in existence, representing over 4,000,000 workers and, if the negotiations now proceeding are satisfactorily concluded, 18 other councils will soon be added, representing a further three-quarters of a million workers."

SIR AUCLAND GEDDES POINTS OUT THE DANGER ZONE.

Purchasing Power of Money Has Permanently Changed.

Sir Auckland Geddes was the guest of the Manchester Chamber of Commerce at luncheon recently, at the Midland Hotel. He took the opportunity to warn the cotton industry in plain terms of future danger.

There had, he said, been enormous writing up of capital. There were strong arguments for moderate writing up, but the writing up of capital in the cotton industry had been speculative. It had been based on the supposition that the present boom was permanent, whereas it was only temporary, because "the world is very poor." It does not know it yet, but it will find out before long—with serious results to shareholders who had bought at present prices.

On the general commercial outlook Sir Auckland was pessimistic. There was a danger of Europe flooding the home markets, aided by the rate of exchange. That would not be this week or next, but in a few months.

A great difficulty arose from the state of Europe, where there were conditions which it was by no means impossible might sweep over this country. It was in our interests that Europe should recover, but when she started to export goods to this country she would be very much favored by the rate of exchange. It was better to keep politics away from a chamber of commerce. He was not going to say whether free trade or tariff reform was the better policy. But were they prepared to leave the manufacturer and worker against the conditions which would come with the recovery of Europe?

Although an increased supply of goods was necessary in the general interest, it was necessary to prepare against a sudden revival in the European market which might bring depression and unemployment in this country. It was an extraordinary fact that during the past two months exports had balanced imports, but there was no margin. There was danger yet regarding food and raw material, and he was convinced that it was wise to take measures, both for the wage-earner and manufacturer, to enable them to meet it.

The purchasing power of money had permanently changed. He did not mean to know what the permanent increase would be, but it would not be less than 50 per cent. above pre-war level, and not much more than 100 per cent. above it. It was advisable to take that new value into consideration in measuring our prosperity, and in considering industrial efficiency. It was necessary to remember that replacements of plants were necessary.

Sir Auckland then dealt with the writing up of capital mentioned earlier. During the war mill owners and wage earners pulled together. There were difficult times coming. An upheaval in any of the primary industries would rob us permanently of our present prosperity. The effects of the Yorkshire coal strike would not be cleared up until mid-summer.

At the wage-earner's living in not very good conditions, saw balance sheets showing millions of profits. It was to be understood that goods were distributed or even answered by what they believed to be excessive profit-making.

"We are suffering," said Sir Auckland, "from lack of publicity in the past about what happens to capital and what use is made of profit." It was necessary, he added, to show that profit was necessary to enable industry to expand and the modernization of plant which were essential if we were to maintain our position.

National economy, municipal economy and private economy were necessary. That the Government was economizing would be shown by the next budget. He appealed to Manchester to do the same, because it was the only way by which this country learns.

70,000 CIVIL SERVANTS IN CANADA.

There are probably 70,000 names on Canada's pay roll at the present time, according to a return tabled in the House of Commons last week, showing the number of employees of the various departments of the Government.

The return, which was prepared by E. W. Thomas (Richmond-Wolfe), gives the figures up to September, 1919, by departments as follows:

Department	Male	Female	Total
Agriculture	1,571	229	1,800
Public Archives	28	27	55
Civ. Ser. Com.	28	—	28
Civ. Serv.	4,422	48	4,470
External Affairs	—	—	1,021
Finance	—	—	1,021
Gov. Gen.'s Sec'y	—	—	1,021
Interior Affairs	19	2	21
Inland Rev.	498	27	525
Insurance	19	11	30
Interior	—	—	985
Justice	—	—	985
Labour	4,303	345	4,648
Marine	—	—	2,860
Ministry	—	—	2,860
Navy	1,641	2	1,643
Navy (Res.)	2,215	74	2,289
Post. Comm.	8,679	888	9,567
Postmasters	10,949	1,521	12,470
Privy Council	46	—	46
Public Works	—	—	4,480
Printing	—	—	1,165
Rail. & Canal	3,921	62	3,983
Sec'y of State	50	—	50
Treasury	4,664	2,267	6,931
Unemployment	444	744	1,188
Various	—	—	659
Totals	33,556	4,471	38,027

CANADIAN HOUSEWIVES SHOULD LAY IN SUPPLY OF SUGAR NOW.

Housewives of Canada are urged to begin now laying in a supply of sugar for the coming season, buying a few pounds each week from now on until they have sufficient set aside to cover their seasonal requirements.

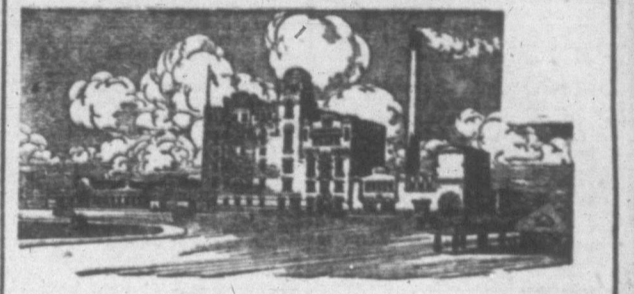
Control over import and export licenses for sugar has been vested in the Canadian Trade Commission, which body will grant no export license while there is a demand in Canada for sugar. However, there is no likelihood of a reduction in prices and it is pointed out that because of increased population, higher wages and prohibition of

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