

## QUEBEC CATHOLIC LABOR MOVEMENT SCORED

### RACIAL AND RELIGIOUS STRIFE ARE THE POSSIBLE OUTCOME OF THE GROWTH OF QUEBEC CATHOLIC LABOR MOVEMENT, SAYS MINISTER OF LABOR

Hon. G. D. Robertson Makes It Quite Clear That Government Recognizes Only The Trades And Labor Congress Of Canada.

OTTAWA.—That racial and religious strife are the possible outcome of the growth of the Quebec Catholic Labor Movement was the warning conveyed by Hon. G. D. Robertson, Minister of Labor, to a deputation representing these organizations which met him last week.

The deputation came to submit its programme of legislation which it drafted at the convention held by the Catholic unions at Chateaufort, Que., and the items which provoked the Minister's warning was the request that the Catholic unions be given representation in the Building Trades Conference to be held in Ottawa on May 3 next.

"Last year I pleaded with your organization," declared the Minister to Abbe Fortin, who headed the labor men, "to proceed very carefully along the lines you have been following, for, if it once gets in the mind of the people that in your province for a man to get along in his work he must accept a certain religious guidance, it will not be conducive to the improvement of relations between your province and other parts of the Dominion."

"You have charged discrimination by the department against your union, yet you make it necessary for a member of your organization to be of a certain faith."

"What would be the result if the Methodists, say in Ontario, should band together and ask the employers to employ only Methodists? I am sure that not only the Catholics, but the Protestants as well, would rise against such a movement."

Abbe Fortin charged the department with recognizing only the international trade unions, despite the fact that Catholic Federated Unions in Quebec numbered between 40,000 and 50,000 members. He urged that an equal consideration be given his organization, declaring that such was being done in practically every European country where Catholic, Socialist and Protestant unions existed. He further contended that the labor section of the peace treaty made such provision.

Senator Robertson pointed out to the deputation that the Building Trades Conference referred to had not been organized by the Government, but by members of the international unions and of the builders, consequently the Minister could not dictate to either party that a third party should be admitted.

Further, he explained that the agreement of all nations subscribing to the peace treaty was that each country should recognize associations of employers and associations of labor which would give each class the greatest representation. In Canada these organizations were respectively the Canadian Manufacturers and the Dominion Trades and Labor Congress.

Ernest Lapointe, member for Quebec East, who introduced the deputation, protested against the decision of the Minister in recognizing only the international unions.

### DISCUSSION OF LABOR PROGRAM IS DECLINED

Manitoba Employers' Association Refuses to Co-operate in Enactment of Legislation.

WINNIPEG.—Charles F. Dolan, acting on instructions from the Manitoba Employers' Association, has declined to enter into further discussion on the labor programme of legislation, according to a letter sent to Premier Norris.

The letter pointed out that nearly all matters had been discussed in what the association considered a final manner last year.

The new question of the eight-hour day which was brought up by the Provincial Legislature, but is a matter of Dominion legislation, in the opinion of the association.

"With reference to your inquiry as to the attitude of the Employers' Association towards the appointment of delegates to act on a joint committee to further discuss labor legislation pending before the House, I am instructed to say that the association has no objection to any beneficial results which may be achieved by another conference to cover the ground dealt with last year in a manner which is not doubtful if any further legislation is introduced. I refer to workmen's compensation, collective bargaining and anti-injunction legislation. This re-opening of questions which have already been discussed cannot fail to have a most prejudicial effect on the welfare of both employers and employees in this province."

"With regard to legislation which was not discussed last year, such as the eight-hour day question, our council are of the opinion that these matters should be dealt with by the Dominion Parliament and should be dealt with by national law and not by the provinces separately. We wish, however, to again assure you that employers are willing to co-operate in all matters in any way affecting the public interest."



HON. G. D. ROBERTSON, Minister of Labor, whose frank statement to the leaders of the N. C. U. has created favorable comment in labor circles.

### SINCE 1912 NO AUTHORIZED RY. WORKERS STRIKE

National Agreements Greatest Factor in Establishment of Efficient Railroad Operation.

CHICAGO.—Negotiating rules and working agreements on each individual railroad of the United States as proposed by the railway executives, would cost the railroad workers more than \$5,000,000 and require the services of more than 5,000 men, it was stated before the Railroad Labor Board this week by H. M. Jewell, president of the Railway Employees' Department of the American Federation of Labor, in presenting the labor side of the controversy over national rules and agreements.

He cited figures to show that 95 per cent of the 1917 railroad shop employees of class one carriers are members of their respective craft organizations and declared that since 1912, when the railways' employees' department of the American Federation of Labor was organized, there has not been a single authorized strike of federated shop employees.

"It is also significant that during this time," Mr. Jewell said, "the greatest progress toward the attainment of peace and reasonable wages and working conditions and uniform rules applying alike to all railroads, was made."

"As representing the Federated Shop Crafts Employees, we hold that an agreement applying alike to all railroads will be a great, if not the greatest factor, in setting to establish efficient and economical railroad operation."

OTTAWA.—The greatest number of immigrants into Canada during 1920 came from Ireland.

Returns for the past year show that the total immigration into Canada from 64 different countries was 147,952, of which 91,939 entered via the Atlantic and 56,013 from the United States. Of this number 49,248 came from England, 13,496 from Scotland, and 61,121 from Ireland.

Ontario, out of the total, received from overseas 48,054, and from the United States 13,239; Quebec received 19,849; Manitoba, 11,192; Saskatchewan, 11,239; Alberta, 18,484; and British Columbia, 14,124.

OTTAWA.—The Industrial Rehabilitation Committee of the Ontario Legislature met last week and recommended that the Industrial Rehabilitation Act be amended to provide for therapeutic treatment of the disabled.

The bill when introduced will be known as the Industrial Rehabilitation Act, and is being introduced by the Minister of Labor, Hon. G. D. Robertson.

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### UNEMPLOYMENT SITUATION IN MONTREAL SERIOUS AND GROWING STEADILY WORSE

J. T. Foster, Ex-president of Trades Council, Says Prospects For Coming Summer Are by No Means Bright—Railways Economizing.

MONTREAL.—The unemployment situation is very serious, and is steadily growing worse," said J. T. Foster, former president of the Montreal Trades and Labor Council, this week. "In addition to the 1,500 men who are temporarily out of work by the closing of the Angus and Grand Trunk Shops, about 18,000 men are unemployed in the city. The outlook for employment during the coming summer was by no means bright, he stated, and if nothing was done to relieve the situation the consequences would be disastrous. A number of small retailers had complained to him that they would be forced out of business if their customers did not soon get back to work. He stated that the increased rentals made no difference to them as they could not pay the landlord anything anyway and the result would be that the small retailers would suffer and in many cases would not be able to collect what was due them."

Mr. Foster said that the labor men had hoped that when building started, conditions would improve, and that the great demand for office, factory and housing accommodation would furnish work for a large number of the men. He far, although from the number of building permits issued there promised to be considerable activity in building trades, this had not come to pass. Nothing was being done to speed up work by the contractors as well as the men were losing valuable time.

The weather, he claimed, was fine for digging foundations and commencing operations, but those who had contracts were not taking advantage of it. The labor situation in the clothing trades was very satisfactory at present, but by the end of April there would be a falling off in orders and a good many workers would be laid off at least temporarily.

As far as the railway shops were concerned, the policy seemed to be to economize so far as help was concerned, and men were being laid off in the face of the fact that although a large part of the railway rolling stock was said to be out of commission.

Mr. Foster wished to be optimistic, but he did not think the prospects very bright for railway construction work in the spring, as it did not seem that any expensive projects would be undertaken in the face of the large deficit of the Government railways this year and the criticism which it had aroused.

### PUBLIC SERVICE PERFORMED BY LABOR MINISTER

President Moore, of the Trades and Labor Congress of Canada Endorses Labor Minister's Stand.

LONDON, Eng.—J. H. Thomas, president of the Railwaymen's Union introduced into the House of Commons last week a bill for the transfer of the Railways of Great Britain to the Ministry of Transport with a view to their becoming the property of the Government.

Mr. Tom Moore, president of the Trades and Labor Congress of Canada, endorses the stand taken by the Minister of Labor with regard to the Quebec Catholic Labor movement.

The minister wanted a deputation from the National Catholic Union that a continuance of its policy would create a religious and racial barrier between the Catholics of Quebec and those of other provinces.

"Our estimation," said Mr. Moore, "is that the Catholic faith is a public service in making public the situation as it exists in a certain section of Quebec."

"The international trades union movement feels that it must be on the right ground. The One Big Union and other extremists accuse it of being dominated by a Catholic radical influence. For that reason the latter claim the right to establish a labor organization composed of those of the Catholic faith."

"As a matter of fact the international trades union movement in the Province of Quebec contains a greater number of members of the Catholic faith than does the so-called National Catholic Union."

### BOAT AND SHOE WORKERS' WAGES AND CONDITIONS IN EUROPE.

Before General Organizer E. W. A. O'Dell, of the Boot and Shoe Workers' Union, left for Great Britain to attend the last annual convention of the British Trade Union Congress the General Executive Board of the Boot and Shoe Workers' Union commissioned him to make such investigation as he found possible into wages and working conditions of shoe workers in such European countries as he might visit on the trip.

The union operates a sick benefit and has paid out \$14,521, 13c, 6d, (\$14,521.13). An Out-of-Work fund was started in 1916, out of which there has been paid, \$39,815, 17c, 6d, (\$39,815.90).

A Political Fund is also maintained, from which fees are paid to a National Labor Party to which the union is affiliated. Payments are also made from this fund to members occupying public positions.

The National Union is not without its rival organizations. At the present time there are two organizations in the Boot and Shoe Union in the United States and one in Canada.

Mr. C. L. Baines, Secretary, General Executive Board, Boot and Shoe Workers' Union, 248 Summer street, Boston, Mass., has been requested by the General Executive Board of the Boot and Shoe Workers' Union to visit the United States and other countries as he may wish in connection with his duty as general delegate to the British Trade Union Congress, representing the Boot and Shoe Operatives of Canada, and Labor Congress of Canada.

While in England, I had the opportunity, through the courtesy of the officials of the National Union of Boot and Shoe Operatives, of learning something of the operations of the above named union.

The National Union of Boot and Shoe Operatives was organized in 1874 and at the present time has 104,000 members, 80 per cent of whom are females.

Arbitration has been the policy of the union for many years. Since 1885, when they had a general strike and lockout, they have been working under what is known as the "Terms of Settlement," which was drawn up under the chairmanship of a representative of the Government, by which both sides bound

### SAV'S NATIONAL AGREEMENT IS NOT TO BLAME

Root of Railroad Difficulty in the U. S. Credited to Bad Management.

CHICAGO.—The root of the railroad difficulty in the United States is not in national agreements but in the inadequacy of management, declared W. Jeff Lauck, consulting economist of the railroad labor organizations, in beginning presentation of railroad labor exhibits before the United States Railroad Labor Board on Tuesday.

Mr. Lauck said that the series of exhibits which he was about to present, would establish the following facts:

1. The policy of establishing national agreements or uniform rates of pay and working conditions in conformity with custom and precedent in the transportation industry and in accordance with the best public policy, as shown by the awards of boards of arbitration, and the acts and recommendations of other official agencies during the pre-war period.

2. In other leading industries of this country collective bargaining on a national scale, and national agreements as to working conditions and relations, have been found to be the best means of stabilizing conditions, promoting industrial peace, and accelerating production.

3. That the fact that Great Britain these facts have become so clearly recognized by both employers and employees that national agreements are encouraged by the Federal Industries and the Federation of Trades Unions as a whole, and the effort is being exerted to make them compulsory upon all employers and employees in a given industry.

4. That the former railroad administration in entering into national agreements, recognized a tendency which had almost reached complete development prior to the war, and which was sanctioned by the opinion both within and without the transportation industry.

5. That the representatives of the railroads have given their sanction to national rates of pay and working conditions in engine and country.

6. We shall further show that the arguments of the railroads are the same which have been urged in all past years to prevent the establishment of human standards in industry and shall demonstrate that the railroads are now expensively endeavoring to bring about a temporary industrial depression to destroy human standards.

7. That the thought and practice of the leading industrial nations of the world.

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### MEXICAN GOVT DEMANDS UNION MADE ARTICLES

Machinists' Organization is Compiling Information Concerning Machinery, Etc.

TORONTO.—President William H. Johnston, of the International Association of Machinists, Washington, D.C., has asked John Munro, business agent of the Toronto district, to give him the names of any firms in this locality manufacturing fire apparatus, farm machinery and implements, well drilling machinery, automobiles and tractors, who are "fair" to union labor.

Mr. Johnston says he has been asked for this information by the Mexican Government which is now on a strike basis and prepared to spend several million dollars annually in commodities needed for the development of the country.

Mr. Johnston's letter is a communication from officials of the Mexican Government who are planning to purchase all these supplies from factories fair to organized labor.

"As they desire we furnish them a list of firms in the United States and Canada engaged in the manufacture of such fire apparatus, tractors, etc., where there are any such concerns in your locality that can qualify for this business you advise the grade of goods by return mail, so that we can compile a list for the Mexican Government."

"We also have an additional request of a similar nature for union firms from whom the Mexican Government can purchase quantities of farm machinery and implements, well-drilling machinery, automobiles and tractors to the extent of several millions of dollars each year."

"We request you supply us with a list of firms who can qualify for this business under strictly union conditions."

"The Mexican Government, according to officials of the machinists' organization, has struck labor tenders. This it was revealed, prompted for the desire of the Government to place its business with firms recognizing union labor."

### NO JUSTIFICATION FOR WAGE REDUCTION

Boot and Shoe Workers' Journal Issues Warning.

BOSTON.—Once more we declare there is no present justification for reductions in wages, says the Shoe Workers' Journal.

Neither rents, fuel nor transportation costs have declined. There have been no reductions in food, clothing and other necessities. These are still very high and far beyond the pre-war level.

### EMIGRATION QUESTIONS TO BE CONSIDERED

Canadian Council of Immigration of Women to Meet at Ottawa, April 5.

OTTAWA.—The Canadian Council of Immigration of Women is expected to meet in Ottawa, April 5, in the North Building. Mrs. William Dennis, of Halifax, will preside over the council, which convenes for the formation of new aims and plans.

The secretary, Mrs. R. Keel, presided recently and arrangements are to be made for carrying on her work, though it is understood a new secretary will be appointed.

Among those expected to attend the meeting are: Hon. Mary E. Smith, of Vancouver; Lady Falconer and Mrs. Vincent Murray, of Toronto; Mrs. Dennis, Mrs. W. D. Speers, Calgary; Mrs. Colin Russell, Montreal; Mrs. M. E. Lawrence, St. John, N.B.; Mrs. Gordon Wright, Lady Pope, Tom Moore, Frank MacNeil, and Mrs. Charles Robson.

### DECIDE TO SECEDE FROM LABOR PARTY

Minority Faction of British Labor is Peevish.

SOUTH PORT, Eng.—The minority faction of the Independent Labor Party, the extreme wing of the British Labor party, decided at a meeting here to secede from the Independent Labor party and join the Communist party.

The seceding element was defeated in the Independent Labor party's convention on Monday when it presented a report favoring acceptance of Moscow's conditions for negotiation with the Third International, the card vote against affiliation standing 121 to 97.

### ADVISORY COUNCIL FOR EMPLOYMENT BUREAUS OF PROVINCE OF ONTARIO

Bill Gets Second Reading - It Was Opposed by Member For Ottawa East and Others.

TORONTO.—A measure described by E. M. Warren, U.P.O. member for Renfrew, as "an innocent-looking bill" drew fire last week in the Legislature when introduced for second reading by Hon. Walter Ross.

The bill, which provided for the establishment of employment councils, both provincial and municipal, was vigorously condemned by Chas. McCree, Sodbury; J. A. Pinar, East Ottawa, and R. R. Hall, Parry Sound. All opponents of the measure took the ground that it simply tended to inaugurate a new bureaucratic system governing employment, and that it meant the abolition of private employment agencies.

### APPOINTMENTS TO BE MADE TO INSURANCE ACT.

OTTAWA.—Amendments to the Insurance Act, which will allow insurance companies in Canada to issue life policies, including in the same policy insurance against accidents, are expected to be introduced in a bill by Mr. Henry Drayton, Minister of Finance.

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