

Shopmen Accept Harding Plan To Settle Big Railway Strike

TORONTO PRINTERS WIN OUT ON FORTY-FOUR HOUR WORK WEEK

An official despatch received by the local officers of the Typographical Union from Toronto, has created a spirit of optimism amongst the one hundred and fifty men in the printing trades, who have been on strike for over a year owing to the refusal of the Master Printers to grant them the forty-four hour week desired by the International organization.

The despatch reports that an agreement has been reached between the Mono-Lino Company, one of the biggest composition plants in the Dominion, and the Toronto Typographical Union, on the forty-four hour week basis. Under the agreement the men who have been on strike will be reinstated in their positions as soon as business conditions permit.

President J. W. Jefferson, of the local union, stated that in all probability this settlement would have

CAPT. HAYDON AGAIN PRESIDENT

Captain J. A. P. Haydon was unanimously chosen as president of the Allied Trades and Labor Association at the elections held Friday night. This is the fifth time that Captain Haydon, who is one of the most prominent labor officials in the city, has been honored by the high office. The majority of the other officers were filled by acclamation with the exception of those of the delegates to the Trades and Labor Congress, where a spirited contest occurred, finally resulting after four ballots in Delegates MacRae, Mackie and Johnson being the choice. The other officers elected were: Vice-President, Delegate Potvin; recording secretary, Delegate J. Johnson; treasurer, Delegate Wilham Lodge; corresponding secretary, Delegate J. Robertson; executive committee, Delegates MacRae, C. Lewis, Miss Johnson and Mackie; auditors, Delegates T. Marcell, W. P. Jennings and J. D. Robertson; organizing committee, Delegates Marcell, Haydon, Wilson, Lewis and Miss Johnson; municipal committee, Delegates McCagherty, Carrigan, M. Cain, W. P. Jennings and Potvin.

For the first time in sixteen years Secretary "Bill" Lodge was absent and he wired Delegate Donald Dear from Toronto, to the effect. The trustees elected were: Delegates D. Dear, O'Brien and J. Johnson.

COMPANIES HOWEVER ARE NOT IN ACCORD WITH PROPOSALS

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Shopmen Accept Plan.

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"We accept, reluctantly, it is true, but commit ourselves to carry out the terms of settlement in utmost good faith and in aid of the general welfare," said the message of acceptance which was sent to President Harding tonight. "If these proposals fail to bring about the result which you desire, the responsibility of failure will not rest upon representatives of the organized employees."

The Men's Argument.

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"It would certainly be a wholesale injustice of unparalleled extent if hundreds of thousands of experienced men who have given four to forty years service and whose value to the transportation industry is proportioned to the length of their service, should be placed in a position of inferiority to a limited number of men who have been employed as substitutes for these experienced railroad workers."

Replying to the president's suggestion that railroads and workmen agree to abide by decisions of the railroad labor board, the reply said the shopmen had always taken the position that so long as they continued to render service, they should abide by the rules and working conditions and accept the wages agreed upon by proper negotiations or determined by the labor board after a hearing of a dispute.

Two Day Consideration.

On the president's proposal to lawsuits growing out of the strike, he withdrew and that railroad labor board decisions to which exception is taken by either side may be taken to the board by either side for a rehearing, the message said that it was the understanding of the union leaders that the labor board would give a prompt rehearing and decision of questions in dispute and that there would be no question as to who are the properly accredited spokesmen of the vast majority of railway employees.

The decision accepting the president's suggestion was reached after the policy committee of ninety men of the shop crafts organization had considered the proposals for two days.

Maintenance Hearings.

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The board's decision is in line with promises made by E. F. Grable, head of the maintenance of way organization, when the union's strike plans were abandoned on July 4. At this time an agreement was reached by which Mr. Grable instructed his general chairmen to take up, with the individual roads, the matter of wages. It was provided that if an agreement could not be reached, the matter would be submitted to the labor board for an early hearing.

Cases involving forty-three roads have now been submitted to the board.

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Still Negotiating.

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The announcement followed a long conversation with the general chairman at Boston. He stated: "Earlier in the day Mr. Fitzgerald had announced that he had received advice that a settlement had been reached."

MEN AWAIT STATEMENT OF RAILWAYS ON WAGE REDUCTION

No statement is yet available at the department of labor in regard to the attitude of the railway companies on the suspension of the reduction in shopmen's wages of which notice has been given. The shop employees officers have taken a strike vote on this issue, but have withheld action pending the receipt of a statement from the railway companies. The minister of labor has been in communication with the heads of the railway companies, but no statement of the stand taken by the companies is yet available here.

The issue in this connection between the shopmen and the companies arises out of a provision in the Lemieux Act which has been interpreted as forbidding a change in wages of railway workers before a report has been received from a board of conciliation on the dispute. The shopmen have complied with the act by applying for a board, and they claim that the companies must not put the announced reductions into force until after the board has reported. The matter is one in

which no final interpretation has been given by the courts.

The indications still point to a peaceable settlement of the dispute. The officers of the employees organization have indicated that they will call a strike if the companies put the reduction into force, but this stage is not expected to be reached until the middle of August. In the meantime it is thought that the board will be at work, and an amicable settlement is anticipated.

Good progress has been made in the selection of the boards of conciliation between the Canadian Brotherhood of Railway Employees, and the Canadian National and the Grand Trunk. Both companies have chosen their representatives, George D. Kelley, acting for the National, and U.K. Gillen, for the Grand Trunk. The C.B.R.E. has selected H. S. Ross, K.C., of Montreal for the National board, and is expected to notify the labor department of a choice in the Grand Trunk case today.

MONTREAL HAS HOUSING TASK

The Metropolitan Commission of the Island of Montreal conditionally approved on June 14 a building by-law of the municipality of Mount Royal which will enable that township to borrow \$500,000 from the provincial government to build workmen's houses. This loan is made by the province under the terms of the Dominion order-in-council (P.C. 2997) passed on December 3, 1918, for the purpose of affording financial assistance to housing undertakings in the various provinces. The approval of the Commission is conditional upon compliance on the part of the municipality with the following set of rules: (1) that the municipality be authorized to pay the whole cost of all proposed buildings, land not included; (2) that the buildings be erected on lands belonging at present to the municipality or on lands on which the proprietors would accept a second mortgage; (3) that no building be put up on land without water service and sewers, streets and sidewalks; (4) that the site, plans, specifications and cost of buildings be approved by the Commission; (5) that no house shall be built which has not previously been sold; (6) that an instalment of at least 15 per cent. be paid in money, or part in money and part in land, represented by the lot on which the house shall be built, the sum not exceeding the municipal valuation; and (7) that contracts be given after notices calling for tenders have been duly published.

NAMED CHAIRMAN OF BOARD

The personnel of the board of conciliation to investigate the wage dispute between the Canadian railway companies and their shopmen was completed Thursday, with the appointment of Alex. Smith, Ottawa, to the chairmanship.

It is expected that the board will be called together within a day or two, and that sittings will commence either toward the end of this week or the first of next. Isaac Pitblado, Winnipeg, is representing the companies, and James Simpson, Montreal, the employees.

No information is yet available in official circles here as to whether or not the railway companies will withhold application of the wage reduction until after the board has handed down its decision.

CHANGES IN COST OF LIVING FIGURES

The movement in prices during June was marked by declines in some lines and advances in others, the general levels showing little change. Seasonal changes in farm products and foods were among the important changes upward and downward, but there was a perceptible firmness in prices of industrial materials. Decreases in milk, butter and cheese caused a slight drop in the cost of foods in spite of slight increases in meats.

In retail prices, the average cost of a weekly family budget of 29 staple foods in 60 cities at the beginning of June was \$14.18 as compared with \$11.16 in June, 1921; \$16.92 in June, 1920; \$11.59 in June, 1917 and \$7.49 in June, 1914. The total for food, fuel and rent averaged \$20.58 for June as compared with \$20.57 (revised) for May; \$21.74 for June, 1921; \$26.81 for June, 1920; \$18.67 for June, 1917 and \$14.27 for June, 1914. No violent fluctuations occurred. The decline was due almost entirely to decreases in sugar and in dairy products, except eggs which advanced slightly. Slight advances occurred in nearly all the other items, but the chief increases being in meats. Fuel was practically unchanged, but cost averaged slightly higher.

The lounge lizard's life isn't all pleasant. At times he doesn't know not lengthen one's life, but it were the next cigarette is coming lengths the space one gets on the front page.

SAY SENIORITY RIGHTS OF MEN WORKING MUST BE PROTECTED

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WILL NEGOTIATE AS TO WAGE RATES

Montreal.—The sub-committee of the executive board of the United Brotherhood of Maintenance of Way Employees and Railway Shop Laborers made the following announcement from headquarters.

Representatives of employees in the maintenance of way and bridges and building departments of Canadian railways have today reached an agreement with Canadian railways including the Canadian National, Canadian Pacific, Grand Trunk, and Temiskaming and Northern Ontario acting through the Railway Association of Canada, under which negotiations will be continued in regard to reduction in rates of pay made effective July 16.

"As a consequence of this understanding the employees' representatives have withdrawn their application made to the minister of labor for the establishment of a board of conciliation and investigation."

The announcement continues that the interim agreement under which wages have been reduced since July 16 fully protects the interests of the employees until such time as definite agreement can be entered into.

The Announcement.

The announcement further says: "It is generally recognized by Canadian railway employees that for economic reasons which, in the interests of the employees as such as in the interests of the railways, must be taken into consideration, the rates paid on competing railways in the United States largely influence the rates paid in Canada. At the present time in the United States the reduced rates are in effect, but in view of the protests of the employees new hearings are about to be instituted before the United States Railway Labor Board.

"In the agreement which was proposed by the Canadian railways, and which has now been accepted by the employees representatives, it is provided that the reduced rates will be allowed to remain in effect without prejudice, pending further consideration and negotiation between representatives of the railways and employees, when conditions so develop on the railways of the United States affecting similar classes of employees as to enable the parties to conclude a definite agreement, it being further agreed that except as may be otherwise mutually arranged, any rates of pay finally agreed upon will be effective as from July 16, 1922, and the railways will make adjustments accordingly."

Employees Protected.

"The interim agreement protects fully the interests of the employees until such time as definite agreement can be entered into, which is all that could be expected from the expensive proceedings before a board of conciliation."

Following announcement from the Railway Association of Canada, a reduction of wages, ranging from 24 cents to 40 cents a day, went into effect on July 16. The cut affected about 40,000 employees, composed of maintenance of way men, bridge and building departments, and railway shop laborers.

The minister of labor has been notified of the agreement between the Canadian railways and their maintenance of way employees and shop laborers, and all proceedings in con-

FIRST MEETING OF BOARD ON TUESDAY

The first meeting of the conciliation board appointed to investigate the wage dispute between the Canadian Railway Companies and their shopmen will be held in Ottawa, Tuesday morning at 11 o'clock, it was announced by Alex. Smith, chairman of the board.

WORK IN WEST FOR ALL UNMARRIED MEN.

Winnipeg.—"Too much paternalism is spoiling us today," declared Hon. W. Vernon Smith, minister of railways and telephones in the Alberta government dealing with the unemployment situation in Western Canada. "There's work for all unmarried men in good health, and why shouldn't they work?"

Mr. Smith said relief was all right when it was properly claimed; it was necessary; married men were liable to have sickness in their families and were liable to all kinds of setbacks. The trouble with employing healthy single men at present unemployed, he said, was that they want their own piece, which often cannot be paid.

"I worked for far less when I began. So did thousands of other men like me, who were here in the pioneer days," he said. "We worked because we wouldn't beg."

As a rule, you can measure a man's feeling of importance by the degree of his discourtesy.

U.S. STRIKE HELPS CANADIAN RAILWAYS

Toronto.—The railway strike in the United States is helping out business on the Canadian railways. R. W. Lag, district freight agent for the Grand Trunk Railway said that since the strike began across the line, trains which would ordinarily pass through the United States, were coming through Toronto to Montreal and Boston. G.T.R. earnings were being swelled by this business.

In fact, in Canada, business this year is away ahead of last year, even when "Everywhere, in Ontario and in full allowances are made for 1921, which was a very quiet year."

C.P.R. officials said freight shipments locally had been much heavier this year than last. The C.P.R. is also getting considerable bound from Chicago to the Seaboard, which, but for the strike on the United States lines, would go direct through the States.

Having new glands put in may pleasant. At times he doesn't know not lengthen one's life, but it were the next cigarette is coming lengths the space one gets on the front page.

VALUING OF DOMINION FOREST RESERVES

As the population of the Prairie Provinces increases the value to the settlers of the areas set aside as Dominion Forest Reserves becomes increasingly evident. These forest reserves are areas of land suitable for growing trees but unsuitable for ordinary agriculture. The resources of the reserves, in the way of building timber, fuel, hay, and grazing, are held for the use of the whole community. Sometimes persons complain that they are not permitted to go in and get the timber as they desire, or to run in an extra bunch of cattle, or cut hay without making arrangements. These complaints, it will be seen, are really the best kind of evidence that the Forestry Branch is holding the balance evenly among all the settlers of the district. If the first corner was allowed to cut timber or hay, or graze cattle as he liked, the timber and the grazing would soon be spoiled and there would be nothing of value left for anyone. The policy is to restrict the cutting to areas of mature or damaged timber so that the young growth may have a chance to come on to supply the future needs; and to prevent the destruction of the grazing by running too many cattle in any one district, and also to see that these benefits do not all go to a few individuals but are spread over all the settlement which that particular reserve ought to serve.

It must be understood, however, that the thing that developed great merchant marine in the past was a profit.

254,134 DAYS LOST BY STRIKES IN JUNE

Twenty-five strikes, involving 10,155 work people, were in existence in Canada in June, according to a report just made public by the Department of Labor. The estimated loss of time during the month is put at 254,134 days. This shows a decrease in the number of strikes as compared with both May this year and June of last year, though the loss of time was greater this than last June.

The total number of strikes in force in May was 30, involving 13,186 work people and a time loss of 278,160 days; while the number of strikes in June 1921 was 50, the numbers affected 10,239, and the time loss 188,020 days.

Of the 25 strikes in existence at some time in June, only six began in that month, and these involved only 426 work people.

Operation of Lemieux Act.

Five hundred and fifty-eight applications have been received for boards of conciliation under the Lemieux Act from the time of its establishment in 1907 until the end of the last fiscal year and in 34 cases only has a strike not been averted or ended. This statement is made in a report on the operations under this act just made public by the Labor Department. Out of the 558 applications, 448 were in relation to disputes in mines, transportation and communication, other public utilities and war work, which come directly within the scope of the act; while 110 applications were made in disputes on municipal or provincial public utilities and other industries not coming under the direct control of the act. During the last fiscal year the total number of applications was 54, there being 31 boards established, and in one case alone was a strike not averted or ended.

:: Items of Interest from Overseas ::

TRADES UNION ACT HANGS IN BALANCE

London.—While the fate of the Trades Union Amendment Act, which would deprive trades unions of the right to collect money from members for political purposes unless members gave their assent in writing, hangs in the balance, the Durham Colliery employers are forming a federation to put forward candidates in the next election in opposition to the labor nominees.

A special political fund is proposed among the coal mine owners on a basis of two shillings per thousand tons of coal mined.

The Miners' Federation executive so far has made no announcement of its intentions regarding the present exportation of coal to the United States. If it takes no action it will lay itself open to the charge of failing in its duty to the International Miners' Federation. Nevertheless friendly critics declare that, considering the recent abject state of the coal industry in the United Kingdom, any action towards forbidding exports to America would run the risk of becoming a perfect fiasco.

The eastern area, which includes Yorkshire, Nottingham and Derby-

PROCLAIM GENERAL STRIKE

Rome.—At a meeting of workmen held here, it was decided to proclaim a general strike as a protest against the recent reprisals of the Fascist against the Socialists in Ravenna.

BASIC WAGE INCREASES.

London.—A Reuter despatch from Melbourne says, that in accordance with the variation in the cost of living, statistics for the last quarter show that the basic wage in the Australian Commonwealth has increased from 78 shillings per week to 81 shillings, 5 pence.

STRIKE BATTLE IN CURACAO

Amsterdam.—There has been fighting between troops and strikers at Willemstad, Curacao (Dutch West In-

MINERS AND "D. H."

The annual conference at Blackpool of the Miners' Federation of Great Britain unanimously decided yesterday in private session to support the proposals of the Daily Herald Trustees for the taking over and support of the Daily Herald by the Labor movement.

INDIAN LABOR UNREST.

Strikes have broken out at the three jute mills at Kamarhati, Kharak, and Titighur in support of demands for higher wages. Some 28,000 workers are idle. There are also partial strikes at the Hughly and Howrah jute mills.

ANTI-UNION BILL.

Liverpool Trades Council has not only lodged a protest against the Trade Union Act (1913) Amendment Bill, but has decided to have some

BREWERS CUT WAGES.

Bristol.—A settlement has been reached in the dispute between the Transport and General Workers' Union and the Bristol and West of England Brewery Employers' Federation. The agreement provides for a cut of 2s. a week for all male adult workers of 21 and over; 2s. a week for female workers of 21 and over; and 1s. a week male and female workers under 21.

In connection with the drivers and loaders of steam and petrol wagons, the employers want a much larger cut, and the matter has been left for the employers to reopen negotiations again in October if they so wish.

The reductions will take effect at once and wages will be established until December, 1922.

COST OF C.P.R.'S BIG PENSION PLAN

The pension plan of the Canadian Pacific Railway Company was first put into operation in January, 1903. The entire cost of the plan has been borne by the company, which, after an initial contribution of \$250,000, contributed \$80,000 annually for the next eight years, \$125,000 for the following five years, \$200,000 in 1916, and \$500,000 annually from 1917 up to the present time. It is stated that payments made since the establishment of the plan total \$3,349,751.

During 1921, the sum of \$452,594 was distributed. At the end of 1921 there were 1,080 persons drawing pensions, of whom 34 were under 60 years of age, 462 between 60 and 70 years, and 594 over 70 years. The balance in the fund at the end of 1921 was \$1,582,476.

The lesson in the Russian experiment is that people who will swallow anything soon have nothing to swallow.