

ENDORSED THE NEW SENATOR

St. John Speaker at Moncton Meeting

What They Said There About Appointment of Hon. J. A. McDonald to the Canadian Senate.

At a largely attended meeting in Moncton on Monday evening to congratulate Senator J. A. McDonald on his appointment, Mayor Chipman presided, and he and Ald. McLellan and McKinon heartily endorsed the appointment of Mr. McDonald to the senate. The following is the Transcript's report of the speeches of A. R. Mosher, J. E. Tighe and Senator McDonald:—

A. R. Mosher, in beginning his address, told of receiving a telegram to be present in Moncton last night and deliver an address. He had wired for information. He had received a reply that the meeting was of railway workers, and being pleased to meet railway men always he had come, and would have done so if the meeting had been, he said, in Vancouver.

He stated that he could talk for hours on what Senator McDonald had done and was doing for Labor, especially since he had known Senator McDonald since the time of the C. B. of R. E. being formed. Senator McDonald had acted as arbitrator many times, and if necessary had even put his hand in his pocket to help the men out. He closed the newspaper articles relative to Senator McDonald's appointment as vile and insidious attacks, and he was pleased to do honor to the senator. Labor, he stated, would in a few short years show to Senator McDonald and to the newspapers just what friendship of Labor meant. Returning to the governments, Mr. Mosher stated that the patronage system had prevailed in the past, but he was glad that Labor had a real representative in the senate—a man with the courage of his convictions.

Focusing on railway workers, Mr. Mosher pointed out that there was an insidious propaganda that was being floated to the effect that railway workers were getting too high wages and were forcing the high cost of living to grow higher. This, he stated, was absolutely false. Members of the government had laid the blame of a \$70,000,000 deficit on the Canadian National Railway on the shoulders of the railway men, and the members of the railway commission had stated that railway workers were receiving far too high a wage. These matters, he said, vitally affected railway workers, and all workers in general, so that in striking at one, Mr. Mosher pointed out, you strike at all. It had been laid at the door of the workers that the \$70,000,000 deficit on the C. N. R. was due to their getting too great a wage. He repudiated that assertion, and claimed that about 20,000 organized railway workers, who came under the agreement and schedule. The increases last year were laid to the Chicago award, that is, that the 21 per cent increase of salary granted the U. S. workers was followed by the Canadian demands. In this respect the 20,000 Canadian workers received an increase, at a generous estimate of \$300 per year, that is a total amount of \$6,000,000. But the deficit was \$70,000,000. The speaker firmly believed the \$70,000,000 increase has nothing to do with the deficit, but, admitting it did, where did the other \$63,000,000 go? Why did they not explain? The speaker had heard arguments before the Railway Commission in Ottawa as a result of which a 15 per cent increase in passenger and freight rates was passed in order to cover the cost of the Chicago award. "From this you can see," said Mr. Mosher, "that the \$70,000,000 deficit is not due to the increase in wages."

"Let them come out and tell us what sink hole the deficit went into." In contrast to the claim of increased operating expenses from 59 cents to 89 cents on the dollar, Mr. Mosher said some three weeks ago he had travelled on a train from Montreal to Winnipeg. The train, he stated, consisted of a locomotive, a baggage car, a first class coach, a second class coach, a colonist car, a pullman and an observation car. The train was capable of carrying several hundred passengers, but he had found it had only nine passengers. He admitted there was a certain degree of mismanagement on the railways and also stated the operation of the railways is affected by business conditions. He realized the Canadian National Railways ran through thousands of miles of sparsely populated districts, and through there must be operated at a loss. There is now a business depression, he said, as many of the workers knew only too well. A cry had gone up and as a result some of the workers had had to lay down tools in order to help out.

He believed, he said, that the time had now come when the working men and women and representatives in the legislatures should correct this system, as by the present system, he pointed out, some live in luxury, and some are starving because they cannot procure work and are yet willing to work. He classed it as a damnable condition of affairs, and added that he knew of no other word forcible enough to express his thoughts so as to describe the present condition of things. Some, he pointed out, would say that any effort to change this state of affairs savored of socialism, or some other ism, but those who impeded progress for a change, he would say were dangerous. The true way he stated to remove this state of today, was by Unionism, not only among the workers but between capital and labor. This unionism, he believed, should be active, between all peoples and all countries. He urged the stop of the fight among ourselves, and that the common enemies be met by one united body. By this way, he believed, progress would be marked.

Not long ago, said the speaker, there was a report of a royal commission, a member of which later became general manager of what is now the C. N. R. The report may have been somewhat biased but when the report said the railway cost \$20,000,000 more than the value received by the government there was no complaint from Mr. Carvell and those others.

Mr. Mosher said \$157,000,000 had been disbursed by the country in cash and subsidies to private railway companies and in addition the private railway companies had received \$155,000,000 from sale of lands. Although there was no definite figures available for the Canadian railways, judging them by the re-

ords in connection with U. S. railways, they are over capitalized two or three times actual cost and were asked to pay for them in addition to the increased rates we have to pay the interest on the enormous amount of watered stock.

Mr. Carvell said the speaker was trying to lead the public to believe that about \$6,000 a year is too much for a locomotive driver who has the responsibility of hundreds of lives in his hands. Mr. Carvell didn't say anything about the amount of the retaining fee of \$10,000 to the government representative on the Arbitration Board. In addition this representative received \$400 per day every day outside of Toronto and \$100 a day in Toronto. Is it any wonder there is a \$70,000,000 deficit? Mr. D. B. Hanna and his crowd do not want any railway men in parliament. If some railway men could get into parliament they would give these things publicity. The speaker wishes that Senator J. A. McDonald only had a seat in the House as well as the Senate.

Mr. Mosher ran down the newspapers for what he called "denunciations" of J. A. McDonald and his friends. Nothing had been said about the \$23,000,000 expended on the Hudson Bay Railway which if completed could only be used six weeks in the year at best. Mr. Mosher read clippings from the Ottawa Citizen.

"I am in favor of holding out the hand to those who are friendly towards labor," said the speaker. Now is the time to do away with the game of proffering, the game of vilifying, of insidious propaganda. The big trouble today is not that the workers are getting too much but that they are getting too little. He hoped the fact of this meeting would be a forerunner of real unity between wage runners and those who have gone beyond the stage of wage earners.

Before the next speaker was introduced Mayor Chipman said he wanted to congratulate those who had arranged the meeting on such a large attendance. The attendance showed who were the people who would have the say as to who should represent us in the Senate. His Worship wished to state that in 1918 it cost him 32-1/2 cents per 100 lbs. for freight and 84-1/2 cents per 100 lbs. If wages had increased in the same proportion the man who received \$2.50 per day in 1918 should receive \$1.50 per day now.

Mr. Tighe stated that he was pleased to be in Moncton and speak before such a large gathering. The American Federation of Labor, he said, had a maxim: "Elect your friends and defeat your enemies." He believed that should be adopted here. He stated he knew of the applicants for the Senate and not one of the six had done five minutes work for Labor. He endorsed the appointment of Senator McDonald and stated that if Hon. Mr. Wigmore has been responsible for the appointment of Mr. McDonald to the Senate then Mr. Wigmore was a friend of Labor—one of the biggest men to stand out of the ranks and assist labor.

Referring to the part Senator McDonald had played in Labor, Mr. Tighe stated that only recently Mr. McDonald had got information for them which they had previously been unable to get. He endorsed the appointment of the Senator, stating that although he endorsed his appointment he would be one of the first to kick, should the new Senator not live up to what was expected of him, relative to Labor.

On rising to his feet Senator McDonald was greeted with prolonged applause. "I don't know what to say," said the Senator. He eulogized the ability of Mr. Mosher and referring to Mr. Mosher's address said "his expostions of the work of the Railway Commission was one of the finest things I have ever heard." The speaker was proud to be associated with these level headed labor men who surrounded him. He said he didn't blame the newspapers so much for their

criticism, perhaps they had a purpose. He had always been used fairly by the papers in the past. He hoped God Almighty would make him worthy of such men as those on the platform. He hoped God would give him strength to do all that was possible for those who were not so fortunate as he had been.

What a wonderful thing, he said, it would be if the right organization used in the winning of the war could be turned towards alleviating the lot of the working man. From Halifax to Vancouver 140 divisions had telegraphed him their support. He said he consecrated his life, every moment of it, to the working man. He said he was not saying anything about the railway wages. There are rights and privileges and obligations to each other as between the employer and the employes. If there is a deficit let the reason be given. Turn on the X-ray but turn it on at the top. Everyone who is paying for all these things has a right to know the how and the why. There are employers of large heart in this big Canada of ours. There are true-hearted workers.

The speaker didn't want to talk about himself, he said, but he would like to refer to the delegation from Newcastle who had gone to Ottawa with regard to getting a line from Tracadie to Newcastle. He had taken them before the proper members of the government and they had received a favorable answer. The reply was to the effect that the government would send their own engineers to look over the ground and if the conditions were as represented by the delegation they would get the loop. He could state that the government had taken over the Carquet and Gulf Shore railway and had arranged for the expenditure of a million dollars on it.

The Senator referred to the post office for Moncton. He realized that Moncton and the North Shore had been neglected. If representatives came to Ottawa from Moncton he would personally interest himself and take them before the proper authorities and intercede for them.

In concluding the Senator said he would pledge his word and honor that all he could do for the people represented by the meeting he would only be too willingly do. He repeated he hoped God would give him strength to represent them as they deserved.

WOMEN OF POLAND HELP REBUILD NATION

Publicist States Country Needs Peace More Than Anything Else.

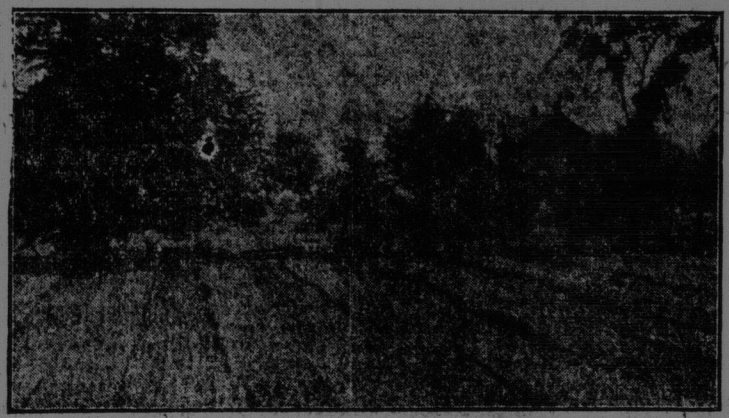
New York—The women of Poland have played an important part in the rejuvenation of the Polish Republic, according to the statement Captain Julius Kaden-Bankowski, well known Polish publicist now visiting in the United States. It was largely because the importance of their activities in the old revolutionary movement was recognized that the women of Poland were granted full suffrage rights without a dispute when the new government was created. Aside from the granting of equal suffrage, the Polish legislation in the domain of labor rights has shown progressive tendencies. The eight-hour day has been definitely established; workman's compensation in case of accident is a law; child labor legislation is stringent. Special legislation provides for a maternity bonus three weeks before and after childbirth. Old age pensions are now being discussed.

Peace Is Essential.

"What we need more than anything else is peace," Captain Kaden-Bankowski said. "We know well that we are in need of organization, resumption of trade relations, stabilization of our exchange; we know that our government mechanism does not function properly. But we are doing our best in the face of great difficulties. We are obliged to work on two fronts: a peace front and a war front. We dare not shut our eyes to the danger from the East and concentrate on constructive work alone, and so long as that danger exists we cannot hope to rebuild our country rapidly."

"The Polish slogan is at present, 'Peace and Work.' It is my great hope that we may put it into practice in the near future."

The train from McAdam brought in a large number of passengers last night, among whom were about fifty students from the Provincial Normal School and from the U. N. B. who arrived in the city to spend their Easter holidays here. Dr. L. M. Curren, M. P. P., also arrived here from Fredericton last night.

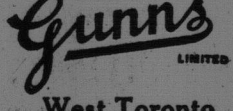


Photograph of a field of Fall Wheat, showing fertilized and unfertilized drill rows

Does it pay to use Fertilizer?

Table with 2 columns: Fertilizer type and Return. It lists various fertilizers like Gunns Shur-Gain, Corn, Wheat, Potatoes, and Sugar Beets, along with their respective returns in dollars and cents.

Order your Shur-Gain Fertilizer now, before the rush, and thus avoid disappointment. Gunns 'Shur-Gain' fertilizer is sold throughout Ontario by representatives who are using 'Shur-Gain' fertilizer themselves. Every farm is a factory. If you don't see a 'Shur-Gain' representative near you, write us regarding an agent.



West Toronto



The Easter Fashion Display of new models for Spring and Summer are now on view at the Semi-ready store.

The makers have anticipated lower prices and have written off \$100,000 from their stock of cloth on hand. They have taken a direct loss and distributed it among their customers by giving lower price labels in the pocket of each garment.

Semi-ready Spring Top Coats are shown in a great variety of style and pattern.

"Bargain in Blue" Spring Overcoats

If you prefer a custom tailored suit we can show you a pure Botany Wool Navy Blue Serge Cloth, fourteen ounce weight, which last year sold at \$75 for \$55.

In plain Chesterfields and button-through models we show a splendid selection of Semi-ready Tailored Top Coats for spring wear.

This Navy Blue Serge Cloth is of superior quality, and can be tailored and delivered in five days from any model selected. It is No. 21001.

Good values at \$45 and up. Skeleton-lined, full-lined and silk-lined models.

The same cloth in a sixteen ounce weight, suitable for winter wear, will cost \$60.

Fancy Tweeds, grey and black Chevots, and many other cloth patterns to select from.

Our Special Order Tailoring patterns are worthy of a look.

Semi-ready Overcoats have the proper shoulder-fitting quality, the correct draping, and are in good style always to the end of their days.

You can depend absolutely on the service, style and value of a Semi-ready garment, and whether from stock or to special order we guarantee a perfect-fitting garment.

The Semi-ready Store George T. Creary 87 Charlotte Street

Advertisement for Player's Navy Cut Cigarettes. It features the 'The Daily Smoke' logo, a pack of cigarettes, and promotional text: '10 for 18¢ 20 for 35¢', 'And in boxes of 50 & 100', 'PLAYER'S NAVY CUT CIGARETTES', and 'Enjoy them to-day'.