

COAL PRODUCTION INCREASED BY MINERS

Many Reports Indicate Coal Shortage Not Due to Labor.

That labor is producing its maximum in reports appearing in the press during the past week. Reports from different sources indicate that the miners have produced more coal this year than in any year in the history of the industry. Yet we have a shortage—so they tell us at any rate. Here are some of the facts:

A bright picture of the national coal situation is painted by the Geological Survey in figures made public covering coal production for the week of July 31.

Despite a decrease in production of 1,523,989 tons, as compared with the previous week, due to the strike of mine laborers in Illinois and Indiana, the end of July found bituminous production since the beginning of the year to have reached 392,727,989 tons, an increase of 44,598 tons over the amount mined up to July 21, last year.

Anthracite production also compares favorably with 1919, having reached 59,575,000 tons on July 31, as compared with 47,397,989 tons at the end of July of 1919.

Tidewater shipments, during the week of July 31, established what the survey believes to be a new record for coal handled over tidewater piers in a single week. The total tidewater dumpings amounted to 27,461 cars, an increase of 1,771 cars over the previous week.

The first week of shipment of coal under the order granting priority to the northwest, however, was not up to the expectations of the railroads. The increase over the previous week amounted to 112,113 tons. Shipments to Lake Erie ports for the month of July are estimated to be 6,514,000 tons, which is five and a third million tons behind 1919, and six and a third million tons less than 1919.

Belgian miners have increased production according to a Canadian Press despatch of August 12, which states: "Belgian coal miners have almost reached pre-war production. The output of the Belgian mines for the month of May, 1920, reached 4,903 per cent. of the production for May, 1919, amounting to 1,727,088 tons as compared with 1,316,719 for the same period before the war. What is more remarkable still, production for Mons coal fields, taken alone, was even greater during May than during the same month before the war, the percentage being 104.3."

What A. J. Hills Meant By Basic Five-Hour Day For Enginemen

The following statement has been handed out by A. J. Hills, assistant to the president of the Canadian National Railway, with the purpose of removing some misapprehension regarding his evidence before the Railway Board at Ottawa. In the matter of the basic five-hour day for enginemen.

The chief commissioner's question was with reference to this note, and was:

"I should like to know if I correctly interpret one statement, is it a fact that passenger trainmen are only working five hours a day?" Hills' answer was:

"Passenger enginemen, in the recent schedules, base their day's work on a five-hour day. Our wage table was designed to show the increase in compensation for a day's work, and as the generally accepted measure for a day's work as compared with other employes—with some exceptions—has been 198 miles, the pay per hundred miles was used in preparing this data for the comparative table for such employes as have a speed basis of pay of 20 miles per hour. This explains the note which raised the chief commissioner's question. It was explained later on in the evidence that trainmen in passenger service have a speed basis of 20 miles per hour but that their day's work is based on 150 miles and that they also have a daily and monthly minimum and mileage rate. They receive overtime when this speed of 20 miles is not maintained. This overtime is generally paid at regular rates, but on some roads it is paid at one terminal delay. Overtime is paid pro rata when the speed basis of 20 miles an hour is not maintained."

It is only in slow freight service that train and enginemen get paid overtime on a time and a half basis. In the memoranda with reference to this condition it was recognized that "these freight train employes who are habitually employed in freight service, which does not rise above and generally falls below a speed basis of 12 1/2 miles per hour, do not receive a 'compensation which is relatively sufficient as compared with train service employes in freight service, which trains habitually make a speed of not less than 12 1/2 miles an hour, with a general tendency to make a higher basis, or as compared with employes in passenger or train service. It was therefore ordered that overtime in such service be paid at the rate of time and one-half, or three-eighths of the daily rate. This means that if a freight crew fall to make the basic 150-mile run in eight hours (8x12 1/2 equals 100) and made it in nine hours, they would be paid for the extra hour at three-eighths of the daily rate. These men are regarded as having an eight-hour day, but this is only the basis of computing overtime for the standard of 150-mile run."

It should be noted that if a freight crew made a 175-mile run at an average speed of 15 miles an hour, they, having maintained a speed basis of over 12 1/2 miles an hour, would not earn any overtime, although on duty for the run 11 hours and 45 minutes.

It is therefore seen that the matter is a complicated one and that the basic five or eight-hour day does not prevent longer hours being put in but merely forms a basis for computing the day's work. The conditions referred to above are not affected by the recent C.S.R.R. Board's award, which merely provides flat increases of pay, varying for different groups. Excepting the time and a half provision in slow freight service, the present working conditions as represented generally above have not been materially affected by the McCaig award and supplement. The effect of the award is the standardization of working conditions as between the various lines, representing something like the average or normal working conditions. As Mr. Hills stated in his evidence, the Canadian Northern engineers preferred to retain some of their conditions as against the acceptance of the standard conditions, in slow freight service, and an agreement was reached with them on this point.

ALL INTERNATIONALS REPORT PROGRESS Upward Trend of Unions Noted in Organizer's Reports.

Notwithstanding the insidious campaign being conducted against the International Trades Union movement steady progress is reported in all parts of the North American continent. From the A. F. of L. reports we find that during the month of June charters were issued as follows: Central labor unions, 11; local trade unions, 19; federal trade unions, 5; total, 35.

Organizers report as follows: Bricklayers, Masons and Plasterers—We now have 950 local unions with a total membership of 70,000. Seventy-one deaths occurred resulting in an expenditure of \$17,885.50. For the relief of our aged members and the widows of our deceased members (a total of 1,728 persons), \$31,919 was spent.—Wm. Dobson.

Shipping Car Conductors—We have 35 local unions with a total membership of 2,500. Four deaths occurred in our organization resulting in an expenditure of \$4,000.—W. O. Murphy.

Marine Engineers—We now have 69 local unions with a total membership of 29,457. A new ocean steamship agreement dating August 1, 1920, is contemplated.—Geo. A. Crubb.

Silvers and Copper Plate Engravers—We now have 16 local unions with a total membership of 381.—A. Jay Marsh.

Laundry Workers—We now have 112 locals with a total membership of 7,000.—Harry L. Morrison.

Lithographers—We have 49 local unions with a total membership of 4,455. Five deaths occurred, resulting in an expenditure of \$1,500; we have 17 sick and disabled members on whom we expended \$207; \$18 was expended on our unemployed members.—James M. O'Connor.

Machine Printers and Color Mixers—We have 9 local unions with a total membership of 471. One death occurred resulting in an expenditure of \$200. We have had no strikes nor lockouts in our organization.—Edwin Gentler.

Shipbuilders—We have now 142 local unions with a total membership of 10,200. The new locals were formed in Philadelphia and in North Little Rock, Arkansas.—F. G. Stecker.

"BIG FOUR" NEGOTIATIONS PROCEED.

Frank Morrison, secretary of the American Federation of Labor, declared at a meeting of the federation's executive council at Atlantic City last week that a "threatened abandonment of negotiations for merging the big four railroad organizations with the American Federation of Labor has been temporarily halted. Prospects for an eventual consolidation," he added, "were brighter than ever."

"You can say positively that the engineers' application for admission has not been withdrawn," Mr. Morrison declared. "The case of the conductors is in the course of adjudication."

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LABOR POLICY BRINGS TEACHERS RESULTS. A minimum wage for school teachers has been established in Selkirk School District by a newly created permanent board of arbitration established by the Manitoba Provincial Government at the behest of the Manitoba Teachers' Federation and the Trades and Labor Congress of Canada.

This, the first official act of the new board, is believed by teachers to be the herald of a new era for their profession in this province. The board, which is called a Board of Reference, and which consists of one representative each of the Government, the Teachers' Federation and the School Trustees' Association, awarded a minimum annual salary of \$1,100 to the teachers of the Selkirk District. The district trustees had offered \$1,000 and the teachers had asked for \$1,050.

The effect of the award, said Robert Fletcher, Deputy Minister of Education, in discussing the decision, "will be to stabilize the profession. We already are noting beneficial results from the appointment of the board, and the other activities of the Teachers' Federation. Teachers are becoming more contented. There is less drifting around and fewer teachers are leaving the profession."

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NO man or woman with a spark of self-respect, ambition and thrift need worry about the future if they will awaken to the fact that this world has enough wealth in it for every one. The Reason the few have it is because the many—who are the poor—take no chances. They hold on tight to what bit of money they save, and never succeed, but are always bewailing because the few—who are not afraid to trust the other fellow—get rich quick, and enjoy the luxuries of life.

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Do you think that if the Rockefellers, Harrimans, Sages, Morgans, Vanderbilts, Fields, Westinghouses, Posts, and such men had been afraid to trust their money in industrials that they would ever have been any better off than the majority of their schoolmates? Listen to their own evidence:

"It is the keen-brained man who invests at the start of an enterprise who makes all the money. The stragglers who come in later are the men who help him make it."—E. H. Harriman.
"Five thousand men are millionaires because they invested in new things."—George Westinghouse.
"The foundation of wealth is the first \$100 well invested."—J. P. Morgan.
"Other men's brains have made me money—'tis said I have more money than some. If so, 'tis because I have more courage than some."—Andrew Carnegie.
"Don't delay, get in while you can."—John D. Rockefeller.

Now you can have wealth, too, but you have to disabuse your mind of the idea that the Bank, or that Real Estate, is the best place to put your money. The wealth of a nation is created by Industry—the wealth of Individuals is the result of Industrials.

A hundred dollars has started thousands on the road to prosperity, and a hundred dollars will start you on the same road—if placed in the proper Industrial.

\$100 invested in the original Gillette Safety Razor Co. is now worth	\$52,000	\$100 invested in Prestolite is worth	\$100,000
(Providing an annual income of over \$3,000).		\$100 invested in Diamond Tires is worth	\$16,700
\$100 invested in Goodyear Tire Co. is now worth	\$25,000	\$100 invested in Burroughs' Adding Machine Co. is worth	\$41,340
\$100 invested in Bell Telephone Stock has returned	\$54,000	\$100 invested in Morgan and Wright Tires is worth	\$24,000
\$100 invested in Goodrich Tires is worth	\$69,600	\$100 invested in National Cash Register Stock is worth	\$42,870
\$100 invested in Cream of Wheat is worth	\$10,000	\$100 invested in Welsbach Mantles is worth	\$50,000
\$100 invested in Dunlop Tires is worth	\$31,000	Taken from Poor & Moody's Manuals.	

Now, do not stand in the path of your own prosperity, and hinder the multiplication of your money. One hundred dollars invested in OAKOAL stands the same chance today that one hundred dollars did in any of the above stocks in their infancy. Not one of the above discoveries was of so much importance to the life and prosperity of the people as fuel. "Fuel is king," says Hugo Staines, the richest and most powerful man in the world today. "Without coal you can do nothing. With coal you can make iron and steel and with them ships and locomotives, and go on to all the various industries, but fuel is basic and fuel is king," and OAKOAL is the "King of fuels."

OAKOAL must not be confounded with other coal substitutes, because no other coal substitute has stood the test, independent, scientific and domestic, that OAKOAL has stood. No other substitute has shown anything like the lasting, economical and efficient results that OAKOAL has shown, and no coal has ever shown better results.

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