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AUSTRALIAN LABOR GOV'T WILL FULFILL PROMISE

Will See That Victimized Railway Men Will Get Justice

(By W. Francis Abern, Australian Correspondent, The Federated Press.) Sydney, N.S.W.—Following the general strike of August-September, 1917, the then anti-labor government indulged in a carnival of victimization against the men who went out on strike against the introduction of the Taylor Card system. The policy of ruthlessness against the workers was continued right up till the anti-labor government was displaced from power in the third week of March last. Labor parliamentarians stated that if ever a Labor government was appointed in New South Wales it would see that the victimized men got justice. It has now been announced that the new Labor government intends to take steps at the earliest moment to see that the railway men get the justice

THE 'WHEREFORE' OF THE NONPARTISAN LEAGUE OF SASK.

(Continued from page 2).

integrity, and who are entirely independent from the old parties. When elected they will do all in their power to bring about the following program: 1. Provincial terminal elevators, flour mills, stockyards, packing houses and cold storage plants. 2. Direct legislation, including the recall. 3. Provincial purchasing of machinery. 4. Provincial grading of all grains according to milling value. 5. A banking system whereby the public credit is used for the public good. 6. Proportional representation. 7. The abolition of official charity, and in its place the enactment of provincial compulsory insurance laws. These items are placed upon our program, not because they are in any way complete or final, but they lead up to the main issue, the political supremacy of the common people.

The "Wherefore" If you are a working farmer you will join our organization, and vote for the Nonpartisan League candidate. You will not be turned aside from your purposes by the criticisms of those who are interested in continuing your servility to the Big Interests. You must expect nothing from them, but determine to do what the farmers of Ontario have done, put them out of business.

The farmers in the constituencies where our organizers have been working have shown to us that they realize this, and that they are prepared to second the efforts we are making to thoroughly organize for victory. Kinistino, Melfort and Tisdale, the three latest constituencies to be organized will go overwhelmingly Nonpartisan. There are still, however, a few farmers here and there who have not joined up. We ask our members to urge upon these men the necessity of leaving nothing to chance. Every vote counts. Let the Big Interests know that your constituency is done with them for ever.

to which they are entitled. The unions which were re-registered by the Holman government for the victimized men are to be reinstated, the right is to be granted to union representatives to collect union fees from workers on the railway departmental premises and post union notices in the different workshops, and other rights taken away from the men following the strike are to be restored to them.

BELGIAN FUR WORKERS' STRIKE IS SUPPORTED

New York.—Support of the big strike of Belgian fur workers has been promised by the International Fur Workers Union here through its president, Morris Kaufman, who declared that "American and Canadian furriers would never break a strike of their fellow workers in Belgium." His statement was made following a warning from the Brussels union that the manufacturers might try to have their work done in foreign countries.

SITUATION LEADING UP TO TORONTO STRIKE

Employees Representative on Conciliation Board Makes Regrettable Blunder

There is a peculiar situation connected with the street car strike in Toronto. It is one that has not been explained by the press in general, however it is explained fully in the Toronto Industrial Banner and serves to show how one Conciliation Board acted in the settlement of a dispute. Recently a Board of Investigation and Conciliation was appointed under the Canadian Industrial Disputes Act, upon the application of the management of the Toronto Railway Company, to deal with the differences existing between the company and its employees, as the latter had put in a demand for an increase in wages bringing the scale up to 85 cents an hour, which the company claimed it was not in a position to concede.

The company appointed upon the board as its representative Wm. H. Moore and the employees selected John T. Vick, business agent of the Bricklayers and Masons Union, to look after their interests. As these representatives failed to agree in their selection of a chairman, the Minister of Labor, Hon. Gideon Robertson, appointed Judge F. S. MacLennan to fill the position.

Hardly had the board proceeded to take evidence when the apparent hostility of the chairman towards the claims of the employees became so pronounced as to raise a feeling of resentment in labor circles, and it was a foregone conclusion, even before the award was handed down, as to what the verdict might be. A summary of the award as forwarded on the Minister of Labor at Ottawa read as follows: "The board, having carefully considered the representations made to it re-

LATEST CIRCULAR RE NEGOTIATIONS OF R.R. EMPLOYEES

Brotherhood Officials Say Country Is Facing Breakdown In Transportation Service

The contents of the latest circular in connection with the Railroad Employees' negotiations on the other side of the line is given in full in The Bulletin, which is issued at Winnipeg by District Number Two, International Association of Machinists. The article deals with the works of the Railway Labor Board and is as follows:

"Mr. E. T. Whiter, as chairman of the wage conference, presented the side of the Railway Executives. We quote hereunder excerpts from his opening argument. "We are not here to argue that all of their requests should be denied; we are not here to obstruct or to delay a speedy hearing or a fair and prompt disposition of the requests presented. "With single exception of the Lane Commission, no tribunal in industrial history has ever been called upon to determine in a single proceeding what is a just and reasonable wage for each of the various classes of railroad employees, involving in the aggregate some 2,000,000 men, whose separate requests, combined, involve increases in the payroll aggregating many hundreds of millions of dollars, as each increase of even 1 cent an hour to all employees approximates \$50,000,000 a year. The problem is made more complex because of the intricacies involved in making fair adjustments and determining proper differentials.

"We appreciate also that there are other employees who are receiving rates which cannot be considered at all low in an absolute sense, yet which do not compare favorably in some localities with wages paid similar occupations in outside industries; and we fur-

ther appreciate that the discrepancies are such that the railroads cannot present conditions in such localities hold these employees unless increases are given.

"We desire to see the transportation work of the country carried on by employees who have no just cause for dissatisfaction over their wage rates. We believe equally that in return for a fair wage every employee should be obliged to give efficient and ungrudging service.

"With the forces now at work to bring about a reduction in the high living cost, it is next to impossible to believe that the peak has not been reached and that a procedure that would fix railroad wages permanently on the basis of the present living cost could hardly be defended."

The increases asked by the 2,000,000 employees of all the railroads aggregate \$1,000,000,000 a year. Statistics submitted by Mr. Whiter indicated that this means an increase of 42.6 per cent in the annual payroll. During the period of federal control wage advances were made by the railroad administration which aggregated another billion dollars in round numbers. The roads estimate that for every \$100,000,000 added to the payroll about 3 per cent must be added to the freight rates to make the roads come out even.

Officials of all the railroad brotherhoods and the fifteen craft unions appeared in Chicago for the hearings. They held conferences during the afternoon and evening and reviewed the entire railroad situation. On the eve of the opening of the railway executives' arguments, M. M. Jewell, chairman of the railway employees' department of the American Federation of Labor, issued a public statement on behalf of the unions, which said:

"The country is face to face with the menace of a breakdown in transportation service. Already the efficiency and safety of the service have been seriously impaired by the action of thousands of employees, who voluntarily have quit to find higher wages elsewhere. The car shortage, now threatening to stop the wheels of all industry in the country, is one of the first effects traceable to the failure to provide the railway workers with a living wage. Moreover, railroad travel is becoming hazardous by reason of the reduction to almost one-third in the number of track walkers, whose duty it is to guard the roads against causes of wrecks and other accidents.

"As the chosen representatives of the 2,000,000 railroad workers, we have every confidence that the decision of the Railroad Labor Board in the wage question, with which it is now engaged, will be equitable and just and arrived at with all possible speed. But acutely conscious of the gravity of the situation in the transportation industry, we

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NECESSITY FOR TRADE UNIONISM FOR THE WORKERS

Trade Unionism Is the Only Hope for Industrial Betterment of the Worker

There are, roughly taken, 4,500,000 organized Trade Unionists in the United States today. What quantity of unorganized men and women workers there is, is a matter of much variety of opinion, but there must be a large number, particularly of unskilled workers. I propose in this article to examine Trade Unionism and its effect. I desire to show, whether Trade Unionism is "worth the candle," whether it is a cause for good or evil. In other words, let us see whether or not men and women, still unorganized should be encouraged to unite and come into their respective labor organizations.

Now, there are people, and not only employers, but plain citizens as well, who declare that Trade Unionism, with its subsequent strikes and lockout, has done more harm than good to the working classes. Somebody has said that a half lie is ever the worst lie, and that is the case here. It is true the relations between capital and labor are still far from fixed and determined, yet we are coming closer daily. It is this transitional period which has passed and is passing, that accounts for the seeming evils of Trade Unionism and nothing else. This cause of strikes should not be attributed to Trade Unionism, but always to conditions of employment. Trade Unionism, in principle, is simply a defense by combination, against any injustice from an employer. Keep this in mind and then, remembering that morality is entirely gone from our present industrial system, you will conclude that labor should have something whereby wrongs can be righted. We all know, that Morality, viz., a conscientious payment of a living wage to an employee, and other moral duties are entirely outside the commercial outlook of the employer. There was a time in the history of the world, when employers acknowledged moral responsibilities, but with the decay of religion and its influence in the private and especially in the public life of men on the one hand and the mammoth extension of industry, which has come as a consequence of inventions, on the other, an employer today, generally speaking, looks upon his business purely as a money making concern, with no soul in it nor heart for the need of men. Most employers today, having only economy to study, consider themselves justified giving a job to the first hungry man coming along, if he can get that man to work for a lower wage than the man

already employed. That is called industrial business. That has made the worker a mere piece of merchandise. That is why we hear it everywhere today and to our entire disgust, "how much is that man worth?" Humanity and morality both being removed from industrial employment, man, in the eyes of the present industrial autocrat is but a mere commodity, to be treated at his will. In olden times of faith, to take advantage of a man's need, to drive an unjust bargain, was considered immoral and irreligious, but today everything is figured out on the basis of supply and demand and the chargeable value of the product. Hence, the Christian spirit, bidding man to act justly to those under his charge having been trampled under foot, the employer today will only listen to two things—either the Law of the Land or Force. If there were no compensation laws, nor factory laws, etc., how many employers, do you suppose, would observe just the reasonable hours or would compensate their incapacitated employees? Because of the growth of business, the keenness of competition, and perhaps more particularly, because of the combinations or great firms for the purpose of controlling trade, all personal relationship between employer and employee is dead. A man today may work for a concern ten or fifteen years or more and be unknown to his master entirely.

Because the will of the Almighty is left out of count, a race of masters has been produced, who with few exceptions, have little or no respect for the rights of the men whom they employ. A soul-less system of employment has so entangled even the most humane of employers in its snares that it is extremely difficult for an honest and just employer to rescue himself from its clasp and be able to conduct his business with further success. An employer may want to give to his men a just wage, more equitable conditions, reasonable hours, etc., but remember, he must compete with other manufacturers, who have no such desires and practices. Under these circumstances the fair employer thus spoken of, will find himself soon at a tremendous disadvantage. The only remedy then, lies in defense or protection on the part of the workers. Trade Unionism is the only hope for industrial betterment of the worker and a conscientious employer will in no wise retard this action for lawful combination.

Of course strikes have heretofore resulted from such combinations. Greedy, conscienceless masters have resisted any and all requests for better working conditions, made by their employees through representatives or committees and the latter, using the only weapon in their power, declared a strike. It is true that in the past strikes were sometimes carried on in crude and improper ways, but such are diminishing fast and

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