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BOASTED EFFICIENCY IGNORES MANY WASTES

Labor Through Labor Turnover Greater Than All Strikes.

The Federal Bureau of Mines says that more than 600,000,000 gallons of gasoline is lost by evaporation and that this loss could keep 1,300,000 automobiles in commission for a year if each car used 220 gallons of gasoline. The annual money loss is estimated at \$159,000,000.

The worst feature of this loss, says the bureau, is that the wasted gasoline is the most volatile and consequently the best quality of gasoline obtainable, and that the prevention of this loss, which is economically possible, would not only increase the gasoline supply materially, but would also increase the general standard of the gasoline.

Experiments in the principal fields show that a great quantity of the gasoline now escapes into the air. This can be conservatively estimated at about 26 per cent. of the gasoline in the crude oil. Probably half of this can be economically recovered, and this quantity will not only increase the supply but improve its quality.

The above statements are in line with similar declarations by other Government bureaus regarding the economic loss through a wasting of the country's resources.

The United States health service recently showed the appalling losses to this country because of diseases that can be prevented.

The forestry service has stated that for every four forest trees cut down by lumber men, but one is planted.

Secretary of Labor Wilson has stated that the loss through labor turnover is greater than all strikes and lockouts combined. Other losses include 200,000 babies under one year of age who die annually, 110,000 mothers who lose their lives because of improper attention at child birth, thousands of lives lost in industry and hundreds of thousands injured, and staggering losses because of faulty marketing systems, lack of proper storage, etc., etc.

The list could be continued indefinitely, and in every case shows the loss through strikes which statement was not, not by removing the cause, but by taking workers' rights from them.

UNITED STATES OF AMERICA NOW CANADA'S BEST CONSUMER

Philadelphia Trade Union News. From Ottawa comes the statement that the grand total for American trade with Canada for August was \$132,451,998. Imports from the United States were \$85,354,193 and total exports thereto \$47,097,805. The imports were \$1,300,000 below those for July, but \$23,000,000 above those for August last year.

August exports to the United States were \$33,800,000 in advance of those for July and \$2,900,000 over those for August last year.

United States exports to Canada in August were four times those of the United Kingdom, which stood at \$11,471,960. Exports to the United States also exceeded those to the United Kingdom by about \$11,000,000. For the eight months ending August, imports from the United States were \$454,315,000, or at the rate of \$17,000,000 monthly, while exports totalled \$342,851,000, or at the rate of \$12,000,000 a month.

During this period the United States sold to Canada commodities to the value of \$11,471,960 and bought from the United Kingdom \$1,147,196. The United States exports to Canada are worth more than did the latter.

It is quite probable that the United States has really replaced the United Kingdom as Canada's best customer, and that a return to normal conditions will show this. The change may be attributed to the rapid increase in exports of wood pulp and paper to the United States during the last two years.

The August trade returns gave another demonstration of the growth of the pulp and paper industry, the value of these exports for August, 1920, being about 120 per cent. in advance of those for August, 1919, in the case of the United States. These exports increased 137 per cent. in value during this period and for the year ending August, 1920, will be equal to 150 per cent. for the

MINERS PREPARE OLD AGE PENSION BILL

Wages and Hours Not All That Interests Labor.

A bill to provide Old Age Pension has been prepared by a special committee of the United Mine Workers of America, aided by Mr. A. W. Kerr of Springfield, Ill., chief of the legal department of the Illinois miners, that should be enacted into law and placed on the statute books of each and every state in the United States and Canada. While the bill has been prepared by the miners' organization, and has its unanimous support, it is not framed for the special benefit of its members, but takes the broad view that society in general should adopt a humane method of caring for dependent old age.

The main features of the bill are:

1. All persons sixty-five years of age and over who have been citizens of the United States for twenty years and resident citizens of the state for ten years, shall be eligible to receive a pension, subject to the provisions of the bill.
2. The claimant or applicant for a pension must be a person of good moral character.
3. The applicant's income from all sources must be less than four hundred dollars per annum.
4. The pension granted to any person must be so rated that the claimant's pension and income combined shall not exceed four hundred dollars.
5. Severe penalties are provided for fraud or attempted fraud by any claimant or any person in behalf of a claimant.
6. The management and distribution of the fund is vested in a commission to be appointed by the governor, aided by a county agent or deputy in each county, appointed by the commission.
7. The maximum amount granted to any claimant shall not exceed seventy dollars per month, payable monthly.
8. The bill as a whole is just and humane to dependent old age, protects the state against fraud, and is fair to the taxpayer.

We claim in behalf of the measure that society is compelled to and does care for its dependents.

That under existing methods the manner of caring for old age is cruel and degrading and does not measure up to the standards established by the following named governments: viz., England, France, Italy, Denmark, Australia, New Zealand, and Germany, where pension laws have been established and have proven so satisfactory to all classes from every point of view that no man or party would dare advocate a return to previous conditions.

That the per capita cost of maintaining our dependent aged persons under the present system is unequal and in many states exceeds the amount of pension provided for in this bill.

That several of our states, notably Ohio, New York, Illinois, Massachusetts and California, have made exhaustive studies of the subject through regular advisory commissions and their reports prove beyond a doubt the feasibility and advisability of establishing old age pension.

That such a law has the approval of every labor organization in the United States, the endorsement of every woman's club who have read the matter under consideration, if it advocated by leading social reform workers and is endorsed by many of the leading journals of the country.

That actual experience of the Typographical Union has proved the pension system to be more popular, more economical and more humane than caring for dependents in institutions provided for that purpose.

The United Mine Workers are deserving of credit and commendation for their unselfish advocacy and support of so just and humane a measure, and in their behalf we respectfully ask the support and co-operation of all fair-minded men and women to the end that thousands of our aged citizens who are entitled to our care and respect be saved from the disgrace of a home in the poor house and a grave in potter's field.

WM. MITCHELL EVANS
JOHN HUTCHINSON
Legislative Committee, U. M. W. of A.
1101 Mohr, Bk. Bldg., Indianapolis, Ind.

CANADA'S OCEAN-TO-OCEAN HIGHWAY.

Despite the tremendous influx to Canada every summer of thousands of American tourists (many by automobile), and that the returns from tourist traffic are estimated by the executive secretary, Northwest Tourist Association, to constitute the Dominion's fourth principal source of revenue, Canada possesses no transcontinental highway, in contrast to the seven separate coast-to-coast systems existing in the United States. Although Canadian highways and motor roads are admirable ones and receive continual Government and municipal attention, and are especially well maintained in such holiday-seeking centres as the National Parks, the playground of the Rocky Mountains, the Eastern Townships of Quebec, and the section between the Toronto-Hamilton and Montreal-Sherbrooke highways, there has been no single system whereby the traveller can journey throughout the whole Dominion. The project was mooted and strenuously advocated by the various provinces under different names, and especially well maintained in the stress of hostilities, proposed again as a permanent Canadian national war memorial, and is now likely to come into being very shortly.

The King's International Highway. The latest project which seems likely to be adopted is that of the "King's International Highway," the shortest and most feasible route between Montreal and Vancouver and the nearest approach to an all-Canadian highway. This has been mapped out and surveyed to pass through Ottawa, Mattawa, North Bay, Sudbury, Sault Ste. Marie, Duluth, Winnipeg, across the prairie to Metchosin, Crow's Nest, Pass Fernie, Cranbrook, thence to Spokane, Seattle, and Vancouver.

The value of a national motor highway across Canada to the Dominion, as well as to tourists from other lands, can be well appreciated from the fact that in 1919 the registered motor cars in the Dominion numbered the 400,000 mark, showing 67,000 new car owners, and the number is expected this year to reach the half million total.

2,570 Miles in Length. The King's International Highway, which would be 2,570 miles in length from the Canadian metropolis to the Pacific coast city, runs an average of 208 miles north of the "Yellowstone Trail" and 408 miles north of the "Lincoln Highway." For 800 miles the northern route runs close to the Great Lakes, receiving their mitigating influences on the summer climate. The Canadian route will have this advantage to offer transcontinental motorists over the National routes of the United States, that while the routes across the line inevitably, for some portion of their distance, traverse a sandy, desert-like country, at once uncomfortable and lacking scenic interest, the Canadian route has in its every mile, something of interest and attraction, the country throughout being productive and naturally adorned.

ONE BIG UNION.

Once upon a time there was a Trade Union which grew so big and powerful that it was able to absorb all the other Trade Unions. Ultimately it became known as The Union, and everybody had to join it. A National Programme was drawn up and a Great Conference was arranged. It was unanimously decided that in the event of the National Strike should take place.

There was nobody left outside The Union either to concede or refuse the demands of the National Programme so the General Strike began. Everybody in the country stopped work, and everybody drew Strike Pay. But there was nothing to buy with the Strike Pay, for Nobody could sell anything, so Nobody could sell anything.

So everybody died in a desperate attempt to live at the expense of Everybody else.

And The Union came to an end.—Exchange.

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NATIONALIZATION OF MINES INEVITABLE IN BRITAIN.

MONTREAL, Oct. 28.—"Nationalization of the British mining industry is inevitable," said Ben Spoor, labor member for Bishop Auckland in the British House of Commons while in Montreal, prior to sailing for England on the Metagama. Speaking of the miners' strike, he said: "This is not a wage dispute in the ordinary sense. It is rather an active protest against the Government's violation of pledges. The Government had promised to stand by the decision of Mr. Justice Sankey in the commission of 1917, who recommended nationalization of mines as the only practical alternative. The Government, however, refused to give effect to this recommendation."

Mr. Spoor does not think the strike will last long. The disposition of the whole nation would be so terrible that an early offer of terms by the Government was certain.

"The financial loss," he said, "will be incalculably more than the small advance in wages would be, so it would have been a better policy for the Government to have realized this and conceded to the men's demands."

WHAT WOULD CANADA DO?

A grim warning for Canadians lurks in the British Government's prohibition of the export of coal as the result of a domestic industrial crisis. The event happens across the ocean, but the lesson comes right to our doors.

What has occurred in Great Britain might easily occur in the United States, the main source of Canada's winter coal supply. With cold weather approaching and a fuel shortage assured by labor troubles, no administration at Washington, however good-natured, could fail to do as the British Government has done. It would suddenly prohibit the export of coal.

What would Canada do? The country would be gripped by an emergency involving nationwide panic.

Here is a prospect brought before our eyes which demands consideration by those in authority who are responsible for national safety. The actual present danger is beyond all scoff or ridicule. We exist today in

its presence. We live in its shadow at this moment.

Canada depends for her life upon the uncertainties of an industrial situation over which she has no possible means of exercising control. Each year that we gamble thus with winter ice dice with calamity.

All of which amazing conduct is the more ridiculous because it is totally unnecessary. The huge coal deposits of the Dominion, utilized by energy and foresight, would build a thick wall against the peril now held back by a sheet of tissue paper.

Winter will come every year, whether, with its freezing blasts by day and night, when our people cannot survive without coal. Winter will come, with the coal come!

Until Canada is as sure to have the coal as she is to have the cold, the situation of the Dominion will reflect most gravely upon our political and industrial standing, reducing our status to that of an industrial adjunct to the United States.—Star.

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