

WINNIPEG REFUSE TO HOLD CONGRESS

Organized Demonstrations Prevent Tom Moore From Exposing O. B. U. Tactics.

WINNIPEG.—Tom Moore, president of the Trades and Labor Congress of Canada, was shouted down Friday night by members of the One Big Union who flocked to a meeting in the board of trade building called by the Winnipeg Trades and Labor Council.

Mr. Moore made a plucky attempt to speak against the continuous interruptions, but after half an hour's efforts gave up the task, not as he said, because he was intimidated, but because he did not feel it was up to him to persist in announcing the policy of the International Trade Union movement to people who refused to listen.

Keep the red flag flying," was sung by the O.B.U.'s when the president of the Trades Congress arose to speak, and they cut short his remarks several times by striking up the same song. He was also jeered and booed every now and again.

He charged the O.B.U. with creating a condition under which the employers were able to use two sets of workers against each other, under which men were quarrelling with each other instead of quarrelling with their conditions, under which men were wasting valuable opportunities while the standard of living was being driven down.

A demand was made by some of the O.B.U.'s for a place on the platform for the remarks that met by Mr. Moore through the efforts of the International Trade Union movement, and wanted something for nothing.

BRANTFORD CITY COUNCIL ENDEAVORS TO EFFECT SETTLEMENT OF DISPUTE.

BRANTFORD.—After debating for nearly two hours the question of letting a contract for castings to the Hartley Foundry Co. at a cost of \$1,500 less than that of the next lowest tender, the City Council last week withdrew the award of the contract, and appointed a committee of five aldermen to meet with the company and a representative of the Ironworkers' Union, in an effort to settle outstanding differences.

TORONTO PLUMBERS DENY INVESTIGATION INTO GAS POISONING.

TORONTO.—"In the interests of humanity," the Plumbers and Painters' Union of Toronto has denied to Acting Chief Coroner W. Graham to investigate the case of gas poisoning, which the official chain are getting far numerous of late.

J. Storey, writing to Dr. Graham on behalf of the Toronto union, points out that these deaths are due either to "poor workmanship, low gas pressure or carelessness," and demands that a full inquiry be held into each death of this nature.

Mr. Storey had special reference to the deaths of Albert Hopkins, a returned soldier, and George Villeneuve, at the home of Mrs. Annie Madden, 47 Sullivan street, on Friday. Both men were found dead with the gas on.

The acting chief coroner instructed Coroner Julian London to make a full investigation into the case. Dr. Graham has thanked Mr. Storey for his letter, asking him to get into touch with Coroner London about the case, and to furnish any evidence in his possession.

U. S. RAILWAY WORKERS TO HAVE WAGES REDUCED

U. S. Railroad Labor Board Announces That Conditions Justify Readjustment Downward.

CHICAGO.—The United States Railroad Labor Board announces that it had decided that "prevailing conditions justify to an extent yet to be determined, a readjustment downward of the wages of the employees of the carriers which are parties to the disputes already heard by the board."

The Truth Concerning Railway Workers' Wages

Mr. L. L. Peltier, Legislative Representative of the Order of Railway Conductors, Issues Statement, Including Calculations Made by Mr. J. L. Payne, Former Statistician in the Department of Railways and Canals.

Mr. L. L. Peltier, Canadian legislative representative of the Order of Railway Conductors, has issued a statement containing what he believes to be new information about the much vexed question of the wages received by railwaymen. He claims that the subject has been persistently misrepresented.

In referring to the statement as published below Mr. Peltier states: "In order to add confidence as to the reliability of the figures quoted therein, I had included on the last page of the statement, just above the last paragraph, the following: 'The calculations are not even mine. They were made by Mr. J. L. Payne, who was for many years chief statistician of the Department of Railways and Canals, and who is an acknowledged expert in such matters. I went to Mr. Payne and engaged him, in a purely professional capacity, to prepare the statistical statements which I have here used. He is responsible for their accuracy, and for that only.'"

Mr. Peltier's statement is as follows: "The remuneration given to railway employees has been persistently misrepresented by some and much misunderstood by probably a majority of the people at large. The situation needs the light of facts. It would then be seen that railway workers are not paid the very high wages which have been given publicity in the press. The instances quoted relate to very exceptional cases of overtime, mostly exaggerated, and have no bearing whatever on the steady average. The latter had a 25.25 per cent. increase, not by special means, but by appeal to official statistics based on the sworn statements of the railway employees.

It has been said that an individual conductor received upwards of \$600 for a month's work. It is not worth pausing to ascertain whether or not that is true. What is vital to the issue, however, is the scale of pay received by the railway employees. The Dominion: Happily, the facts are readily available in the official blue book, and are therefore indisputable. The figures, has been said, come from the railway and may be assumed not to be intentionally favorable to their employees.

By another equally easy sum in division it will be seen that the average rate of pay for passenger conductors was 78.81 cents per hour, and for freight conductors 67.82 cents per hour. If the number of hours worked be divided by the number of employees the result will be an average of 3,919 hours per annum for passenger conductors, and 3,305 hours for freight conductors. This would mean an average of 3.23 hours for each day of 313 working days in the year per passenger conductor, and 10.96 hours for each freight conductor.

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There are two aspects of the work of a railway which should be brought into the reckoning. In the first place, he is engaged in a hazardous vocation. His life is constantly in danger. In the second place, he has heavy responsibilities. The conductor is "captain of the ship." The passenger conductor is not only in charge of very valuable property of that value will not be brought retroactive. On the surface, a point like that might impress the unthinking; but it loses all force when the conditions which followed the outbreak of war are taken into account. The cost of living had risen very materially after 1913, and with each rise the purchasing power of the dollar shrank proportionately. The effect on all classes of wage earners was precisely the same as if their scale of pay were reduced. In other words, wages must at all times have direct reference to what they will buy of the necessities of life. The average rate of pay for passenger conductors in 1913, and 1918, and 1919, is shown in the following table:

Table showing wages for passenger and freight conductors in 1915, 1917, 1918, and 1919. Columns include Year, Average, and Amount.

Table showing the percentage of annual increase in the family budget, as shown in a preceding statement, if applied, we shall see at once (1) what that average should have been if wages had kept pace with the cost of living, and (2) what was the annual loss sustained by railway employees up to the time of the McAdoo award. The facts in this case are as follows:

Table showing compensation for freight conductors in 1917-1919. Columns include Year, Hourly Rate, and Annual Compensation.

Table showing the average rate of pay for passenger conductors in 1917, 1918, and 1919. Columns include Year, Hourly Rate, and Annual Compensation.

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and passenger locomotive engineers are as follows: Compensation 1917-1919. Hourly Rate, Annual Compensation.

With respect to the hours worked, it should be observed that the figures given are based on 313 days in the year—that is, 365 days less 52 Sundays. It is highly probable, however, that any considerable number of conductors or engineers actually worked for that number of days. Therefore, in dividing the total number of hours worked by 313 an average much too low is obtained. The average number of hours worked in the total number of hours worked, and it should be realized at once that this overtime is inseparable from the operation of trains. Men who have earned an exceptionally large amount of wages in a single month have done so, not because the rate per hour for a normal day was high, but because they worked considerable overtime.

The general belief that railway employees are as a class highly paid, either actually or in comparison with the rates in other industries, is absolutely erroneous. It is due to lack of information on the subject. I am now going to make a statement which will cause much surprise.

There were 158,777 persons in the employ of Canadian railways in 1919. Of that number, \$4,000,000, or 2.5 per cent., earned a total of \$5,252,456, or an average of \$1,010.60 per annum. The average number of hours worked by each of these employees was 2,157 for the year. That would be, for 313 days, 8.5 hours per day. The average pay for that large number was 36.65 cents per hour, or 36.65 cents per day, which was considerably less than was paid in that year for the roughest unskilled labor. It is doubtful if any other class of workers in the country was as poorly paid.

These are not my figures. They are to be found on Page XXV of the official Railway Statistics for 1919. They are open to everybody, but very few indeed appear to have so much as looked at them. If they had been generally known the exaggerated ideas which prevail with respect to the pay of railway workers would long ago have disappeared.

The Government has been criticized for approving the adoption of the McAdoo award in Canada. The award was made effective by the railways because of the employees' dire necessity and the railway companies' dire need for relief. It was necessary to compensate them for increased wage costs. Railways themselves bearing increased costs of material, etc., which were in themselves enormous. The Government should be commended instead of criticized for their part in the matter, and in recognizing the need of the employees as has been shown in the foregoing.

Important questions to be considered is why farms are being deserted for the cities. The investigators will try to discover the real social and economic reasons behind the discontent with rural life, and to bring to light the forces that contribute to the welfare of country conditions. A system of charts, tables, pictures and diagrams will be prepared, at a glance the resources and actual production of the province.

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WESTERN MINERS TO HOLD SPECIAL CONVENTION AT CALGARY ON JUNE 14

Consideration of the Restoration of Autonomy to District 18 in Conformity With Laws of U.M.W. of A. Purpose of Convention.

The special committee appointed by the International Executive Board to reorganise District 18 has issued a call for a special District Convention to be held at Calgary, opening on June 14. The call reads as follows: CALL FOR SPECIAL CONVENTION OF DISTRICT NO. 18, UNITED MINE WORKERS OF AMERICA.

To the Officers and Members of Local Unions of District No. 18, United Mine Workers of America. Greeting: Acting in conformity with instructions of the International Executive Board, you are hereby notified that the special convention of District 18 will convene in the Labor Temple, Eleventh Avenue East, Calgary, Alberta, commencing at 10 a.m., Tuesday, June 14, 1921.

This convention is called to consider the restoration of autonomy to District No. 18, to adopt a constitution in conformity with the laws of our International union and to provide for the election of district officers and an International Board Member.

Article 7 of the District 18 constitution provides that the basis of representation shall be as follows: "See in Delegates to the special convention shall be entitled to one vote for every 100 members or fraction thereof, provided that such fraction is not less than 51 members."

(Note.—This shall not prohibit a local union from having representation in the special convention which has less than fifty-one members.) (a) No delegate shall have more than five votes, and only one delegate shall be allowed for every 500 members or fraction thereof, provided that such fraction is not less than 51 members.

(b) The basis of representation shall be upon the average paid membership for the three months previous to the convention. (c) District Officers, members of the Executive Board, and the International representatives shall have seat and voice in the convention but no vote. (d) No member shall be eligible to be a delegate unless he has attended at least one of the meetings that were reasonably possible to him to attend, for six months prior to the convention.

All newly organized Locals must be organized at least three months prior to the annual convention and have two anti-dues paying members. Locals must be entitled to re-appoint unless two-thirds of their members are members from old Locals. In accordance with the provisions of Section 1, Article 5, of the District Constitution, the wages and expenses of the delegates will be paid out of the funds of the District Treasury. You will find enclosed original and duplicate credentials, and you will return the duplicate to Robert Livett, Acting Chairman of the International Convention in charge of District No. 18, Box 1844, Calgary, Alberta. Fraternally yours, JOHN P. WHITE, WILLIAM DALRYMPLE, DAVID WATKINS, Committee representing the International Executive Board, United Mine Workers of America.

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TOM MOORE OUTLINES THE POLICY OF LABOR

Calls For Three Greatest Principles of Democracy.

WINNIPEG.—Tom Moore, president of the Trades and Labor Congress of Canada, speaking at a Canadian Club luncheon at Winnipeg on Saturday, declared that the policy of labor called for the acceptance of the three greatest principles of democracy. One was self-discipline, so as to harmonize the views of one class with those with whom they had to live; by education also could only personal improvement be brought about, while labor stood for defense against either oppression or aggression upon the rights of human beings. Mr. Moore endeavored to clear away any misunderstanding that the International Trade Unionists had in the United States, and this was settled by the compromise which had been threatened.

TORONTO COOKS AND WAITERS SCORE SIGNAL VICTORY.

TORONTO.—Cooks and waiters at the King Edward Hotel, Toronto, and at the Royal Connaught, Hamilton, Ont., and Clifton Hotel, Niagara Falls, Ont., were on strike for about two hours on Saturday. It is said the only question at issue between the employees and the company was the "open shop" principle, which had been threatened.

Mr. Moore, but at the same time bonds of empire were also growing stronger. The national spirit was leading to stronger bonds of empire and not disunity. Canada was a political union, and the British Empire and proud to recognize the alliance of Great Britain. Canadian did not feel that they were losing any rights or privileges by this recognition. The president also referred to the strong alliance with the industrial unions south of the line and declared through the autonomy of Canadian labor was maintained.

CONDIC SURVEY OF MANITOBA'S AGRICULTURE

One of the Most Important Questions to be Considered is Why Farms are Deserted.

WINNIPEG.—Manitoba's Department of Agriculture, will, this summer, send out an army of specialists, practical farmers and community workers to take a complete agricultural survey of the province. This was authorized by the Legislature just before the close of the session. The plan in full details worked out by the department, and the Agricultural colleges will embrace investigation into the following: Compilation of weather reports, and an investigation of the effects of weather on agricultural production; location of dry areas and methods of dry farming; location of forest areas and the kind of crops best suited to these districts; a soil survey with a preliminary outline of the various kinds of soil in the province; a study of the effects of a generation of cultivation on different types of soil by a comparison between virgin soil and cultivated soils; a study of alkaline soils; a field survey, interviews with various farmers regarding successful varieties and successful methods of cultivation; a study of insects and diseases and methods of eradication; investigation of the types of cattle breeds raised most successfully; a study of the difficulty of stockmen in the breeding, management and marketing of their cattle; a study of the best means of farming to determine the profit and loss factors; a study of living conditions especially relating to the general community life of people on farms. One of the most

PAPERMAKERS RESUME OPERATIONS AT EDDY'S PLANT.

OTTAWA.—The strike of the paper makers at the E. B. Eddy mill, Hull, Que., which started two days ago, and which has resulted in nearly 400 employees of the company being kept out of work, came to an end this week. The paper makers returned to work under the same conditions and with the same rates of pay which prevailed prior to May 1, on the understanding that if a reduction in wages is decided upon by the majority of the big mills in Canada, and the United States, the employees will go on strike for local conditions.

While the Niagara System has been in active operation for 10 years this balance sheet does not represent the total sum collected and exhibits the expenses in two distinct sections; the one representing the total sum collected and the other representing the expenses. The balance sheet shows a surplus of \$1,075,476.08, and there is an unencumbered surplus of \$2,799,323.04. This would be a remarkable statement if it covered only normal times, but it includes the war period, which witnessed the greatest economic upheaval in history. Despite increased costs of operation, which none could anticipate or even imagine, the Hydro-Electric System has proved the stability of its foundations. Not only has it maintained its solvency, and better—in times of unprecedented difficulty, but it has remunerated its co-partners, to the extent of approximately \$6,000,000 by successive reductions in rates.

League of Nations Has 100 Treaties

GENEVA.—That open diplomacy has made some progress since the war, despite all setbacks, was shown today when the League of Nations announced a total of 100 international treaties had now been duly registered with it since Versailles.

The last bundle to arrive included the Russo-Polish trade agreement, recently signed at London. Of the 100 mentioned above, the Ambassador's Council, acting for the Allied powers, has sent 13, while Germany and France have each recorded 13.

FINANCIAL SUCCESS OF GREAT PUBLIC ENTERPRISE

Assets. Provincial Commission's plant proportioned over municipalities \$1,745,499.17. Municipalities' systems and other assets 30,774,911.54. Ontario Power Company plant and other assets 25,206,593.49. \$1,745,499.17. \$30,774,911.54. \$25,206,593.49. \$1,745,499.17. \$30,774,911.54. \$25,206,593.49.

Liabilities. Provincial Commission's debt proportioned over municipalities \$1,745,499.17. Municipalities' debt and other liabilities in respect of local systems 18,440,645.20. Ontario Power Company's debt and other liabilities 26,867,750.79. \$1,745,499.17. \$18,440,645.20. \$26,867,750.79. \$1,745,499.17. \$18,440,645.20. \$26,867,750.79.