

Labor News
From
Coast to Coast.

CANADIAN LABOR PRESS

Weekly News Letter

An Official
National
Labor Paper.

Strike Ballots Going Out To More Than Half a Million Workers

ARBITRATION BOARD AWARD STREET RAILWAY QUESTION

The award of the Board of Conciliation, headed by Alex. Smith of Ottawa, between the Ottawa Electric Street Railway Company and its employees has been placed in the hands of Hon. James Murdock, Minister of Labor. While the decision of the majority of the Board, is in favor of a 12 1/2 per cent. cut in the wages of the men, this report states: "It might be stated that, in consideration of the present arrangement of 9 hours per day it would appear that the spread within such time as performed, is too great, and the Board would suggest, and strongly recommend, that an effort be made by arrangement between the parties, to reduce the spread."

The award has been accepted by the company, but the men maintain that the question of hours be settled before wages. The representative of the men agreed that they would accept a reduction of wages if the question of hours was settled first.

The majority report signed by Alex. Smith as chairman and George D. Kelleys representing the Railway company reviews procedure at the early sessions of the body and quotes several sections of the Ontario Railway Act. It also cites other portions of the statutes to show that the rulings of the Board of Railway Commissioners of Canada are subject to the statutes of Ontario, which provide that the operation of the Ottawa Electric Railway Company within the province of Ontario shall be subject to that province—this was quoted in response to the proposal of the men for an 8 hour day without overtime.

The report continues:
"No Request Made.
"The terms of Section 271, of Chapter 185, of the Revised Statutes of Ontario, 1914, have never been called into operation by either the employees of the Ottawa Electric Railway Company, and from this it would appear that both parties prefer to have the matter of hours of labour adjusted by agreement between themselves. So long as the Board of Railway Commissioners for Canada are not called upon to regulate the hours as empowered by the Act, no steps would be taken by the Board to do so. In this regard, however, it might be stated that, in the consideration of the present arrangement of 9 hours per day, it would appear that the spread within such time as performed is too great, and the Board would suggest, and strongly recommend, that an effort be made by arrangement between the parties to reduce the spread."
"On Monday, May 1st, and on Tuesday, May 2nd, at the sittings of the Board in the City Hall, the matter of the cost of living was discussed. Mr. Bolton, of the Labor Department, was present on May 1st and dealt with comparative tables showing the cost of living. These comparative statements are not absolute, they were submitted more for contrast and comparison. The result of his examination was to the effect that the cost of living had been reduced by a shade over 24 (twenty-four) per cent. The representatives of the employees wished to have further opportunity to present other tables, and this opportunity was taken on Tuesday, May 2nd. The comparative tables of the employees did not differ widely from those submitted by Mr. Bolton, although they indicated a higher cost of living. They were also by way of illustration. The differences in the comparative statements for a yearly period, between these and those submitted by Mr. Bolton, was not wide. The employees, however, contended that reduction of the cost of living would not be 24 (twenty-four) per cent, although no definite percentage was put forward by them. It should be clearly stated that these comparative statements are not definite as to actual cost of living, but are used as comparisons in a general way to show the percentage of increase or decrease. In this regard they were said to be fairly accurate."
"Cost of Living.
"The Board is of the opinion that the cost of living has decreased in accordance with the opinions expressed and tables submitted, but, at the same time, it is of the opinion that the wages cannot automatically be decreased in keeping, so to speak, with these comparative statements, because in the helps to make living agreeable there is required something more than the actual necessities for daily sustenance—something in addition to that is essential. Whilst the Board, therefore, recommends the decrease of wages, in doing so, it is taking into consideration the changed

conditions of not only the cost of living, but also the cost of operation and maintenance, and capital and tangible assets of the company. The recommendation of the Board regarding wages does not cover all the details suggested by the employees, but any details not mentioned in the agreement submitted, in the opinion of the Board, should be adjusted in conference between the employees and the railway company, in accordance with these general outlines and specific suggestions.

"The Board has no expression of opinion on higher or lower rates of fare to be charged, as the question was not before the Board, except very incidentally, nor was the public represented in this regard. Besides this is a matter within the jurisdiction of another tribunal—the Board of Railway Commissioners.
"The Board of Conciliation and Investigation held ten open sittings at the City Hall and at these the company and the employees were given ample opportunity to press their views. Time and again the chairman suggested that, in addition to the general information which the men were submitting, they deal particularly with details in so far as the relations with the company were concerned. There was little response to these suggestions, as evidently details are a matter of mutual adjustment between the parties themselves from time to time. However, the chairman felt it his duty to impress this phase upon those present.
"At the meeting on May 10th, Messrs. Chas. J. Tulley, representing the men and Kelley suggested that, as they could not agree on certain phases, the chairman draft a report for further consideration in accordance with his understanding of the discussions to date, the same to be fully considered by the Board later. The Board also met on May 16th, 17th, 18th and 23rd, and considered carefully a draft of this report and a draft agreement, both prepared by the chairman on the discussion that had proceeded, and subsequently each of the other members of the Board furnished the chairman with suggestions and recommendations; those, just as verbal conversations between members of the Board, were, for use similar to conversations and for personal guidance, to assist the members themselves in their deliberations.
"The report of the Board of Conciliation and Investigation, in the form of an agreement between the employees and the company, is herewith submitted as exhibit (3) to this general outline by the Board, and we recommend."
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WHAT MINERS HAVE LOST IN WAGES

Calgary, Alta.—It is computed at a low estimate that members of the United Mine Workers of America in District 18 have during the two months they have been on strike lost somewhere near \$1,000,000 in wages, according to the Calgary Herald. This is based on only one week a month, which would probably be about average for this time of the year if the mines had been working. As practically no strike pay is being received by the men this amount represents a dead-loss to them.
It is somewhat difficult to say what the losses of the operators are, but it is known that in the strike in 1911 it cost one of the mines in District 18, from \$25,000 to \$25,000 a month while it was idle for upkeep expenses and necessary repair work.

RAILWAY DOES NOT REQUIRE G. H. PALMER

Winnipeg.—George H. Palmer, member for Dauphin, in the provincial legislature and Labor Party member in the same constituency in the forthcoming election, who is an employee of the Canadian National Railway, has received an "intimation" from railway headquarters that "his services are no longer required," according to a dispatch from Dauphin today to the Winnipeg Free Press.
In the absence of, Toronto, of A. E. Warren, general manager of western lines, and department heads, confirmation of the report could not be secured.
There was a lengthy controversy some months ago following an order from the Canadian National management that officials and employees of the company would not be permitted to take an active part in politics. The order affected A. E. Moore, member of the legislature for Springfield, as well as Mr. Palmer, but as the result of an undertaking reached, it has not been enforced in their cases.

SAYS NEW PARTY MENACE TO UNIONS

Mr. Tom Moore, president of the Dominion Trades and Labor Congress, Captain J. A. P. Haydon, M.C., head of the Allied Trades and Labor Association of Ottawa, Mr. Rod Plant and Mr. William Lodge have returned from Guelph where they have been attending the annual meeting of the Labor Educational Association of Ontario.
Ottawa men took a prominent part in the discussions and work. Capt. Haydon was chairman of the committee on the report of the officers and executive and also introduced important resolutions. One was that the action of the minimum wage board should be extended to cover minors as well as females in the matter of wages, Mr. Haydon claiming that when a minimum wage was fixed in many cases in Ontario, female help was discharged and young boys employed.
He also introduced a resolution that the 48-hour week should apply to women and children.
Another important resolution, one also being pressed by the G.W.V.A., is for the establishment of advisory boards of citizens in connection both with the provincial and local administration of the government employment offices.
There were a number of the Workers Party of Canada present at the conference, and Mr. Tom Moore, in a speech directed at the activities of this new party, stated that their object was to break up organized union labor and that in consequence the party was to be considered as inimical to trade unionism.

NEWFOUNDLAND TO BUY REID ROAD

St. Johns, Nfld.—An offer to sell the Newfoundland railway to the government of the colony as a means of terminating the present transportation deadlock has been made by the Reid-Newfoundland Company. The company has set a price of \$2,500,000 on the property.
The premier's announcement, following a sitting of the legislature last night, reviewed negotiations between the government and the Reid Company since operation of the railway system was discontinued last Monday. The company, the premier said, admitted its inability to continue operating the system and was willing to abandon it together with all properties belonging to the company and connected with the railway, for the price stated.
Should the government refuse to take over the railway on this basis, the premier stated, the Reid Company threatened to demand arbitration of its claims against the colony aggregating several million dollars. An itemized statement of claims amounting to \$6,000,000 already has been presented to the government. Mr. Squires said that the company also claimed further amounts, the details of which it would not disclose until arbitration began.
The premier added that the government was exploring every phase of the subject before reaching a decision and would make a further report in a few days.
The operation of the railway was discontinued Monday when the company in a notice to its employees announced that April wages could not be met owing to delay of the government in advancing money guaranteed to meet operating expenses.

JAMES MURDOCK'S OFFICE TAKEN BY A. MCGOVERN

Toronto.—A. McGovern, of Toronto, chairman of the resolutions committee of the Dominion Trades and Labor Congress, has been named by vote of a caucus of Canadian vice-presidents. This office was held by Hon. James Murdock before he became minister of labor. It carries with it a salary of \$7,500 a year and a per diem travelling allowance.
Mr. McGovern was chosen on the first ballot, with some 34 delegates voting at the caucus. There are few men better equipped for the direction of this great organization's affairs in Canada, since Mr. McGovern has been general chairman of the C.P.R. eastern lines for the past fifteen years.
Another Toronto man, I. Bryan, was named for the insurance committee. James Cunley, of Ottawa, has been named for the board of trustees, and H. Walters of Brockville is the choice of the executive. The convention will probably last another two weeks and the expenditure involves a full million dollars.

WARN FOREIGN ARTISANS

That foreign artisans, intending to emigrate to Canada were clearly warned that there was no employment for them in this country at the present time, was stated in the commons by Hon. Charles Stewart, minister of immigration. The statement was made in answer to J. S. Woodsworth, Labor, Winnipeg Center, who asked if it was correct that the money qualification of \$250 for immigrants had been removed.
Mr. Stewart said that the money qualification had been removed, but that the greatest care was exercised to point out the condition in this country. There was abundant room, however, for farmers, farm laborers, and household workers.
About the only nation that appears to be making progress in the direction of peace is imagination.

ANOTHER REDUCTION ORDERED BY U. S. RAILWAY LABOR BOARD

REDUCED PAY NOT ACCEPTED BY RAILWAYMEN'S UNION

Detroit, Mich.—The executive council of the United Brotherhood of Maintenance of Way employees and railroad shop laborers have unanimously adopted a resolution instructing E. F. Grable, the president to send out strike ballots to all members of the organization and all non-union workers in the crafts affected by the wage cut by the railroad labor board Sunday.
President Grable said the ballots would be sent out immediately and that if the workers decided to strike in protest against the cut, the walk out would be effective about July 5. He estimated 478,000 members of the union and about 72,000 non-union workers would be asked to vote, virtually every railroad in the country with the exception of short lines and electric roads being affected.

TO REDUCE PAY

Chicago.—Readjustment of the wages of approximately 400,000 maintenance of way employees of the railways of the country, effective July 1, in accordance with decreases in the cost of living and wages in similar outside employment since the decision of the board last July was provided for in a decision by the United States Railway Labor Board and made public this week.
The decision is expected to reduce present payrolls about \$46,000,000 per year and to reduce the pay of the majority of the maintenance of way men five cents per hour, but important classes of the employees were given a smaller cut. Under the majority head were included track laborers and other classes usually designated as "common laborers."

DEPUTATION FROM WELLMAN CANAL

A deputation representing workmen employed on the Wellman canal was received by the premier, Hon. W. L. Mackenzie King. The deputation which was introduced by Tom Moore, president of the Trades and Labor Congress of Canada, and John Platt, represented to the government that the terms of the fair wage law were not being complied with on the canal in that the current wages in the district were not being paid.
After hearing the spokesmen of the deputation, the premier promised that the complaints would be inquired into and that the terms of the fair wage law would be carried out.
The premier was assisted in receiving the deputation by the minister of railways, Hon. W. C. Kennedy, and the minister of labor, Hon. James Murdock.

PICKETING BEFORE MONTREAL COURTS

Montreal.—The legality of picketing is a question that is to be submitted to the court of appeal, presided over by five judges, following the granting by Mr. Justice MacLennan in December, last of an injunction against the International Garment Workers Union at the request of Harry Rother, proprietor of a garment factory on McGill College avenue.
In November last, Rother claims, a strike was called by the garment workers. His place was picketed and some of his workmen, he alleges, were assaulted by the strikers. He then made application for a temporary injunction which was granted. The men's union is appealing the case on the grounds that there was no justification for the injunctions restraining picketing, which, they claim, is legal.

WAGES FOR PLUMBERS

A minimum wage of 75 cents an hour will be recommended to Ottawa council for the fair wage schedule to be inserted in civic contracts.
The decision was reached at a special meeting of the board of control at which were heard representatives of the master plumbers and also the business representatives of the journeymen plumbers. There was quite a worthy argument during the discussion between the master plumbers and the representatives of the men.

CIVIL SERVICE SALARIES

Canada has over 7,700 civil servants who are receiving salaries less than \$500 per annum, according to a return tabled in the House of Commons. The total of employees given as receiving \$250 or less, was 12,500.

ALDERMEN SEEK TO DESTROY UNION

Montreal.—Behind the attacks on the policemen and their union, as is claimed by the policemen, there is a desire on the part of the aldermen to return to the evils of the old patronage system; when policemen had to pay for their positions, pay for their promotion, and be forced to leave unwholesome friends of aldermen, and friends of friends of aldermen.
This was what Sergeant Bouchard, of the Policemen's Union, told the Trades and Labor Council, of which he is a delegate, at the meeting of the council. The matter arose on receipt of the memorandum from the union, which has been sent to all public bodies.
The Trades Council, on motion of Gustave France, passed the following resolution: "The council, after hearing the facts from the Policemen's Union, endorses the attitude taken by the Policemen's Union in submitting their complaints to an arbitration board, and instructs the secretary to write to the City Executive to ask them if it is their intention to submit to the laws of the province."
Delegate Bouchard, referring to some attacks made on the union, denied that Chief Belanger had been slighted, but, on the contrary, it was through the Chief that the union had sought for an interview with the Executive. The Chief had sent on the request, and it had been ignored. It was largely due to the union that the old conditions, by which men had to buy their positions, and friends of aldermen did not fear arrest, had come to an end, and probably that the reason why the executive was against the existence of the union. Delegate Bouchard referred to the fact that the City Charter provides for the creation of a civil service commission, and added that the Executive had flatly refused to bring such a body into being. He quoted one of the aldermen as having said publicly that the reason the Executive did not appoint men to the police or fire departments was because they feared to appoint less than 25 at a time, this being the number of aldermen, for they did not want to offend any one alderman, and consequently could not appoint the men needed in groups of five or six. The idea of the city authorities was to allow matters to drag along in an attempt to convince the policemen that their union was useless; but that result would not be obtained, for the policemen intended to follow their aim until success came.
Do Not Wait Strike.
"I do not think there is a class of employees more opposed to a strike than are policemen, even if they did go on strike four years ago," added Delegate Bouchard. "They are ready to do everything possible to avoid a strike, and, therefore, have made an appeal to all public bodies."

STRIKE FIGURES MONTH OF APRIL

Ten strikes involving 15,308 workpeople were reported as having commenced during April. There were in existence at some time or other during the month 24 strikes, involving 17,478 workpeople and an estimated time loss of 381,135 working days, as compared with 19 strikes, involving 2,309 workpeople and 58,943 working days in March, 1922; and 29 strikes, 4,453 workpeople and 63,480 working days in April, 1921. The time loss occasioned by the 10 new strikes which began in April was 329,035 working days, while a loss of 52,100 working days is charged to the 14 strikes which commenced prior to April. Five of the strikes commencing during April terminated during the month, leaving the following 19 strikes, affecting 17,701 workpeople on record on April 30: coal miners, District 18, Alta. and B.C.; painters and decorators, Quebec; painters and plumbers, St. Catharines; sheet metal workers, Toronto; employees of steel and coal companies, Sydney; gauge men, Sydney; compositors, Montreal; compositors, Vancouver; photo engravers, Montreal; photo engravers, Ottawa; compositors, Montreal; compositors and pressmen, Ottawa; compositors, Toronto; compositors, Winnipeg; compositors, Halifax; compositors, Hamilton; clothing workers, Montreal; weavers, St. John, and longshoremen at Montreal.

LEE IS RE-ELECTED BY RAILWAYMEN

Toronto.—President W. G. Lee, of the Brotherhood of Railroad Trainmen was re-elected, defeating Val Fitzpatrick and A. F. Whitney, vice-presidents, who aspired to the higher office. W. N. Doak, vice-president, was elected senior vice-president in succession to Mr. Fitzpatrick. T. R. Dodge, assistant to the president; A. E. King, general secretary and treasurer, and Daniel L. Cease, editor and manager, were re-elected by acclamation.
President Lee's re-election by a substantial majority is regarded as a vindication of his official acts during the past three years. He has taken an active part in every wage movement undertaken by trainmen and yardmen in the past thirty years, and has been an officer of the organization uninterruptedly for 27 years. Mr. Dodge has held office for a similar period. Secretary King was elected to office at a convention held in Toronto in 1897. Mr. Cease is described as the oldest editor in the transportation field, having held the post for the past 31 years without opposition. Mr. Doak is the youngest of the officers elected today. He is described as an aggressive officer who has had wide experience in legislative and general administrative work. Messrs. Lee, Dodge, King and Cease are Cleveland men, while Mr. Doak comes from Washington, D.C.

THE PRINCE AS CAPTAIN

The Prince of Wales has been named captain of the Royal and Ancient Golf Club of St. Andrews, the parent organization of golfers the world over. He succeeds General Lord Haig in that office. In accordance with the tradition the Prince will have to "play himself in" driving off from the first tee of the historic links and he has signified his willingness to face this ordeal next September. It is to be hoped that the Young Prince will be more successful in his first drive than he was on the links of the Royal Montreal Golf Club at Dixie during his tour of Canada. On that occasion with a small gallery of his admirers standing breathlessly on the veranda of the old club house the Prince teared his drive and landed his ball about twenty yards from the green. Then, with an engaging smile he turned to the spectators and shouted "I knew I would do that with all you people looking on."

MINORITY REPORT SENT

Halifax, N.S.—The minority report of Isaac D. MacDougall, miners' representative on the Scott Conciliation Board, which recently investigated the wage differences of the British Empire Steel Corporation and its mine employees, went forward to Ottawa, Tuesday night, it is understood here.
It is said that Mr. MacDougall's report deals very extensively with a large number of questions affecting the coal-mining situation in Nova Scotia, and accordingly, took considerable time to prepare.

TABLOID OF INTERNATIONAL LABOR NEWS FROM MANY COUNTRIES

Australia.—The British Governor of Fiji has stated that plans are being worked out for the introduction of the cattle industry in Fiji, in connection with which it is proposed to have a returned soldiers' settlement and the development of dairy interests.
British Guiana.—A cut in the wages of shovellers and porters and the steadily increasing rentals were the subjects of discussion at a large meeting of laborers, recently held. A vigorous demonstration was made and although it was decided to continue work, several thousand laborers prepared to petition the government buildings and petitioned the Combined Court, which was then in session, for legislative relief.
England.—
Cotton Wages.—An agreement has been made to fix the wages of all sections of workers in the cotton industry for the next thirteen months. If, at the end of twelve months, either employers or operatives desire a revision they are required to give a month's notice to the other side. The effect of the agreement is that there is to be an immediate reduction in wages to the extent of 40 per cent. on what are known as the standard piece-price list rates, and at the end of six months a further reduction of 10 per cent. to last for the next six months.
Germany.—
Building Operations.—In every section of the State of Wurttemberg new buildings are under construction, giving an aspect of great prosperity. Poverty and unemployment have apparently disappeared from this district.
New Zealand.—
Textile Industry.—The woolen textile industry seems to have large possibilities for development in New Zealand. Consequently, interested commercial bodies who are desirous of making a manufacturing center of Auckland have brought about the erection of a woolen carpet and rug factory which will be put into operation within the coming four months, pending successful endeavors to attract skilled textile workers from England.
Nova Scotia.—
Unemployment.—The Nova Scotia Employment Service reports an increase in the registration of workers from an average of 2,000, during the winter months, to 2,500 during the first part of April, 1922.
South Africa.—
Cape Town.—The direct loss to the coal and gold mines and in the power stations and engineering shops at Johannesburg, together with the loss occasioned by the subsequent revolutionary uprising, which covered a period of ten weeks, is estimated at \$35,000,000.

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