

## SERIOUS FEARS OF UPRISING IN INDIA

**Bolshevik Literature Known  
to Be Behind Seditious  
Movement.**

London, June 14.—Alarming confidential reports of an intended uprising in India in the autumn, are reaching the government, according to The Star today, which says that Bolshevik literature is known to be behind the movement. The India office, when questioned with regard to The Star reports, declared that it had received no such information. The Star, however, makes the flat assertion and displays the news sensationally.

"It is considered by the authorities at home," The Star says, "to be more than probable that organization in Turkestan of a red force to attack Persia and Afghanistan is but part of a big plot by which it is hoped to end our power in India. The opinion is expressed that should the whole Bolshevik plot mature, our present forces in India would be insufficient to cope with the rising."

### THEFT OF WHISKEY.

East Hampton, N.Y., June 14.—Theft of high proof whiskeys, rare wines and brandies from the cellar of Enrico Caruso was reported today. Mystery shrouds the robbery, but it is understood to have occurred recently. The police as yet have no clue in the \$500,000 jewel robbery.

## EMPLOYEES INCENSED BY BOARD AWARD

(Continued From Page 1).

under a misapprehension. I am agreeable to recommend most of the conditions as they prevailed, and which have been recommended. I certainly had no idea that my signature placed me in the position of agreeing with the other two of the board on the rate of wages. I contended for an increase, and am going to recommend the same. That while the figures and evidence presented show that at the present time wages paid are equal and in some cases that paid other roads in eastern Canada per hour, but not per day, yet it was shown by the evidence that the wages paid in border cities of a like size exceeded that paid in Toronto both in hourly and daily rates—Cleveland paying 75c per hour, Detroit 75c per hour, Chicago 65c per hour, and the corporation of the city of Toronto paying their street railway employees from 60c to 65c per hour, with holidays added.

"The amounts actually paid some motormen and conductors show that these men work a great deal of overtime in order to make amounts submitted by the company, and without working this overtime the men could not earn the rates paid skilled trades. That for the sake of harmony and everybody concerned, I recommend that the present working conditions be continued until the 1st day of August, 1921, which is the expiration of the franchise."

"And also recommend that, in my opinion, the men working for the Toronto Railway Company should receive at least the same wages as paid by the corporation of the city of Toronto, where it made an exhaustive investigation by the heads of the departments and the board of control before striking the rates named, namely 60c per hour for the first three months, 65c per hour for the next nine months, and 65c per hour thereafter."

"All of which is humbly submitted."

Signed, J. J. Fleming.

Officials of the Street Railwaymen's Union are chary of expressing any opinion as to the possibility of a strike, although they are unanimous in declaring that the men will not accept the award as at present read. The men themselves are far more emphatic in their expressed opinion, and if their opinion is carried out to the point of consummation the Toronto public may look for jitney cars for a few days following Tuesday midnight.

R. J. Fleming in interviews with the press stated yesterday that he was unable to see how any concession could be granted the men since a device would occur on the company's balance sheet, this year.

From a letter received from H. O. K. E. Smith and endorsed by the officials of the union, many of the crews work less than eight hours a day, as for instance, those working during rush hours. Several instances of monthly receipts are recorded in a statement by the union in which crews received per man \$109.63, \$94.50 and \$109.37 respectively, or an equivalent of \$123.96 or less.

Ex-Controller Robbins appends the following comment at the bottom of the statement: "There are many crews of the character noted above, and these men could not do any extra work because they are working the same hours as the extras." Mr. Robbins showed as an exhibit a letter from the private secretary of Sir George Foster to James Byatt, 12 Kintyre avenue, acknowledging the fact that this man, who is on the record since May, 1919, was receiving \$1,228.08, or an average of \$23 a week from the Toronto Railway Company. This, said Mr. Robbins, was a fair sample of the average wages of the street railwaymen on the T. S. R.

**Majority Report.**

The majority report rejecting the demands of the street railway employees for higher wages and addressed to Hon. G. D. Robertson, minister of labor, is as follows:

Re the industrial disputes investigation act, 1907, and the dispute between the Toronto Railway Company and its motormen, conductors, shermen, motor and truck repair men, and other employees, members of Division No. 113, Amalgamated Association of Street and Electric Railway Employees of America, and other employees of same class not connected therewith.

The board of conciliation and investigation appointed here consisting of Mr. William H. Moore, Mr. John T. Vick of the city of Toronto, Ont., and the Hon. Mr. Justice F. S. MacLennan of Montreal, Que., chairman, met on the 5th instant; and the members, having taken the oath of office, proceeded at once with the investigation. The company was represented by Messrs. R. J. Fleming, manager; P. L. Hubbard, assistant manager, and

Walter McRae, master mechanic. The employees were represented by Controller Joseph Gibbons, business agent for the union; W. D. Robbins, secretary of the union, and by B. Merson, A. Conn, Joseph Tompkins and James Davis, members of the committee.

**Matter in Dispute.**

The matter in dispute had reference to working conditions and increased rates of pay for the employees of the company.

The working conditions now in force between the company and its employees were recommended by a board of conciliation in a report dated Aug. 2, 1919, and have been in force since July 4, 1919, and they are set out in full in The Labor Gazette of August, 1919, from pages 883 to 887.

**Several Demands.**

The modifications in these working conditions asked for by the employees had reference to a demand for a closed shop, for additional pay for training new men, additional conditions as to uniforms, seats for motormen and conductors, Saturday afternoon holiday for trackmen, some modifications of the clauses dealing with discipline, and some modifications with reference to the hours of work, including a payment of overtime after eight hours' work, instead of after eight and one-half hours' work.

**Present Conditions Best.**

The board has taken into consideration everything that was said on behalf of the employees and on behalf of the company with reference to the modifications of working conditions asked for, and has come unanimously to the conclusion that no change should be made in the working conditions.

The principal demand of the employees was on the question of increased rates of pay. The present pay for motormen and conductors, in operation since July 4, 1919, are: For the first three months, 50c per hour; for the succeeding nine months, 52½c per hour, and thereafter 55c per hour. The demand of the employees is that the wages should be increased to 85c per hour for all employees mentioned in the application of the union.

**Rates Elsewhere.**

Both the representatives of the union and of the company placed before the board very full evidence with reference to rates of pay prevailing on other street railways in different cities in Canada and in the United States. The pay of motormen and conductors was within the last three weeks fixed by boards of conciliation in Brantford, as follows: 1st year, 46c per hour; 2nd year, 48c per hour; 3rd year, 50c per hour.

Hamilton—1st six months, 38c; 2nd six months, 40c; 2nd year, 45c; 3rd year, 52c.

London & Port Stanley Railway—1st year, 46c; 2nd year, 48c; 3rd year, 50c; 4th year, 52c.

Ottawa—1st year, 49c; 2nd year, 51c; 3rd year, 53c; 4th year, 55c.

The only other street railway in Canada, so far as the evidence shows, where motormen and conductors are paid a higher rate is in the city of Vancouver, where the rate is 60c per hour.

In the Toronto Civic Railway, which has twenty-four miles of track and 239 employees, the wages since July 4, 1919, were 55c per hour, until a short time ago, when they were increased to 65c. The board does not consider that the conditions applicable to these lines should govern this case.

**Plenty of Men Available.**

Very complete evidence was put before the board showing the increased cost of living in Canada and in Toronto, which prevails at the present time, compared with conditions when the war broke out and each year since. Evidence was also given that the company is able to procure all the men it requires at the present rates of pay.

Briefly stated, the result of the evidence on wages and the cost of living shows:

1. The wages now paid are equal to or exceed those paid by any other street railway company in eastern Canada.
2. The wage increases during the past few years, going back to the commencement of the war, are fully equal to all increases in the cost of living.
3. The amounts actually paid to motormen and conductors as wages during the last six months of 1919 and during the month of May, 1920, show that, on an average, motormen and conductors were paid amounts equal to or averaging more than the skilled trades of the city, without taking into account uniforms and free tickets or other advantages which the employees enjoy in the company's service.

The franchise of the company expires on the 31st of August, 1921, at which date the board was informed by the mayor, the city would take possession of the road.

**Final Recommendation.**

The board having carefully considered all evidence and representations made to it, recommends unanimously as follows:

That the working conditions and rates of pay at present in force since the 4th of July, 1919, should be continued until the 31st of August, 1921, and trust that this recommendation will be accepted by all parties concerned.

The whole respectfully submitted.

(Signed) F. S. MacLennan, chairman; W. H. Moore, John T. Vick.

Chairman McIntyre of the Ontario Railway Board stated yesterday that the board would not under any circumstances care to act as a board of appeal from the award of the board of conciliation. His board would take the definite stand that the men should abide by the findings of the T. S. R. board. However, in the event of a strike, the O. R. B. would undertake to operate the line by arrangement with the men. No strike breakers would be allowed to operate the cars.

**City Hall Attitude.**

It is unlikely that the city will take any hand in the dispute between the street railway company and its employees if a strike occurs, unless the trouble is prolonged. If the company cannot settle the matter, the city may ask the Ontario Railway and Municipal Board to operate the road, but the official attitude is that any effort to force the city to take over the system at once, instead of waiting until the expiration of the franchise, will not be successful.

**Railway Board's Position.**

The position of the Ontario Railway Board in the event of a street car strike is clearly defined by statute. They cannot act until the railway ceases to operate, and then they may step in and operate the road. But to have some understanding with the men. They could not run the cars with strike-breakers or "scabs."

At present the board is simply awaiting developments.

# How Would You Like to Be a Motorman or Conductor?

How often one hears someone in another calling remark: "Well, I guess I'd better quit my job and be a motorman or conductor." There is more truth than jest in the statement.

A few of the advantages of the job are:

Clean, outdoor work at good wages, with the opportunity of making more money by working a little extra time.

Steady work, rain or shine, no lost time, which counts in the year's wages.

If you stay away from work for valid reason, your job is kept open until you return.

It is the coolest outdoor job in the hot Summer, and the most comfortable outdoor work in Winter; and, by the way, have you ever noticed what a healthy looking body of men are on the job?

We give other examples of what men earn and how they earn it. We could quote thousands of instances, but space will permit of only a few at one time, which are representative of the others.

**EXAMPLE D—**This man worked 25 week days in May. His daily run is worth 8 hours and 32 minutes straight time at 55 cents per hour, beginning work at 5.58 a.m. and finishing at 2.30 p.m. He worked on one holiday, 8 hours and 46 minutes, straight time at the rate of time and one-half, or 82½ cents per hour. He was off duty on the five Sundays in May. He worked overtime on nineteen days during the month on evening extras, averaging from two to two and a half hours, between 4 and 6.30 p.m. He earned \$124.03 regular time and \$38.20 overtime; a total of \$162.23, equivalent to \$1,946.76 per year.

**EXAMPLE E—**This man worked 25 week days in May. His daily run is worth 8 hours and 5 minutes straight time at 55 cents per hour, beginning work at 5.56 a.m. and finishing at 2.01 p.m. He worked on one holiday 8 hours and 30 minutes, straight time, at the rate of time and one-half, or 82½ cents per hour. He was off duty on the five Sundays in May. He worked overtime on eighteen

days during the month on evening extras, averaging one hour and a half, between 4 and 6.30 p.m. He earned \$122.26 regular time and \$16.05 overtime; a total of \$138.31, equivalent to \$1,659.72 per year.

**EXAMPLE F—**This man worked 24 week days in May. His daily run is worth 8 hours and 3 minutes straight time at 55 cents per hour, beginning work at 4.40 p.m. and finishing at 12.43 a.m. He worked on one holiday 8 hours and 47 minutes straight time, at the rate of time and one-half, or 82½ cents per hour. He was off duty on the five Sundays in May, also on one other day he only worked one hour and forty minutes. He was training a beginner for two days at twenty-five cents per day extra. He worked overtime on eight days during the month on morning extras, averaging two to two and one-half hours, between 6.30 and 9 o'clock. He earned \$117.52 regular time and \$16.25 overtime; a total of \$133.77, equivalent to \$1,605.24 per year.

In the above cases it will be noted that the men did not work on Sunday.

Here is a list of men, some of whom did little extra work:

KING DIVISION.				YORKVILLE DIVISION.			
Straight Time.	Over Time.	Monthly Total.	Equivalent Per Year.	Straight Time.	Over Time.	Monthly Total.	Equivalent Per Year.
\$133.85	\$ .39	\$134.24	\$1,610.88	\$133.50	none	\$133.50	\$1,602.00
130.94	1.23	132.17	1,586.04	134.91	\$ 7.68	142.59	1,711.08
129.72	none	129.72	1,556.64	133.00	30.45	163.45	1,961.40
128.48	.71	129.19	1,550.28	132.12	none	132.12	1,585.44
128.14	none	128.14	1,537.68	131.43	none	131.43	1,577.16
122.97	5.03	128.00	1,536.00	129.42	none	129.42	1,553.04

  

RONCESVALLES DIVISION.			
Straight Time.	Over Time.	Monthly Total.	Equivalent Per Year.
\$119.98	\$13.55	\$133.53	\$1,602.36
115.08	19.01	134.09	1,609.08
136.04	3.84	139.88	1,678.56
132.03	4.30	136.33	1,635.96
123.65	35.50	159.15	1,909.80
112.37	21.28	133.65	1,603.80

These men also had the advantage of free car fare and uniforms, amounting to \$90.00 in addition to the above earnings in each case.

## THE TORONTO RAILWAY COMPANY

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Bird Store, 109  
Phone Adelaide 2

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black, white and  
chestnut, halter  
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lost to recovery.  
F. O.

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and rheumatism.

DR. DEAN, SPEC  
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\$80,000 TO LEND  
farm properties;  
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House, Chicago.

Pate

PETHERSTONHAU  
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inventors safeguar  
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