

# SUPERINTENDENT CRITICIZED: STREET CAR MEN REINSTATED

### Report on Complaints, Admittedly Trivial, Ties Hands of Mr. Boden

### SUPERINTENDENT IN FULL CONTROL

### Declares Report, but Men Discharged, are Given Back Their Jobs

#### INSINUATIONS

### Each Employee Allowed to Submit His Complaint and Opinions

Without any discussion in public...

three occasions to consider the matter, the report of the Street Railway Committee, dealing with the complaints by the employees of the street railway against the superintendent, was adopted by the City Council Friday night. The report is given in full and is self-explanatory. It transpired at the council meeting that each member of the council had seen the report before it was placed before the Street Railway Committee for final revision at a special committee meeting called forty minutes before the council meeting. What transpired at the committee meeting is not known because the press were not admitted, but it is gathered that the report was not agreed upon without some strong expression of opinion on the wisdom of criticising the superintendent on minor complaints. In the main the reports are considered very trivial, but two men discharged by the superintendent have been reinstated, one with what is said to amount to an increase in pay, and without any cause being made public for his reinstatement.

#### Text of Report

The report in full reads as follows: Your Street Railway Committee met on the 16th and 17th of June, 1915, to consider and investigate certain complaints made by employees of the street railway system, with reference to the conduct of Superintendent Boden. All employees who felt that they had a grievance were given a full opportunity to lay their statements before the committee, and seven of each employee was given a full opportunity to submit his complaint in his own way, and an attempt was made to control or hinder the free expression of the men's opinion.

The investigation covered two full evenings, and it is only fair to state at the outset that no charges of a grave character were made against the superintendent. The complaints were more or less of a trivial nature, but the unanimity of the statements clearly showed that the relationship which existed between the superintendent and the men was not such as to be conducive to the best efforts of the department. One fact, however, stands out prominently: the superintendent does not, on occasions, use the nicest language when addressing the men, even in the presence of citizens, and your committee unhesitatingly voices its deprecation of the practice of using excessively strong language to enforce orders. The following items, taken seriatim, cover the most important causes of complaint:

#### Nine Hour Minimum Day

From a recommendation of the Street Railway Committee made to Council on December 4th, 1914, and adopted by the latter, (the result of a petition of the employees), in intention of the Council to establish a nine hour minimum day, is clearly shown. Some of the men now complain of fifteen-minute dockages, and your committee hereby recommends the confirmation of the action of the 1914 Council in this matter, and suggests

#### remove one of the most deeply rooted grievances of the men.

Question of Seniority  
One of the motormen's objections was that the principle of seniority was taken advantage of by the superintendent, only when it suited his particular purpose, and that on other occasions it was ignored, especially in the matter of early and late shifts, in the opinion of your committee, at

extra pay. It will be apparent to the good sense of the men, that this privilege must not be abused.

Prompt Attendance at Starting Time  
Some insinuations were made that partially had been shown to some of the employees, and citation was made of the fact that one or two of the men engaged at the car barns, frequently commenced work half an hour after the schedule time, and that no notice was taken of this by the superintendent. Further examination brought out the fact that this state of affairs was occasioned by reason of the men in question having worked an extra half hour or so, after the schedule time to go off duty. It will be readily conceded that such an arrangement is not a business-like one, and your committee strongly recommends that all

shifts start promptly on time, and that, in the event of extra work being necessary, overtime be paid therefor.  
Handling Equipment at Derails, Etc.  
One of the complaints voiced by the men was that Superintendent Boden had threatened with suspension any motorman who allowed the public to operate the derail levers for them, the men claiming that such threat was not reasonable, on the ground that oftentimes before the car came within hailing distance, and thus was beyond the control of the motorman. Though this practice may have originated with the cognizance and approval of the men, their plea that it is now beyond their control, seems a reasonable one; but your committee feels that the practice is fraught with such an element of danger, that it should be stopped at once, and we recommend that notices be placed in proximity to the derails, warning the public, under penalty of prosecution, that they must not, under any circumstances interfere in this operation. We also recommend that the same rule be applied to reversing trolleys and throwing switches.

Reinstatement of Hill and Lowes  
Both of these men were recently dismissed by Superintendent Boden, very largely on account of a culmination of the various complaints referred to in this report. In view of the re-adjustment of matters, your committee feel that they should be reinstated and given another opportunity under the new arrangements, and so recommends. Hill, having been shown by the evidence to be a competent machinist, we recommend that he be paid at the rate of 30c per hour.

#### Summary

To avoid any misconception on the part of the employees as to the attitude of the Council in this matter, it must be distinctly understood: First, that the superintendent is in full control of the operation of the street railway system, and that all complaints from the men must be made directly to him; secondly, the superintendent is not to be held responsible for any complaint which is made, except in cases upon which he wishes to consult the council, or the chairman of committee, when he shall notify the men of his intention to do so, and, on the adjournment of the matter by Council or chairman of committee, the result must be communicated to the men without delay. Finally, the Council most emphatically places upon record its deprecation of a recurrence of the present trouble, and urges upon the superintendent and men the deed of a greater spirit of mutual tolerance, and that if the present ill-feeling again becomes prevalent, those found responsible will be summarily dismissed from the service.

#### Espionage

Perhaps the practice most bitterly resented by the men, is the alleged system of espionage resorted to by the superintendent. Mr. Boden admitted that, particularly during the earlier period of the system's operation, he had taken steps to watch the men, claiming that this was necessary in the absence of inspectors, and in hearing the truth from the motormen, which this was accomplished, your committee feels that on such a comparatively small system, continual petty spying is unnecessary, and does not tend to promote the esprit de corps essential to the success of an enterprise such as this, and that the men can be sufficiently checked by open inspection. It was admitted that the practice did not prevail as much as formerly.  
Damage to Heating System at Car Barn  
From the evidence submitted, it appeared that on a certain occasion during the winter of 1914-1915, considerable damage had been done to the heating system at the Car Barn, by allowing same to be frozen, and insinuations were made that the superintendent had endeavored to prevent the matter being brought to the attention of the Council, the latter not being very clearly shown. The cause of the trouble was a shortage of coal at the barn, and your committee is of the opinion that the superintendent should take steps to have on hand a sufficient supply of fuel, as serious damage might result through the neglect of this precaution.  
Night and Day Shifts at Car Barns  
Considerable dissatisfaction was shown to exist among the men, by reason of the present unequal division of day and night shifts. In the opinion of your committee, the only fair method is an absolutely equal division, and we recommend that the personnel of the night and day shifts be changed every two weeks. This will

ter taking into consideration the comparative newness of the system, and also, that any seniority which might exist would hardly be worthy of the name, the fairest method of treatment of all employees in the matter of shifts, would be to make an equal division, and this your committee strongly recommends. This does not necessarily apply to any schedule of wages now, or hereafter to be established, based on length of service.

Promotion of Employees  
Complaint was made by one of the men employed in a minor capacity at the car barn, that no chance was given them to improve their position, and that if a new motorman was required, instead of giving one of the men at present in the employ of the street railway an opportunity of accepting an entire stranger would be engaged. The man in question has repeatedly applied to be given a trial as motorman, but was told by the superintendent that, in the latter's opinion, he was not competent, and new men had been since put on. This seems to your committee to be a very harsh mode of treatment, and one not calculated to inspire in the employees a spirit of loyalty. Your committee therefore recommends that all the older men be given an opportunity (if desired) of proving their ability before engaging new men, and that, if the test shows them wanting, other steps be taken.

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and events. The catering arrangements were perfect and the tea served in a manner which left no room for criticism. Sharply at nine o'clock a start was made for home, which was reached without mishap. The results of the sports program were as follows:  
One Hundred yards flat race. (Boys ten to twelve)—1. Chas. Henderson; 2. G. Duke.  
Hopping race for boys between ten and twelve.—1. C. Henderson; 2. C. Lucas.  
Indian squat race for girls between ten and fourteen.—1. Doris Heath; 2. Pearl Smith.  
Three legged race for boys over ten years.—1. C. Henderson and J. Jackson; 2. C. McKenzie and C. McPherson.  
Small boys race, under seven years.—1. H. Whidden; 2. A. McMillan.  
Girls' flat race, under twelve years.—1. Aileen Hardaker; 2. Elva William son.  
Girls' blind man's buff race, over ten years.—1. Mabel Maxwell; 2. Beatrice Tyndall.  
Little tot's stone race.—1. Talvern Davies; 2. Nora Clements.

## Horses Named For Early Closing Events at Fair

Fifty-Six Entries Made for the Four Events—Biggest Entry List in Years.

### BEST ON CONTINENT COMING

### Six More Events for Harness Races and Light Running Races are Billed

The date for naming horses in the four early closing events of the speed program for Brandon's big fair, July 19th to 23rd closed on June 18th. The entry list is one of the best in the history of the fair and includes the best horses on the continent. In addition to the early closing events there are six purse events for harness horses and eight running races. Entries for harness races close July 9th and running races close July 19th.

#### Look for the biggest entry list in recent years.

The Western Canada fair and racing circuit opens at Calgary on July 1st. All classes in their speed program have been well filled. These horses will make the entire circuit.

- Race 5: 2:20 Trot—\$800  
1 Midnight Oro b k s t by Oro Wilkes—J. Johnston, Saskatoon.  
2 Katie Todd, b m t by Kentucky Todd—D. T. Lowe, Calgary.  
3 Morris Barker, b g t by Walter Barker—N. J. Ripplinger, Vancouver.  
4 Loumut, b t by Kenny Lou, N. J. Ripplinger, Vancouver.  
5 Canuck, b g t by Vermont—Jas. D. McGregor, Brandon.  
6 Adeline, ch m t by Johnline—C. Mitchell, Agent, Regina.  
7 Pat Linton, b g t by Lord Linton—Miles McKerrlie, Carman.  
8 Claud Woodford, br h t by Woodford Wilkes—T. E. Battell, Moose Jaw.  
9 The Fact, r m t by The Enforcement—J. I. Dompier, Agent, Edmonton.  
10—Senorita Great, bl m t by Pilot the Great—J. I. Dompier, Agent, Edmonton.  
11 Lady Garland, bay m t by Zombro—Jim Kirby, Salem, Ore. Agent.  
12 Columbia T, bay m t by Hon Gay—L. B. Daniels, Agent, Sacramento.  
13 Alta Mac, bl m t by Rediac Sons—M. C. Carter, Chilliwack, B.C.  
14 Alter G, bay s t by Alcantarus—C. W. Mollard, Agent, Craik.  
Race 6: 2:09 Pace, 2:04 Trot—\$800  
1 King Oka, b g t by The Bondsman—E. C. Lewis, Medicine Hat, Alta.  
2—Wm. Connor, Briercrest, Sask.  
3 Foster, blk p by B. H. Wilks—C. McKerrlie, Agent, Yorkton.  
4—Teddy Bear, bay s p by Del Comado—L. B. Daniels, Agent, Sacramento.  
5 Nellie G, bl m t by Stimmer—A. Coulombe, Edmonton.  
6 College Gent, blk h p by Kentuck P.—J. Carson, Winnipeg.  
7 Red Wood Wilks, Wm. McKinnon, Havre, Mont.  
8—Wm. Connor, Briercrest, Sask.  
Race 10: 2:30 Pace, 2:25 Trot—\$800  
1 Pango, bl s p by Zolaco—E. L. Fenton, Kamsack.  
2 Minnie B. B., bl m p by Searchlight—D. T. Lowe, Calgary.  
3 Altabana, bay g p by Urbana Mac—E. G. Lewis, Medicine Hat, Alta.  
4 Jim Mayburn, h h p by Will Mayburn—J. H. McGrath, Louis Bridge.  
5 Canuck, b g t by Vermont—Jas. D. McGregor, Brandon.  
6 Red Wing Geers, s h p—Coq Falls, Agent, Brandon.  
7 Dick Mayburn, bay g p—Con Falls, Agent, Brandon.  
8 Adeline ch m t by Johnline—C. Mitchell, Agent, Regina.  
9 Hamburg, roan p by W. Ker—D. H. Gool, Edmonton.  
10 Lightfoot Lee, b g p by Pontaberry—M. A. Love, Carman.  
11 Betsy Hal, bay m p by Hal D—W. R. McGirr, Agent, Moose Jaw.  
12 Lady Hatford, ch m p by Young Hal—A. Vance, Agent, Edmonton.  
13 Grey Ghost, g h p by Hal B—F. W. Crang, Edmonton.  
14 Flashlight, b g p by Flashline—J. I. Dompier, Agent, Edmonton.  
15 Mildred Direct, b m p by Go Direct—J. I. Dompier, Agent, Edmonton.  
16 Aurela Lou, br s p by Kinny Lou—Dixon Bros., Vancouver.  
17 Valéline Jr., bay h p by Valentin—Jim Kirby, Agent, Salem, Ore.  
18 Elsie Dell, bay m t by Alconda—J. L. B. Daniels, Sacramento, Agent.  
19 José Bowers, ch m by Joe Bowers—D. J. McDonald, Winnipeg.  
20 Molly, b m p by Knox—Moody Leggett, Edmonton.  
21 Andy M, bay s p by Sable Wilks—C. W. Mollard, Agent, Craik.  
Race 11: 2:15 Pace, 2:10 Trot—\$800  
1 King Oka, b g.—E. C. Lewis, Port Arthur, Ont.  
2 Dean Swift, b g t by Almaden D—Joe Parker, Agent, Edmonton.  
3 Dixie Girl, b m p by Bonhomais—W. A. Sproule, Brandon.  
4 Scarlet Trent—B. Thompson, Prince Albert.  
5 Ima Star, bay m p by Direct Star—W. R. McGirr, Agent, Moose Jaw.  
6 Red Direct 2nd, s h p by Walter Direct—W. R. McGirr, Agent.

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Grand Forks, N.D., June 26.—The Buxton North Dakota post office was looted of more than \$2,000 Thursday night. A package of registered mail from the Scandinavian-American bank of Grand Forks to the State bank of Buxton, which arrived at Buxton at night too late for delivery to the bank containing that sum is included in the loot. Forty dollars worth of stamps and thirty dollars in money is missing. The yeags gained entrance by smashing in the rear door. They used such a large charge of explosive that the entire front of the post office was blown out. The robbery was discovered this morning. The yeags probably escaped in an automobile to Grand Forks; this city being the headquarters from which yeags of rats have recently been made.

#### LABOR TROUBLES IN CHICAGO AFFECT 200,000 WORKERS

Chicago, June 26.—A general shut-down of Chicago's building industry which it was said will throw out of employment more than 200,000 workers, went into effect today. The shut down is regarded by contractors and labor leaders as beginning one of the greatest labor wars in recent years. Action taken at the meeting last night of representatives of the allied building and material interests as an answer to the referendum vote of 16,000 striking carpenters, overwhelmingly defeated the proposal to arbitrate all questions in dispute.

#### GOOD PERFORMANCE BY BRANDON GOLF PLAYER

For the second time this season Mr. R. B. Goodale, of the Brandon golf club, went round the fine hole course in the remarkably low score of forty. Goodale is only a young player and has shown wonderful form all this season. His score card yesterday read 5-4-3-3-3-5-5-5-5. The members of the local club with mingled feelings learn that Goodale is leaving the city soon for Winnipeg, where he expects to join the new varsity regiment being formed there. His last performance for the Brandon club will probably be on July 1st, in the friendly match against Winnipeg.

#### JAPANESE OFFICERS SUICIDE RATHER THAN BE MADE PRISONERS

Tokio, June 26.—Major Nakajima and Captain Hushimoto, Japanese officers fighting with the Russian army at Lemberg, committed hari kari when the Galician capital fell, rather than suffer what they considered the dishonor of being made prisoners of war.

#### FINED FOR SELLING LIQUOR AT SEWELL CAMP

Carberry, June 26.—S. Handel and H. Sparling were today fined \$100.00 and costs by Magistrate Balfour for selling liquor at Sewell camp. Provincial Constable McMaster laid the complaint on which the charges were made out.

## RUSSIAN RETREAT GOSTLY TO GERMANS

### Who Lost 130,000 Men Captured, Besides 300 Machine Guns and Sixty Cannon—Russian Army Intact During Seven Weeks of Retreat

London, June 26.—The Petrograd correspondent of the Daily Mail, commenting on the fact that the Russian army has remained intact during the seven weeks retreat in Galicia, says this army has inflicted tremendous losses on the enemy, having captured in the course of these operations 130,000 men, nearly 300 machine guns, and sixty cannon. He continues: "That Russian flanks are now provided by their successes on the Dniester and Taney rivers. The military organ, *Russky Invalids*, suggests the only thing that now matters is to keep the enemy occupied while Russia's Allies in the west are getting up strength. It is generally conceded that the Russians will evaluate more territory, if necessary, in order to find favorable positions on which to make a stand."

London, June 26.—With breathless expectancy, which seems to be reflected in the pause, at the present moment on both battle fronts on the continent, the British public is awaiting the next move on the European chess board. It is conceded this move is Germany's and that it may be made against either Warsaw, Paris or Calais. Some German activity has been reported in Argonne which may indicate a drive in the direction of Paris, but the closing of Belgian frontier may mean the transfer of veterans from the Eastern front to another attempt to break through to the English channel. Many persons believe, however, that no great offensive movement will be attempted along the western front until another effort has been made to reach Warsaw, against which position the Germans are said to be bringing big guns from Essen.

#### TO DEFEND TRIESTE

Rome, June 26.—Two hundred thousand Austrian troops are concentrated around Trieste. VICTORIA CROSS FOR NASMITH  
London, June 26.—It was officially announced that the Victoria Cross had been awarded to Lieutenant-Commander Martin E. Nasmith, for taking his submarine into the Sea of Marmora and sinking Turkish transports, store ships and a gunboat. Two officers of the submarine, Lieutenants Guy D. O'Flynn-Hughes and Robert Brown were awarded the Distinguished Service Cross. Each of the crew received the Distinguished Service Medal.

#### STRIKE OF 200,000 MEN MAY BE CALLED CHICAGO

Chicago, June 26.—The great shut-down plan of building material plants which it is predicted will throw 200,000 men out of employment in Chicago by the end of next week was further advanced when owners of lumber yarded out to close this, it is said, will throw 10,000 men out of work in addition to the thousands who will be idle as a result of the closing of the Edward Hines yards announced on Thursday. Manufacturers hope to force the force the striking carpenters to accept arbitration which thus far they have rejected. "If the employers stand together as I expect they will, 200,000 Chicago workmen will be out of employment a week from today," said H. H. Hooper, secretary of the lumbermen's association.

#### GERMANS TAKE HEAVY GUNS TO POLAND FRONT

Amsterdam, June 26.—Several trains loaded with heavy guns have left Essen for the German front on the Bzura river in Poland, where it is believed they will be used in an advance against Warsaw. SERBIAN SUCCESS  
Nish, Serbia, June 26.—The Serbian War Office today announced that the Austrian Island of Gladiva, in the Danube River, was taken by Serbian troops on Monday night after a brief artillery duel.

#### BOTHA'S FORCES CAPTURE TOWN

Pretoria, June 26.—Troops of the Union of South Africa, led by General Botha, have captured Kalkfeld, a town in German South West Africa, on the Swakopmund-Grootfontein Railway, forty miles north of Omaruru. It was announced today.

#### BRITISH BLOW UP GERMAN AMMUNITION

London, June 26.—Bombs dropped by British aviators near Roulers, Belgium, caused the explosion of a large ammunition depot and also resulted in killing fifty German soldiers who were loading an ammunition train.

#### CAN DEFEND FLANDERS FRONT AGAINST ANY ATTACK

London, June 26.—"In Flanders we have made provisions for defence, however great the attack. Our numbers there are adequate for any task, and our turn will come." Thus spoke Walter Runciman, President of the Board of Trade, in an address at West Hartlepool last night. "We are learning now," Mr. Runciman added, "how to deal with the submarine menace, and it is truer now than when the statement was made in April that we have enough explosives for our own use. We are also overcoming the shortage of munitions."

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## TURKISH LOSSES ON PENINSULA ARE ESTIMATED AT 143,000

Mitylene, June 26.—Fierce fighting has been in progress on the Gallipoli peninsula since Tuesday, the Allied troops successfully assaulting the Turkish positions. They have carried several trenches. The second French division are now taking part in the conflict. Reports from Allied field headquarters estimate the Turkish losses in killed, wounded and prisoners since fighting began on the peninsula, at 143,000.