

A MERRY CHRISTMAS AND PROSPEROUS NEW YEAR TO ALL

NON-UNION MINER WORKS MORE DAYS TO EARN WAGES OF THE UNION MINER

In discussing the earnings of full tonnage men, the Federal Coal Commission, which went into the question of the earnings of bituminous mine workers, points out that a large percentage of mine workers who appear in what is known as the lower wage groups, and who are shown working a small number of days, show in a marked degree the extent of the shifting from mine to mine by the men. The report points out that it was impossible to follow up each worker each time he changed from one mine to another. In order to determine as exact as possible tables were made from each district and included only the men who began and ended the same year in the same mine.

This table, it is pointed out, only emphasizes the chaotic condition of the coal industry so far as irregularity of employment is concerned.

Thus it is shown for example that ten mine workers in the union field earned between \$200 and \$300 a year, and yet these men worked in one mine throughout the year and drew pay at every payroll period, but the period of actual work was pitiful, some men only getting two days between payroll periods while perhaps others might get eight days.

The report compares the central competitive field with the non-union fields of Pennsylvania and Kentucky, perhaps the most representative of all non-union fields as to quality of coal produced and men employed.

The report says: "In the Central Competitive field the most regular operation was in the Panhandle district of Ohio. Here the average starts made by the miners were 193. In the Harlan field in Kentucky the mines averaged 194 starts. The only difference in these two districts is in attendance, the average starts per man being 166.5 in the Panhandle against 155.2 in Harlan, or a difference in attendance of 6 per cent. In considering earnings there is a slight difference in the median earnings which were \$1,630 in the Ohio district and \$1,620 in Kentucky. Twenty-five per cent of the tonnage men received payments equal to or less than \$1,295 in the Panhandle, and \$1,380 in Harlan. In the Panhandle 25 per cent of the men received more than \$1,980.00 with the same percentage in Harlan above \$2,000. One may conclude then that the earnings in these two regions are very similar for the upper 75 per cent. The Panhandle offered less earnings opportunity to the lower paid group.

"In District 3, Westmoreland, the mines average 11 starts less than the Panhandle and Harlan fields but the higher attendance percentage left the average days per man the same. When earnings are compared it will be seen that the median in Westmoreland is \$430 lower, the lower quartile \$315 lower and the upper quartile \$530 lower than in the Panhandle.

These observations go to show the advantages of belonging to the United Mine Workers of America.

In making a comparison between the Southern Illinois district and Northern Ohio and Somerset, Pennsylvania, fields, the average starts are almost identical in these fields, the reports tables show. However, the attendance percentage is lower in Somerset, making the average days per man less than Northern Ohio, by several days. The median earnings are fifteen per cent lower than those of southern Illinois and 7 per cent lower than northern Ohio. This, it will be noted, is a decided advantage in favor of the union miner as against the non-union.

The report points out that in the comparative groups included in the data there were 47,283 tonnage men, 13,592 in the non-union and 33,691 in the union fields. The earnings of the middle-earning groups averaged \$1,290 in the non-union fields and \$1,424 in the union fields. There were sixteen days' difference in operation in favor of the union miner which makes a still larger balance in favor of opportunity at union mines.

As further emphasizing the difference between the wages earned and the time necessary to work to earn them, between union and non-union outside men at the mines, the report of the commission contained an elaborate table which summed up the earnings of outside men. There were 40,400 non-union outside men and boys and 29,552 outside union men and boys whose wages were scrutinized in the report.

The long declared fact is revealed that non-union workers were compelled to work a great many more days to earn the same amount that union workers received.

For example, the table shows that 300 outside union men worked an average of 312 days to earn between \$2,200 and not more than \$2,300 for that period of time, while 293 non-union men had to work 353 days to earn the same amount.

To earn between \$2,300 and \$2,400, it required non-union miners to work 358 days in the year—the basis being an eight-hour day—while the union miner earned the same amount by working 323 days.

The higher the amount of earnings the greater the number of eight-hour days it took the non-union miner to earn.

For example, out of the total of 40,409 outside men employed in the non-union fields, on which the commission obtained data of the table now under consideration, there were eight men who earned between \$3,100 and \$3,200 for a year. These men, however, had to work a total of 403 eight-hour days in the year to earn it, while some 35 union miners worked only 338 days to earn the same amount.

This same relative proportion of earnings to time runs all through the entire examination of the earnings of the two groups of outside workers. A non-union coal miner to earn as much as a union worker is compelled to work from a few days to a month longer, depending of course, on the amount of wages earned. The proportion holds good, however, no matter what the earnings. All of which goes to show that the work of the international officials and the entire organization of United Mine Workers has accomplished much for the rank and file of the union.

In summing up its findings in respect to the earnings of outside men the commission shows that there are 33 more work days

As the present year draws to a close and we reflect upon the many events which have transpired, as good Canadian citizens we feel that we have much to be proud of and much to be thankful for. We are gratified to the thought that we are part and parcel of a great Empire and more particularly that we belong to Canada, which in our estimation is the greatest part of that Empire. The bountifulness and plenty of Canada is inestimable, and as we commence to think of our possibilities, we are lost in the depths of thought, unable to fully realize just what possibilities we have at our command.

The past year has been none too rosy from an industrial and financial viewpoint, and as a rule the laboring man is generally the first to suffer in this regard as his very existence hinges on the actual physical work he can accomplish with his hands and by the sweat of his brow. When business is slack he is the first to be laid off and when he is denied the privilege of using those hands to serve others that he may live, the inevitable result is hardship and every day's idleness detracts from the efficiency of the worker. This unemployment question is also interlocked with the why and wherefore of radicalism in Canada. Idleness tends towards restlessness and restlessness leads into radicalism and dissension in the ranks of labor leads to disturbed industrial conditions and the cycle is complete.

In a country that is so blessed with resources, huge crops and opportunities, we are at a loss to understand what is the economic reason for such a state of affairs. While we are loath to lay the blame at the door of capitalism right off the bat, at the same time the fact must be faced that Canada never did have as much money as she has at the present time in addition to the bountiful crops and large resources to work on and develop. But who is holding up the money, and why is it not in circulation? Instead of the capital of the country being used for expansion purposes, developing our industrial and natural resources, it is lying in state securely tucked away, and if you ask any of the money interests as to why money is being held back and not used for commercial purposes, they will tell you that business is bad and they are not going to spend their money when nobody else is. But this "wait until the other fellow does something" policy has got to come to an end if we are to continue our march on to a "Greater Canada."

While we give a man credit for amassing a fortune for himself, we do not believe that it is fair to the country in which he made his money for him to sit back and say to himself, "well, why should I worry; I am safe and have accumulated enough for my needs; what do I care for the country and its requirements? We are not socialists, but we would like to see the capital of the country kept at work in the development and furthering of the interests of Canada.

We sincerely hope and trust that the forthcoming year will usher in a period of prosperity and development such as Canada has never witnessed before, and that a spirit of optimism will prevail that will carry our efforts through to success.

in the non-union field to earn \$500, 49 more days to earn \$1,000; 45 more days to earn \$1,500 and 29 more days to earn \$2,000.

Then the report points out: "To contrast differently the time worked to make a given amount of earnings, it may be said that all men (2,191) making more. This would mean a full time working year of eight-hour \$2,200 and more in the union field have worked 312 days or days with no allowance for absence of any sort. In the non-union field all men (2328) making \$1,800 or over have worked more than 300 eight-hour days. In this connection it should be recalled that the men in the highest earnings classes make those earnings by reason of overtime or a long basic working day. All men in the union fields earning \$2,900 or over are credited with 365 working days. In the non-union fields all outside men earning \$2,500 or over have more than 365 days. A number of these men have records that give them credit for 400 or even 500 eight-hour days."

Union miners who have not given much thought to what the union has been doing for them and who perhaps have been lukewarm or who have become dissatisfied with the "way things are run," only need to go over these figures to know that the organization has done a tremendous work for them.

SOME OF THE TRUTH AT LAST

If we could suppose love of his fellow-men and women to be the motive which impelled Mr. Winston Churchill to write the book which he publishes we should have to call him a noble and courageous friend of Man.

If he had exposed his Cabinet colleagues and our naval and military chiefs in the war simply because he was eager to prevent poor humanity from being so humbugged and brutalized as we were, he would be a history as one of the world's great fighters in the cause of liberation.

Unfortunately his record and his well-known opinions prevent this. He appears to have written the book in order to justify himself, in order to get even with a number of dull men, loaded with a responsibility greater than they could bear, who stood between him and the fame he sought as a far sighted and rapid-thinking war statesman.

But this does not in the least impair the value of his revelations. It would do so if he merely gave his opinions about Mr. Asquith, Lord Kitchener, Lord Fisher, Lord Jellicoe and other smaller people. His strictures are convincing because his documents show what manner of men they were.

Very likely not. Probably no one would have done any better. That

is the point we want to drive home. We cannot afford to have wars (even if there were no other reasons against them) because there are no leaders capable of waging them efficiently.

There never have been, and there never will be. War always has meant and must always mean mismanagement and muddle, corruption and carnage. No man in high position among the muddlers has ever admitted all this so frankly as Mr. Churchill. Therefore he has done the world a service.

At the same time he has made it impossible that he should ever be a Minister again. No one would trust him after this.

Both Mr. Thomas and Mr. Humphries (A.S.L.E. and F.) challenged figures put in which purported to show excessive payments for Sunday duty.

They suggested very clearly that if the company failed to use a man for the minimum time after calling him on duty there was no inefficiency. Yet the companies were using anomalies arising out of their own inefficiency as an argument for cutting down the special rates of men in general.

Miners Driven to The Poor Law

LANCASHIRE'S VIEW OF AGREEMENT THE ALTERNATIVE

"Where's Bite Coming From?" Bolton, Lancashire. — "Where's bite coming from?"

This question is the main, and I think, the only concern of the miners in the Lancashire and Cheshire coal fields.

The men are working at low wages harder than they ever worked, but their wages are very small, not sufficient to buy enough food and clothing to keep them in fit condition.

Under the latest ascertainment their wages will not be reduced like practically every other district in Great Britain, for the simple reason that they are already on the minimum.

For this reason Lancashire and Cheshire are strongly opposed to the present agreement and want it ended.

Both officials and rank and file cannot, by any stretch of imagination, be called "wild" or revolutionary.

The position is best understood by stating the wages that prevail among 75 per cent of the workers. For instance, a collier gets 8s. 5d. per shift, the day wage man 7s. 9d., and the surface laborer, 6s. 6d. (all including the subsistence allowance).

These are the wages received by men who risk their lives every day.

Opinion Unchanged. "When the principles of the present agreement were first brought forward," Mr. T. Greenall, M.P., president of the Lancashire and Cheshire Miners' Federation, told me, "Lancashire and Cheshire Federation went into the scheme and came to the conclusion that it would be very bad for the men if it were adopted."

"The men were advised by the officials to refuse to accept it," he said, "but it came, and unfortunately our conclusions have turned out correct. Every district has, under the agreement, gone down to the minimum, and were it not for the situations in the Ruhr and the American coal strike, they would have stayed there."

"Since the agreement was signed," said Mr. Greenall, "nothing has happened to make us alter our opinion of its uselessness."

Driven to Guardians. "Just think," he said "thousands of our men are forced to go to the Guardians to keep alive."

"I have never known our men to be in such a bad position as they are now. They realize the position, they know the circumstances of the industry, and there is a tremendous amount of discontent among them."

"The leaders are having great difficulty in keeping them at work, and we feel that if other districts won't help us to better things, we must go alone."

"We are very disappointed with the other mining districts in this matter, especially South Wales, Durham and Scotland."

"There is an erroneous opinion among other districts that, if we vote to end the agreement, it will mean a vote in favour of a strike or lock-out. I do not understand this despairing and defeatist state of mind."

"I believe that if the Government and the public once realize that the men are determined to get a decent minimum wage that they can live on, something will be done."

"We do not want a stoppage, but we are prepared to fight, and, if the owners do not show sympathy with us in a practical way, then we are prepared to move for an ending of the agreement."

"To the people who ask what the alternative is to the present agreement, I say: 'The minimum wage equal to the cost of living. The industry can afford it, for the profits the owners are making now are very healthy.'"

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OUR OVERSEAS COLUMN

RAILWAY COMPANIES ASK FOR HUGE SUM

CLAIM FOR WAGE REDUCTIONS OPENED BEFORE THE NATIONAL BOARD

HINT OF FURTHER DEMAND

PRESSURE FROM TRADERS TO CUT WAGES TO LEVEL OF OTHER TRADES

Before the Railways National Wages Board the British railway companies opened their case for the cuts in wages (estimated to amount to £4,000,000) which they have demanded, and which the railwaymen refuse.

It was disclosed that the proposals are made under pressure from other traders, who want railwaymen's wages brought down to "a commercial level."

The companies' spokesman hinted that they may presently apply for a substantial reduction in railwaymen's base rates, which would mean a cut of £3,700,000.

ARE RAILWAYS EFFICIENT?

WESTMINSTER.—The British railway companies today provided the workers with a remarkable illustration of how the wages in one industry are used to pull wages down in another industry.

It was a powerful, though unintended plea for realization of the old trade union motto: "An injury to one is an injury to all."

Mr. Clower, one of the higher officials of the London, Midland and Scottish Railway Co., presented to the National Wages Board the owners case for the changes demanded in the pay for Sunday day and night work, for modification in engineers' wages, and for the removal of the wage bonus when the cost of living figures reach 70 per cent above pre-war.

More Attacks Coming?

He explained that the traders of the country had been, and still were, pointing out that, whilst the wages of their employees had been brought down to a "commercial basis" the wages of railwaymen were still maintained at an abnormally high level.

The railway companies were seized with the great importance in the national interest of removing that anomaly. But they were not proposing to do that just at present.

"They may have to ask you later on to adopt the principle of regulating railway wages by purely commercial standards," Mr. Clower observed. "If and when they did that they would have to call for a 'substantial reduction in all base rates.'"

That would mean, he calculated, a cut of £37,000,000. Their present demands would mean a reduction of £4,000,000.

This all came after a denunciation of "some irresponsible persons" who had declared that the railway companies' present application was the first step in a gradual process of forcing down the wages and conditions of railway workers.

Mr. Clower later provided further evidence of how one set of workers is used against another.

He quoted with approval the statement that "the employe should pay what is necessary to recruit and maintain an efficient staff," and then proceeded to declare that the wages of the lower paid classes of railway workers (present minimum 40s.) should bear relation to the wages of the agricultural workers (now 26s. to 32s.) from whom, he observed, the railway service was largely recruited.

The statement of Mr. Clower, which is to be continued tomorrow, was closely watched by the trade union representatives on the Board as well as by those who are to speak for the men.

What About Efficiency? Mr. J. H. Thomas, M.P., early got in some shrewd thrusts.

Mr. Clower was declaring that Parliament had clearly intended, in the Railway Act, 1921, that the railways should be regarded as commercial concerns. "They must be managed efficiently and economically," the present wage rates and conditions, he said, could not be said to be consistent with economical management.

Mr. Thomas: You make no comment on the first.

Mr. Clower: That is taken for granted.

It will be found before the enquiry is ended that the railway workers' representatives will certainly not take the efficiency for granted.

Both Mr. Thomas and Mr. Humphries (A.S.L.E. and F.) challenged figures put in which purported to show excessive payments for Sunday duty.

They suggested very clearly that if the company failed to use a man for the minimum time after calling him on duty there was no inefficiency. Yet the companies were using anomalies arising out of their own inefficiency as an argument for cutting down the special rates of men in general.

6 p.m. and 6 a.m., and seeks special allowances for junior clerks living away from home.

At yesterday's hearing Mr. W. Clower (London, Midland and Scottish) appeared for the companies, Mr. C. T. Cramp for the National Union of Railwaymen; Mr. J. Bromley for the Associated Society, and Mr. A. G. Walkden for the Railway Clerk Association.

Companies, Case. Mr. Clower, opening the case for the railways companies, handed in a document showing the estimated savings to the companies—assuming, as he expected would be the case, that the application were granted.

Mr. J. H. Thomas: It is rather early to expect anything.

Mr. Clower, continuing, said the circumstances of this claim were unique. Hitherto applications had invariably come from the men in the form of demands for higher wages or altered conditions of service.

"Today for the first time in the history of national negotiations (said he) the combined railways companies of Great Britain are urging a request that in certain respects the conditions of the railway employees may be worsened."

During the 44 years he had been on the railways there had been no single instance of his company taking steps to reduce wages.

"Not a First Step" He excepted from his survey the application of the Scottish railway companies to that Board, which was a partial application and not representative of all the railway companies, and was in the main a withdrawal of a wage increase given by the Board two years earlier.

There was no other industry in the country which could make a similar claim.

Notwithstanding that record, certain irresponsible persons, said Mr. Clower, had been publishing statements to the effect that the settled policy of the railway companies was not only to force down, but to keep down, wages and conditions of the railway workers, and that this application to the National Wages Board was but the first step in that gradual process.

These statements were absolutely meaningless, and he believed that every trusted leader of the railwaymen would endorse that view.

It was only under very strong and deep conviction, declared Mr. Clower, that the railway companies had been impelled to take the present step.

"The railway companies," said he, "are seized with the great importance in the national interest of bringing the wages and other conditions of railwaymen more nearly into conformity with the wages and other conditions of employees in industry generally."

The traders of the country who had been for a long time—and were still appealing to the railway companies for help, pointed out, and with justice, that while the wages of their employees had been brought down to a commercial basis, the wages of the railway employees were maintained at an abnormally high level.

It had to be remembered that the wages of railwaymen were raised in 1920 solely on the ground of national prosperity.

Mr. Clower put in a statement to show that while the wages of the main grades of railwaymen ranged from 100 per cent to 144 per cent over pre-war, those of the men in other industries ranged from 18 per cent to 100 per cent—the latter in only one instance.

Mr. J. H. Thomas elicited that the comparison was with wage rates in August, 1914, and Mr. Poulton was informed that the wages taken were day wage rates.

Mr. Thomas: The presumption behind all this is, that railwaymen and the other people were fully paid in 1914.

Commercial Standard. Mr. Clower proceeded to give an important indication of the minds of the employers.

"The railway companies," said he, "are not seeking to regulate their wage by purely commercial standards at the moment."

"They may have to ask you to adopt that principle later on. "If on this occasion they had adopted that principle the present application would not merely have been for the cancellation of the remaining war wage, but for a substantial reduction in the base rates."

In other words all rates would have had to be cut down to a 70 per cent increase over pre-war—for that was the average in outside industries, as shown on his diagrams.

"If that very reasonable proposition had been made today, and conceded by the Board," he continued, "the railway companies would have

(Continued on Page 4)



Editorial Page of The Canadian Labor Press



Entered at Ottawa Post Office as Second Class Postage.

The Canadian Labor Press

THE CANADIAN LABOR PRESS
PUBLISHED BY THE CANADIAN LABOR PRESS, LIMITED
A NATIONAL SANE LABOR PAPER.

Ottawa Office: 134 Queen Street. Phone: Queen 751.
Toronto Office: 79 Adelaide St. East. Phone: Main 4122.
Montreal Office: Room 26, 223 St. James Street.

LABOR'S PROGRESS IN ENGLAND.

The recent elections in England will no doubt come as a surprise to many as the showing of labor's representatives was indeed strong and labour has at last got a foothold which was never dreamt of a few years ago. Every effort should be made to maintain the advantages gained which has not been without long and bitter struggles. Trade Unionism has truly meant the difference between merely existing and living in a decent way to the working man and it is through Unionism and organization that labor has gained what she has to-day. But there is still much to be accomplished and every step must be watched lest labor be set back to where it used to be by those who are antagonistic to its cause. Labor must always remember that there is no bigger "One Big Union" and no larger combine or organization on the face of this earth than that class of people representing capitalism and while we realize and positively know that labor has countless friends among employers of labor, there is a large percentage who would destroy labor's position if they could and reduce the working man to the ranks of slavery. As a matter of fact, that is why we say there is still much to be accomplished as there are still thousands upon thousands of the working and laboring class who are little better than slaves and it will still take years of ceaseless toil and unremitting effort to bring labor to that happy standpoint when we can justly say that labor is on an equal basis with the rest of the world.

THE RIGHT THING TO DO.

After a long drawn out battle, many heated arguments and much opposition, The Toronto City Council finally awarded the contract for iron sewer pipes to the National Iron Works of that city, thus retaining the cities, money where it belongs.

Naturally the present City Councils, opposition played the incident up pretty strong for election purposes but the City Council did well to stand out in the face of all opposition and award the contract as they did. We do not know anything about the English concern but we do know that the National Iron Corporation has always been most fair to labor and that they treat their employees as partners in a great enterprise and they work together with that spirit of harmony and co-operation which at all times should characterize Canadian industries.

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Woman Disguised As Coal Miner

GETS INFORMATION ABOUT ANTHRACITE COAL

Is anthracite coal scarce? Is it too high priced? The following from the New York Times will be of interest on the subject.

"Mrs. Louis Reid Welzmilller, Deputy Commissioner of Public Markets who has been in mining centres in Pennsylvania tracing the course taken by coal in its journey from the mine to the consumer's bin, returned to New York yesterday and told how admission had been refused by some operators to their mines and how eventually she was smuggled in through the good offices of an official of the mine workers' union.

"Mrs. Welzmilller was instructed, to proceed to Pennsylvania by Commissioner Edwin J. O'Malley. She went as the representative of the New York City Women's Market Committee, an organization which includes 800 civic societies and represents more than 1,000,000 housewives.

"As a result of her experiences, Mrs. Welzmilller drew the following conclusions:

"1. That new coal deposits will be found available and will be brought into use to replace the mines that are now being worked out.

"2. That there is considerably more anthracite than the public knows about. This is also the opinion of the miners, whose experience should make them the best judges.

"3. That anthracite is being sold to the public at entirely too high a price.

"4. That the freight rates on anthracite need readjustment and should be on the same basis as bituminous.

"5. That the miners are not receiving any too much for the kind of service they render the consuming public.

"6. That the Federal Government should have controlling powers over the entire production and interstate distribution of anthracite.

"In telling of her trip to the mines Mrs. Welzmilller said in part: "I was denied permission by several coal mining companies to visit their workings. Any part of an industry which will not permit housewives and home makers of this country to gain first-hand information of its doings is not a credit to the country and should be held in the light of suspicion.

"However, despite all my rebuffs, I spent the whole of one eight hour day in one of the largest anthracite

coal mines in Pennsylvania. In justice to my self and my mission I must say I told every operator specifically the exact reason for my presence, but I met with a blunt refusal. Unknown to the mine owners, I secretly stole in the disguise of a miner into the underground workings."

"Referring to information acquired at Hazleton, Shamokin, and other mining towns, Mrs. Welzmilller says: "I ascertained that culm banks considered waste in years gone by are still being loaded at an approximate cost of 15 to 25 cents a ton, mixed with freshly mined coal and sold to the consumer at current prices."

FIRE.

This is the story of Johnny McGuire, who ran through the town with his trousers on fire. He went to the doctor's and fainted with fright. When the doctor told him his end was in sight.

TRAVEL "THE NATIONAL WAY."

The Canadian National Railway, Canada's all Canadian transcontinental route is the new way across the Continent. In addition to the fact that the territory traversed is unsurpassed in scenic interest and grandeur the Rocky Mountains are crossed at the lowest altitude and easiest gradient of any transcontinental railway in America and at the same time Canada's highest peaks, including Mount Robson are in full view from passing trains. "The Continental Limited," one of the finest long distance trains in the world, is operated every day between Montreal and Vancouver, with close connections from Toronto. In its journey of nearly three thousand miles across Canada it traverses six of the provinces of the Dominion, and directly or through its connections reaches all centres in Western Canada and on the Pacific Coast. This train is made up of all steel modern equipment and affords the traveller the opportunity of making the trip in a splendid tourist sleeping car at a minimum of cost, or if taste dictates, the more sumptuous standard sleeping cars or compartment-library observation car may be enjoyed. The dining car service is unexcelled. "The National Way" is the new way. Post yourself on its advantages when contemplating your next trip. For reservations and full information, apply to any Canadian National Ticket Agent.

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GIRLS, THIS IS UNFAIR. "When I was shipwrecked" said Captain Bowspit, "I came across a tribe of wild women who had no tongues." "Good gracious," cried the fair maiden. "How could they talk?" "They couldn't!" replied the old man. "That's what made 'em wild!"

PROTECT YOUR WEEKLY WAGES

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OUR HOME PAGE

HOME COOKING

MEAT CROQUETTES.

Two eggs chopped meat, three-fourths cup dried bread crumbs, 1 egg, salt and pepper, milk.
Put meat through fine knife of food chopper. Mix meat, salt and pepper and bread crumbs thoroughly in a deep mixing bowl. Add egg, un-beaten and mix well with a fork. Add milk slowly, heating constantly. The mixture should be quite moist, the bread crumbs will absorb quite a lot of milk. Pack mixture in a big iron spoon and push into a frying pan containing about one-fourth inch depth of hot fat. The mixture should be too moist to form into balls with the hands. Cook until brown on one side, turn and brown on the other side. Serve with tomato sauce.

ONE-EGG CAKE.

One half-cup butter, 1 cup sugar, 2 eggs, 2 cups of flour, 1 cup of sweet milk, 2 teaspoons baking powder. Mix as directed and bake in a hot oven.

BAKED APPLES

Baked apples are good or not according to the brand of cooker. It isn't worth while to bake small ones—there is too much waste. Choose "real whoppers" for economy; or else you waste fuel, sugar, apple and all.

Cold baked apples are only nice if they are skinned before cooking. If you know you must serve them cold, peel and peel them, and pour some gelatine round to make a jelly pudding.

Breadcrumbs, sugar, and jam make a lovely sauce to bake apples on, and for this cut the apples into quarters.

A few tart cranberries to stuff sweet apples with are astonishingly appetizing. Orange pulp also makes a good tart stuffing; or cook your apples in the oven and lay orange slices around them in the baking-tins, covering both with a syrup which cooks into a toffee.

HONEY AND SOME OF ITS USES

Honey consists of sugar about 75%, water 10%, and small quantities of mineral matter and other substances such as protein, acid and platine oils.

Practically all honey produced in Canada granulates soon after extracting, but this does not affect its quality but makes it easier to handle. Granulated honey can be brought back to its liquid form by heating it slowly in a double boiler to a temperature of 155 degrees Fahrenheit, a higher temperature than this darkens the honey and injures its flavor. Honey must be stored in a dry place as it absorbs moisture quite readily, which causes it to ferment and decompose. If stored under suitable conditions, well ripened honey will keep for a long time even from one year to another.

Honey has a claim to be used regularly in every home both on account of its sweetness which is delectably flavoured according to the source from which it is gathered and because of its high food value, being a concentrated and easily

assimilated heat and energy producing food.

The bulk of Canadian honey is of unsurpassed quality, being light in colour and delicately flavored, therefore, its uses in the house are practically limitless.

The most common way of using honey is as a spread upon toast or bread. It readily takes the place of either jam or preserves. In the making of cakes and cookies it has a decided advantage, especially for cakes that are meant to be kept for some time, as it keeps them moist and improves the flavour with age. When honey is used in cooking it must be remembered that every cup of honey contains about quarter liquid, therefore, the amount of liquid that the recipe calls for must be cut down in proportion. As honey contains acid a small amount of soda should be used, about quarter of a level teaspoon to every cup of honey, and the baking powder reduced. Honey should not be boiled, as boiling gives it a burnt flavor. Honey also readily takes the place of sugar in canning or preserving fruits, especially plums, peaches, pears, etc. It also gives them a richer flavor. Honey can also be used instead of sugar in making jam. As a sweetener for summer drinks honey gives refreshing results. The kinds of candy that can be made of all or part of honey are numerous. Candy made of honey is much better than that made from ordinary sugar, as honey is far easier to assimilate and does not tax the digestion. Ice-cream made from honey will remain fresh and moist for months without being impaired in flavor or consistency.

WEDDING WISDOM IN OLD RHYMES AND FABLES.

There were rhymes in plenty handed down from parents to children, to impress upon the minds of the about-to-be-married the months and the days they should specially avoid for the wedding.

For instance, this very old one: Married in January's hoar and rime, Widowed you'll before your prime. Married in February's sleepy weather Life you'll tread in time together. Married when March winds shrill and roar, Your home will lie on a distant shore. Married 'neath April's changeful skies, A chequered path before you lies. Married when bees o'er May blossom's fit, Strangers round your board will sit. Married in month of roses—June—Life will be one long honeymoon. Married in July, with flowers ablaze, Bitter-sweet memories in after days. Married in August's heat and drowse, Lover and friend in your chosen spouse. Married in September's golden glow, Smooth and serene your life will go. Married when leaves in October thin, Toil and hardship for you begin. Married in veils of November mist, Fortune your wedding ring has kissed. Married in days of December's cheer, Love's star shines brighter from year to year.

To remove grease spots from woollen cloth, use vinegar instead of gasoline, as it removes it much quicker, and does not leave a ring.

AMONG WOMEN

Mrs. Pearl Chamberlain, of Adena, was a grandmother at the age of 32. Several women in Detroit are said to be earning from 20,000 to \$30,000 a year as real estate dealers.

Mrs. Virginia Bruni, employed in a doll factory in Baltimore, has dressed 657,000 dolls in three years.

The Hon. Anne Kinnaird, eldest daughter of Lord Kinnaird, has become a captain in the Salvation Army. French schoolgirls hereafter are to have special instruction in darning stockings, under a decree just issued by the French minister of education.

The plans accepted for the \$5,000,000 municipal auditorium to be erected in St. Louis, makes provision for smoking rooms for women as well as for men.

In Dutch Guiana the women carry upon their persons all the family savings in the shape of heavy bracelets, anklets, necklaces, and even crowns of gold and silver.

Miss Willetta Huggins, a totally blind student attending the state school at Janesville, Wis., has amazed the medical men and scientists by her marvelous ability to distinguish colors through vibration.

Sixteen Protestant denominations in America have women preachers who belong to the International Association of Women Preachers, of which the president is Miss Madeline Southard, of Winfield, Kan.

As chief stewardess of the Leviathan, the world's largest steamship, Miss Hannah Flinn is the champion housekeeper afloat. She has twenty-eight servants under her to help keep tabs on the more than 300,000 pieces of linen used on the boat.

Care of Linoleum

NO SEAMS AT THE SINK, PLEASE

Kitchen linoleum leads to dry rot and many forms of floor trouble. Partly this is due to the washing, partly to the laying of the floorcloth. The finest way of all is to cement down the edges and under the seams so that no water gets through. Heavy bricks wrapped in flannel must be stood all along the seams to get the cement even and flat. Failing that, you can make certain that no seams occur where water is likely to be sloped—at the sink, for instance. And as for washing it, what buckets of water are unnecessarily slopped all over linoleums. A linoleum wants the drest clean it can get. Use the least possible water; wring your mop very dry; use a waxed mop instead of a water one as often as you can. Clean with steel wool (such as that used to clean aluminum pans) rather than with a scourer that has to be wetted.

Don't lay your linoleum just to the edge of your walls or dresser so that water imperceptibly trickles under in cleaning. Give a margin of stained floor and get up the linoleum edge every few months to see that all is well beneath. It is often laid on a felt beneath to give dryness and warmth, an improvement on the usual layers of brown carpet.

WHY WOOLENS SHRINK

THE PERFECT WASH FOR WOOLLIES.

Do you know why you must not rub woollens, why great heat or real cold must not be used on them, why hard water won't wash them, why bleachers can't be used? Fibres That Lock.

Wool is made up of fibres with minute scales sticking out in one direction. When the wool is put into water, and warm water, these tiny bits enlarge and get entangled. When you rub a woollen garment the tiny scales lock together, and the length of the fibre accordingly shortens. In other words, the stuff inevitably shrinks.

When extremes of heat are used the same thing happens. When more than one temperature is used they lock; when cold is applied they contract. To soak woollies means that they lock their tiny scales. To use a very hot iron causes the same thing to happen.

No Hot Irons. So woollen garments must not be soaked; must not be washed in really cold or really hot water; must be rinsed in water of the same temperature as that in which you washed them; must not be ironed with a very hot iron.

Hard water makes lime water instead of soap suds. This catches on the fibres and turns white woollens grey, so both washing and rinsing waters must be duly softened. Rain water is, of course, best.

Bleachers act terribly on woollen clothes, so pure soap in solution is best to use. Even the last rinsing water should have a little soap solution in it or a few drops of glycerine to give a softness to the clothes.

Dry Indoors. Don't, of course, dry in a cold wind, but in the sun, or in a warm

HOME HINTS

In roasting veal put one-half lemon in the pan. Rub some ordinary soap on the edge of the drawer that is inclined to stick.

If one will warm a lemon before squeezing it about twice as much juice will be had. Iceing may be prevented from running if the cake is first lightly dusted with corn starch.

Rub steel blades of knives with emery paper before putting away any length of time, and they will not rust. Paint in woollen clothing, no matter how hard and dry can be taken out with equal parts of turpentine and ammonia.

It seems a shame to discard the "pretty ends" of pillowcases after the case itself is worn out. By cutting off the end and sewing it on to new material making two or three small tucks so the seam will not show, it will do service for another term. After laundering, such a pillowcase looks like new, and the tucks give a really pretty and different finish.

MOTHS. The best way to prevent moths is to keep nothing in their way to eat, so pack all woollen clothes, coats, dresses and furs in a cedar chest.

After everyone has decided to take off their woollen underclothes and stockings, make a special washing of these on a bright sunny day. When they are thoroughly dry go into the yard with a new tin five gallon lard can and carefully fold and pack every garment from the line into it; pound down the lid and run paraffin around the edge. You can store this can in the attic and know a mouse or a moth can not bother. In this same can store woollen bathing suits, after a thorough washing through the winter.

Reduce Death Rate Among Mothers And Infants

Forty States are now co-operating with the Federal government under the term of the Sheppard-Towner maternity and infancy act, to reduce the death rate among mothers and babies throughout the United States.

The first official report of activities under this act, through which Congress is permitted to appropriate \$1,240,000 annually for the welfare of maternity and infancy, is made public today as part of the annual report of Grace Abbott, Chief of the Children's Bureau of the Department of Labor. Miss Abbott is also chairman of the Federal Board of Maternity and Infant Hygiene. The National administration of the maternity and infancy act is lodged in the Children's Bureau.

The only States which have not accepted the provisions of the Maternity and Infancy Act are: Vermont, Massachusetts, Rhode Island; Maine, where the legislature passed an acceptance act which was vetoed by the governor; Louisiana and Illinois, where the act received a substantial majority in the senate but failed of passage in the house; Kansas, where the act passed the senate unanimously, but did not come to a vote in the house; and Connecticut, where the 1923 legislature instructed the health department not to accept the funds available under the act.

Extension of the Act to benefit the mothers and babies of Alaska, Hawaii, Porto Rico and the Philippines is recommended by Miss Abbott's report.

Appalling infant death rates in the island possessions of the United States "make indifference on the part of the United States impossible," Miss Abbott states. Reports of the governors of Porto Rico and Hawaii show that in Porto Rico, 153 babies, and in Hawaii 120 babies, die during the first year of life, out of every 1,000 born alive. In the Philippine Islands the last census showed the rate to be 358. In contrast to these high rates is the rate of 76 for the birth registration area of the United States.

The United States has "a national obligation to render (these communities) at least the same assistance being given the States," Miss Abbott points out.

Important investigations in child hygiene, child labor, and the care of dependent and delinquent children

have been made by the Children's Bureau during the last year. The results of some of these investigations are summarized in Miss Abbott's report.

During the year the Children's Bureau co-operated with the Community Health Service of Boston in the demonstration of a habit-clinic for pre-school children. Doctor D. A. Thom of the Boston Psychopathic Hospital has been in charge of the clinic, and has prepared an analysis of the results. Continued on page 4.

Health Service of Boston in the demonstration of a habit-clinic for pre-school children. Doctor D. A. Thom of the Boston Psychopathic Hospital has been in charge of the clinic, and has prepared an analysis of the results. Continued on page 4.

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(Continued from Page 1)

been able to make an estimated saving of something like \$37,000,000, instead of the \$4,000,000 which they expect from this application.

Two-Fifths Dealing with the argument that railway wages in 1914 were unreasonably low, Mr. Clower said those rates were all fixed by agreement.

He admitted in reply to Mr. Thomas that the railway unions had drawn up a programme in 1914. It had been proposed to demand 5s. a week increase.

Of this, he thought the companies would not have been likely to concede more than 2s.

Mr. Thomas: So that, in dealing with us, if you get an application you will give two-fifths. (Laughter.) Mr. Clower went on to say that railwaymen had received improvements in conditions of service other than wages. Payment for night duty for instance, cost \$1,310,000 a year.

Fear of Roads. The railways of the country were commercial concerns and ought to be run on commercial lines. They had to meet commercial competition both by sea and land. Competition by road motor transport was increasing in intensity and seriousness every day.

Where was the traffic for these roads coming from to make them paying undertakings? It could come only from the railways.

This made it more imperative to run the railways on commercial lines—that is as purely competitive concerns.

The intention of Parliament when passing the recent Railway Act was that railways should be regarded as commercial concerns. They must be managed efficiently and economically.

The present wages rates and conditions could not, he submitted, be said to be consistent with economical management.

Mr. Thomas: You make no comment on the first (efficiency).

Mr. Clower: That is taken for granted. (Laughter.) He proceeded to urge that "the wages of the lower grades of railway servants should bear relation to those of agricultural laborers, from whom to a great extent the railway service was recruited."

If they had pursued that course, then, instead of a minimum of 40s. per week, it would range from 25s. to 32s.

"A man is employed in a field that abuts on a railway. He crosses the fence, joins the railway service, and immediately doubles his wage, shortens his hours, improves his earnings Sunday work or overtime, and enters into all the enjoyments, which are not a few, of the railway service."

Mr. Thomas: That is what happens now?

Mr. Clower: Yes. (Laughter.) I submit that what is true of the agricultural laborer is true of recruits from other branches of industry.

The companies were strongly of opinion that the men should be willing to take their share in meeting the abnormal conditions by accepting the proposals now under consideration.

These had been so framed as not to interfere either with the basic wages or any other of the long-established conditions of the service. Every man on the railways would continue to enjoy a guaranteed full week's wages bonus at 100 per cent over pre-war rates for his grade, although the cost of living stood at 75 per cent over pre-war.

The companies felt that some of the concessions and conditions granted during the war period were unjustifiable. Some had been granted without any consultation with the companies, and others contrary to the advice of the general managers.

The trade union leaders had been congratulating the railwaymen that by the strength of their organizations they had been enabled to maintain the proud superiority gained during the war while other workers' wages had fallen.

That seemed to savor of the creed that "might was right," and a more reasonable attitude would be to consider the necessities of the present situation.

He referred to a "Punch" cartoon which conveyed the idea that Mr. J. H. Thomas had pressed for a reduction in the panel doctors fees.

Mr. Thomas interjected that he had said nothing on that point; he had only said that anything conceded must come from the Government, and not from the approved societies.

Sunday Work Increases. Mr. Clower then turned to discuss the companies' claims in detail.

On Sunday duty, he said, the railway companies, as well as the employees, would like to see Sunday labor cease.

The Sunday rate was not paid for the arduousness of the duties, but as compensation for loss of Sunday amenities.

There was no reason therefore why platelayers should not be paid double times while others hid time and a half.

He put in a statement showing alleged anomalies arising from the present minimum payment for Sunday duty. One figure showed a payment to a porter 1,083 per cent more than pre-war.

Mr. Thomas elicited that the figures given were not typical, and he called for particulars of station and date in one case. "We can test then whether efficiency was in operation," he said.

Mr. Clower proceeded to deal with the proposal to cancel the present arrangements for payment for night-duty work between 10 p.m. and four a.m., at rate and a quarter.

The argument that a man's domestic arrangements were upset by reason of his doing night duty were unavailing.

Dangers at Night. Dealing with the argument that work in the night was more dangerous than work in the daylight, Mr. Clower put in a table of particulars of accidents to shunters employed at 24 large typical shunting depots.

These, he said, showed that the percentage of accidents during the day was 4.43, and during the night only .95.

Mr. Thomas argued that these figures applied only to the period during which the night rate was charged, and that if the actual hours of darkness and daylight were compared, these figures showed that the percentage of accidents were higher at night than during the day.

The companies submitted that night work was incidental to the employment of railway men just as it was to the employment of policemen.

"A member of the Board: But the policeman does no work. (Laughter.)

17 Per Cent. Higher. Mr. Clower said the statement was often made that the companies were paying wages 100 per cent higher than in 1914, while the rate in other industries was round about 70 per cent. But the actual increase was 176 per cent over pre-war wages, apart from payment for Sunday duty, overtime, etc.

Turning to the classification of engineers, Mr. Clower said that while not understanding the value of these workers, in arriving at the national settlement in 1919 as to rates of pay and other conditions, there was at that time a tendency to over-rate the importance of their work.

The result was that engineers' wages had been raised to such a figure as to place them out of gear with all other classes of railway employees.

The engine driver did not serve an apprenticeship at a low rate in the same way as a person did when qualifying to become a skilled mechanic.

"We think," he added, "that circumstances have so changed that the time is over-ripe for reviewing and revising this agreement. There is no reason for continuing this disproportion of pay, and the proposals of the companies are framed with a view of restoring the proper relationship."

"What the motor engineer has done for road motor cars," he proceeded, "the railway mechanical engineer has done for the locomotive; and the engine today is more powerful and is infinitely more efficient for its work and its control is more simple and more perfect."

Mr. Clower said the great majority of the men would be in the second class, and wages in that class would not be affected by the companies' proposal, as the men would continue to be paid on the present service scale, which had a maximum of 15s. a day.

DID YOU KNOW?

There are 47,000,000 in the United Kingdom. The accumulated wealth of this country is \$30,000,000,000. Ten per cent of the people legally own 90 per cent of this wealth.

Ninety per cent of the people, therefore, legally own only 10 per cent of this wealth.

Over three thousand persons in this country receive \$20,000 or more annually.

None of these earns what he receives.

CORRECT.

"Mother," said Charles, as he presented an office chum who had come to spend the weekend with him, "this is my friend Mr. Specknoodle."

Charles' mother was a little deaf. "I'm sorry," she said, "but I didn't quite catch the name."

"My friend, Mr. Specknoodle!" shouted Charles.

"I'm sorry," said his mother, "but I can't hear distinctly."

"Specknoodle!" Charles fairly belted.

"I'm afraid it's no use," said the old lady, shaking her head, "it sounds to me just like 'Specknoodle'."

Health Service Issues Its Annual Report

"To meet the growing demands of American shipping and to reduce serious fire hazards due to antiquated buildings, new Marine hospitals are urgently needed," says Surgeon General Hugh S. Cumming in the 52nd Annual Report of the United States Public Health Service for the fiscal year ended June 30, 1923.

This report, covering the one hundred and twenty-fifth year of the existence of the Public Health Service has just come from the press.

While stressing the need for new Marine hospitals and the difficulties of securing medical officers for the regular corps of the Public Health Service, the Surgeon General, states that "sanitary reports indicate that general health conditions throughout the United States have continued as satisfactory as in recent years. An increasing interest in Public Health improvement has been noted."

In these reports, year after year, it is interesting to note the shifting of emphasis, which is due in part to progress in medical science. The present report for 1923 shows that the plague work, which has heretofore been the subject of much consideration in the annual reports has, temporarily at least, practically faded.

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THE ROYAL BANK OF CANADA. Total Resources over \$500,000,000. Over 680 Canadian Branches.

WAGES HIGH OR LOW?

Bankers' President and Unemployment. "Lower wages do not necessarily mean lower costs of production. Higher wages might, in some cases, be more likely to lead to that result."

Thus Sir Herbert Mabley, president of the Institute of Bankers, addressing members of the Institute in London last night. He was referring to the problem of unemployment.

The European position was responsible for some loss of trade, he said, but we were losing more as a result of high production costs.

One method, he suggested, "would be to increase production by the adoption of improved methods, by greater efficiency on the part of capital, and by greater efficiency and increased output on the part of the worker."

"If all restrictions on output were removed by Labor, and if all our trading interests aimed at making a large total of profit by securing a small profit on each individual item of a big output, rather by making a large profit on a small output, we should increase our overseas trade, develop our home markets, and provide a large number of our unemployed with remunerative work."

Moreover, I am sure that the total profits of the trading interests and the real wages of the worker would both be increased enormously."

Seven hundred and twenty persons in this country receive over \$50,000 each annually.

HAVING A FIT. In the general supply store in a small Southern town one day the following conversation between a negro and the storekeeper took place.

"Boss, does yo' member dat hat I bought fum yo' fo' my boss last Sat'day?"

"Yes, John, I remember. What about it?"

"Well, it am entirely too small fo' him."

"All right. I will exchange it for you and give you one a little larger. What size do you want?"

"I dunno, Wat's de size ob dat wun what I brung back?"

"It is size six, seven-eight."

"Well, if dat hat am six, eben, eight, Boss, I spec yo' better gimme a nine, ten, 'leben."

Reduce Death Rate

Continued from page 3. Suits of the experiment, which will be published by the children's Bureau.

A survey of nutrition work being done for children of preschool age in nine eastern and mid-western cities, and three rural communities has been made. The report of this study is being prepared.

An intensive study of the growth of young children, with special reference to rickets, to the influence of the children's diets, of the diets of nursing mothers, and of housing and sunlight has been made in the District of Columbia, with the co-operation of the Child Welfare Society of the

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