



Editorial Page of The Canadian Labor Press



The Canadian Labor Press
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389 COOPER ST., OTTAWA

A WEEKLY NEWS LETTER

WORKERS' EDUCATION

At the February meeting of the Executive Council of the American Federation of Labor a resolution providing for the co-operative service of the Workers' Education Bureau in conjunction with the Educational Committee of the A.F. of L. was presented and unanimously passed. This resolution provides that the different trade union bodies in the country may secure from the Workers' Education Bureau (address, 465 West 23rd St., New York City) advice and service in the development of educational work in connection with trade unions. This movement for workers' education is one with which the Educational Committee has been deeply concerned for many months, and they are glad at this time to be able to announce a co-operative arrangement with this Bureau for the extension of service to the different trade union organizations.

The Workers' Education Bureau has sent to the public libraries of the cities of this country in which there are Central Labor Unions, a copy of the Volume. This volume of 144 pages, containing an introduction by Mr. Gomperts, which can be secured from the Bureau shows the development of workers' education.

Every trade unionist should know about this movement. Ask your librarian for the copy of this Report. Further information on this movement can be obtained by writing to the Chairman of this Committee, care American Federation of Labor Building, Washington, D.C.

NATIONAL PROSPERITY AND INDUSTRIAL PEACE

(Continued from last week.)
Where Capitalism Has Succeeded.

Capitalism has also another merit. It does not burden posterity with the cost of its failures. Success in business may win too great rewards, but failures are written off. An enormous proportion of all money put up for a new enterprise fails. But if it does not succeed in a commercial success, the mine is not a payable proposition, the trade expected is not there, or the public taste has changed. Such are the reasons recorded over and over again why money put up by inventors or capitalists must be written up as a dead loss. Yet for all this the public has gained. The enterprise while it lasted has given orders and employment. The experiment has paved the way for something better, without charging its losses to its cost.

It may be argued that Capitalism has played its part and that the day for a less vigorous creative system is past. It is true that the economic is only one sphere of human activity and that there are other values, moral and mental, of greater moment. The day will come when the economic foundations of civilization are complete. But that day has certainly not dawned yet. Poverty and inadequate resources are the commonest and most distressing features of our time. If we are to have a healthy, energetic, friendly, competent society, all citizens must have adequate housing, sufficient food and

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tions and wages of the workers in organized industries, except such as operate under absolute monopolies like the Army and Navy, will be appreciably affected by the conditions and wages in private enterprise. Private ownership must pay interest on capital—including even capital wasted—and it must produce a commodity or a service at a competitive price. It cannot pay wages higher than are economically warranted without being driven out of existence by its rival. If for instance the nationalization of the railways meant higher wages or fares, mechanical transport will rapidly take such a share of the traffic as will make the railroads financially bankrupt, ending in their disappearance, or in changes more returning to a level adjusted by competition, and the labour and hard work of the employees from top to bottom. Small industries will be compelled to accept what it will be important to do, in substitution. And if no legislation is used to protect socialist industries it will simply mean that British manufacturers cannot compete abroad, and one-third of our people will be unemployed starting. As a matter of fact, it is now known that from the point of view of the employee the nationalization of public ownership are not synonymous. There is no peace and harmony among the employees of the municipal enterprises of the Kingdom. Nor is there in the Post Office despite wages and conditions which have caused a strike, and the Government's rôle in the co-operative movement, where the control is directly in working class hands. Nationalization may have advantages in many respects, but it certainly does not mean a paradise for the working man. Moreover Socialism stopping short of Communism suffers from the serious burden in competition with Capitalism, that it can never write off its failures. It raises money on municipal or national credit and when the enterprises on which the capital is expended fail or succeed it must still continue to pay interest on the bonds. As we have seen, private enterprise simply disappears, the individual and the co-operative taking its place unless it confines its activities to relatively few safe monopolies, or banded for an ever growing load of debt, increased in the name of creative enterprise, but lost through mismanagement or management.

Socialism is sometimes justified on the ground that competition is wrong. Competition merely designed to enrich competitors "producing the same articles" is wrong. Competition in the form of an honest emulation in improving products and methods in the interests of progress is the life blood of civilization, and all attempts to do away with it will be as disastrous as they will certainly fail.

As a matter of fact Capitalism is no alternative to Capitalism, so called. Communism is, but Socialism is not. Communism fails because human nature will not stand the substitution of a universal military discipline under bureaucratic control, for individual liberty. It will at any rate in the English speaking world have known. It fails too because we are not more likely to find bureaucrats and politicians whom we will trust to control the smallest details of our private lives as well as the larger direction of commerce, transportation and industry. Socialism fails as a general alternative, because it allows private enterprise by its side. Socialism, as contrasted with Communism, is no more than the theory that public enterprise will gradually encroach on private enterprise because it is more efficient and popular. But it does not, as Communism does, set out to prohibit or prevent private enterprise. It relies for its success on its demonstrated superiority and on nothing else. As the war showed, it is extremely doubtful whether in most spheres public management can compete against the ceaseless competition of private enterprise. Moreover, every attempt to make Socialism is not an attack on Capitalism as such. It leaves private enterprise unchecked, but trusts to improving society by proving by experience that a great part of the national activities can be more efficiently conducted by public rather than private hands. The success of Socialism is very doubtful as our war experience showed, and its progress must in any case be very slow. Moreover in competition with private enterprise Socialism offers no dramatic inducements to the workers. The condi-

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OUR NEW SERIAL

The Captives of the Kaid

By B. MARCHANT

Synopsis of Previous Chapters.

Three-year-old Lala was the granddaughter of Sir George Trevor of Oakenhurst Manor. One day while visiting the old gallery she came across a picture turned face to the wall. She was told that it was the picture of the Squire's eldest son who had never been heard of since. During a thunder storm Lala is lost in the woods and is captured by a young sailor lad who hurriedly leaves without waiting to be thanked. Circumstances lead to the belief that the lad is the son of the Squire's eldest son. Mrs. Trevor's brother Timbuctoo is Lala and he is met again on a boat down the African coast. A storm arises and the yacht at his heels.

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The short half-hour the stranger had spoken of, grew into nearly two hours. It had been wrecked there a short time before. Lala's dog is found by the boy named Ighli, who returns to the large vessel, was refused an audience with the Kaid. Ighli joins the staff of the Kaid. Kaid who decides to hold up the Kaid. Timbuctoo demands information as to the whereabouts of the Squire's survivors.

CHAPTER XVI.

A Critical Moment.

Timbuctoo, for that a whole moon had passed, was lifted from the shoal at that "heavy shore," the voice of the second mate, who was known as Jackdaw, the appellation having been bestowed upon him because he had signed on as John Mason, while his black hair and eyes had suggested the alterning and shortening of his name, to which his shipmates gave the name of "Ighli." The others stamp'd off without any further delay, leaving the young man alone with the crouching figure on the leopard-skin, who stirred uneasily for few minutes, but spoke no word, only glared and glowered with fierce eyes—evidences of "what he would do if only there were no tides between himself and the impudent white stranger who had dared hold white.

It was very quiet about the house. Sometimes the old woman in the outer room made a little stir of movement, or a hen clucked sleepily to her nesting chickens, whilst night came on, and Jackdaw was wondering what he should do if Timbuctoo did not relax one iota of his gravity, as by watching the convulsive clutching of the Kaid's big black hands and saw the malevolent hatred gleaming from his fierce eyes.

"Is it a rehearsal for private theatricals, Timbuctoo?" demanded Jackdaw, when his merriment had subsided sufficiently to admit of speech.

"No, sir, it ain't a rehearsal, but the real thing, and there would have been inglorious manslaughter in this state apartment, if the black gentleman would have opened his mouth as he did, and spoke on like a man, tellin' us all the horrors of the 'Syphe' are bid!" Timbuctoo replied, yet still not taking his gaze from the big man crouching on the spotted skin.

"Stuff that, eh?" and Jackdaw laughed no more, but became instantly as grave and as grim as the other, inquiring, "Then there were survivors from the 'Syphe' how many?"

"I don't know. They are hidden away in the argan woods of the foot hills, so my black gentleman says. Do you know the place, Ighli?" Timbuctoo put his question to the friendly black, yet still without moving his head.

Ighli answered that he knew it well enough, but that it was some distance inland, and to get there and return would take three or four hours, for the path was rough, winding in and down all the way.

"It can't be helped, not if it took three days or a week; though what cap'en Timbuctoo, or what the owners of the 'City of Bristol' will say, when we do get into port, is more than I care to think about;" and Timbuctoo screwed up his eyes, ducking his head as if dodging a blow, yet never once taking his gaze from the sowing black face of the Kaid.

"Never mind about the details; we have got our duty towards these poor creatures to do, and do it we must, at whatever cost. If only we knew how many of these people there are to be rescued. Think what a fearful thing it would be if one of them were left behind," replied Jackdaw, glaring at the Kaid as if he would annihilate him with a look.

"Ay, ay, sir; and so would. But one of us must stay here to keep this unreasonable monster in order, while the rest go to the foot hills. Will you stay, sir, or shall I?"

"Just as you like, Timbuctoo; I'm not in the least particular. This is more your show than mine, and it is only fair you should run it to a finish; so if you like to go hunting I will certainly never do to leave him to his own devices just now." As he spoke the young man pulled his own pistols from his belt, and, stepping forward, flourished them in the face of the enraged yet helpless Kaid, who looked as if he were fit to explode with anger and amazement.

Then for the first time did Timbuctoo take his gaze from the ugly black face, and, standing up, stretched himself as if thankful to be relieved from the strain of his watch: "Thank you, sir; then, if it is all the same to you, I'd be very glad to go, for Ighli says there is another poor wretch here—has been here I can't say how long; a white man he is too, and, I suppose, English, since it was he who taught Ighli what he knew of the language. We ought to take him along too."

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Industrial Review From Many Sources

ANTI-FREE SPEECH LAW,
KILLED IN KENTUCKY.

14 HOUR WEEK ESTABLISHED.

Tacoma, Wash.—The 14-hour work week has been definitely established, declared John McParland, president of the International Typographical Union, in reviewing the shorter work week movement of that organization in a speech in this city.

"Strike benefits," he said, "are now being paid to only 7,000 men out of the 40,000 normally employed in the commercial plants of the United States and Canada. These members are receiving approximately \$87 a month, the highest strike benefit ever paid by any union. There are now \$7,000,000 in the general strike fund of the International Typographical Union. In 10 months the fund has received \$7,802,491 and paid out \$6,864,784. Strike assessments were sent some time ago from 10 per cent on 7 per cent and are now down to 5 per cent."

As originally passed any town could still consider a trade union meeting if some mill owner told him that it was against section 6 of the law which prohibited any person "by speech, writing or otherwise, to arouse, incite or fix or attempt to arouse, incite or fix or incite, discourses or strike or feel between classes or persons."

By amending the act, the legislature indicates an end to the "100 per cent American" frenzy that was used a short time ago to stifle every form of protest.

OVER-SEA TELEPHONY.

New York.—The steamer America, 370 miles at sea, on her way to this port, was "picked up" by the first radio telephone installed on the top floor of the Telephone building in this city.

According to engineers present it is the beginning of a new era in overseas telephony, although the handicap of outside "interference" must be overcome. In the new experiment it is stated that when the air was clear of outside "interference" the voice over the radio telephone came as clear as a voice over the ordinary land line—sometimes clearer.

TREMENDOUS ADVANCE IN TEA PRICES.

The Tea Market has advanced since last May fully 15¢ or 16¢ a pound in London, Colombo and Calcutta.

Albany, N.Y.—The state legislature has passed a bill which authorizes the state superintendent of prisons, with the approval of the governor, to establish a system of compensation for prison labor. Now the convicts are paid only a few cents a day for their work.

Quality maintains economy.
No matter how much you pay
"per gallon" for other lubricating oils you get more lubrication "per dollar" when you buy
Imperial Polarine Motor Oils.



Maintains Economy

IMPERIAL Polarine Motor Oils save many thousands of dollars every year for Canadian motorists because of reduced operating expenses.

Imperial Polarine Motor Oils cut down repair and maintenance costs, reduce fuel bills and insure you for all time against excessive depreciation and repair expenses. Imperial Polarine quality **maintains economy** all along the line.

Judged by quality—guaranteed by actual miles of perfect lubrication each gallon will give, and by real motoring satisfaction, Imperial Polarine is the least expensive motor lubricant that you can obtain. The more carefully you check up costs, the more thoroughly convinced you will be of the advantages of using Imperial Polarine Motor Oils **exclusively**.

Standardize on the **correct grade** of Imperial Polarine Motor Oils. Consult our Chart of Recommendations at your dealer's or write to 36 Church Street, Toronto, for our interesting booklet, "Automotive Lubrication."

IMPERIAL OIL LIMITED

Branches in all Cities

For a Clean,
Efficient Motor

Clean and your crank-case every thousand miles or less. Imperial Oil dealers displaying the sign shown throughout will flush your crank-case with Imperial Flushing Oil, a specially prepared cleaning agent for crank-case cleaning purposes. You save money in longer life and more efficient service from your motor by using this service.

FORGETTING?

How the years run-on, frightened, one might almost think, by the hurry and the press of life! It will soon be seven years since the First Division of the Canadian army made its grim stand at Vimy. That was on April 21 and 22, 1915, and we remember well the news that the line had been held and General French's official statement "that the Canadians had saved the situation," thrilled the nation. There are many homes in the country now at what cost. Then the first days of April, 1917, the soldiers brought the story—the epic story of Vimy Ridge. "Early this morning," wrote a correspondent on the second day of the action, "the Canadians were perched well over the top of Vimy Ridge."

These anniversaries will soon be here. Boys and girls fourteen and fifteen years old today were just children when the First Division of the Canadians held the line at Vimy. They could not have known what it meant. One wonders whether they are learning the story.

Are these anniversaries of Canadian valor being observed? Is a word said in the schools of the country about them when each day comes round—not to glorify militarism but to have the national life enriched by the lessons from these stories of what men may do for justice in which they believed? The truth is that very little is heard about those days that should be sacred to this nation. As in Memoriam's notice in the papers bears its personal tribute and renewes the memory. But is that enough? Are we forgetting so soon? Ex-

change.

REDUCING RAILROAD FARES.

It is announced that "for the summer months" the northern transcontinental roads are to reduce rates by 20 per cent. The purpose may be assumed to be to increase net revenue by inducing a greater volume of travel. It would appear that competition would compel the southern lines to go also and do likewise. Let us hope so, for travel has become very expensive.

It is doubtful, however, whether passenger fares generally are ever reduced to a pre-war level. If they are it will be due to the competition of other forms of transportation. It was a general agreement among regulating bodies frequently expressed by the interstate commerce commission, before the war, that passenger traffic has never paid its just share toward the cost and upkeep of our railroad system.

But while free to express its opinion on this subject no regulating body ever had the courage to regulate in accordance with its judgment because it would hit everybody in such a way that he would know it, and the democracy would not like it.

By putting the large burden on freight rates the multitudes would and can't travel.

The next time you dance know whom you take by the hand.

As a rule the European who courts an American fortune is riding for a fall, but it must be remembered that Max Oser is a riding master.

When a man loses his memory and wanders from home, the family usually deserves less sympathy than the bonding company.

"Is your cook going to stay?" "It happens quite by accident," replied Mrs. Crossots, "that she is. How do you mean 'accident'?" "She dropped a hot stove lid on her foot.

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A boundless man comes to the best bunting.

All things have an end and a padding has two.

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