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## Johnson's Fight Against the League at Chicago

One of the outstanding incidents of the Republican Convention at Chicago was Hiram cording to The N. Y. Times, "the net result is the League of Nations plank in the platform. According to The N. Y. Times, the net result is that the Republican party has met the issue squarely and has made the League of Nations a paramount issue of the Presidential campaign is a clean-cut fight from now on between President Wilson's principles of the settlement of National disputes through a society of nations and the principle accepted by the Republican convention that the United States should hold itself aloof from participation in the affairs of the
world."

For all the important news, with special attention given to reporting the Republican Con vention, you should read this week's LITERARY DIGEST, dated June 19th.
Articles of particular interest in this number are:

## A "Strictly Business" Peace With Russia

## Irritation in France Over Britain's Negotiations to Resume Trade With Soviet Russia

 John Barleycorn's Casket Sealed Up U. S. Navy to Lead the World French Affection for America American "Interference" in the Orient Two Years of Air MailProhibition As a Scientific Experimen More Advice to Inventors
The Hermit-Crab's Little Friend Mr. Rockefeller in Art Plays That Have Had Long Runs The Indian Woman's Struggle for Education Is Germany "Truly Repentant" for Her Sins? News of Finance and Commerce

Catholic Congregations to Sing Again Why Preaching is "Foolish" The Presidential Campaign in Action The Paint Industry
What Some Home-Bound Immigrants Think f America
Carranza's Weird Flight From His Capital When Howells Helped a Young Man Write a Play
From Kite Flying to Breaking the Airplane Altitude Record
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## The Truth Aboul "Short Runs

 THE PRESS of June 15 there appeared a statement issued by Mr. W. D. Robbins, secretary of the Street Railwaymen's Union, of the hours and wages of one man for January, February and March, 1920, which he represented as typical of the actual wages received by employes of the Toronto Railway Company.In the case cited, the man receives $52^{1 / 2}$ cents per hour, which shows that he is a new man in his first year of service. The statement shows that his daily run was 7 hours and 36 minutes in January, 7 hours and 23 minutes in February and March, and even with this short day and without working any extra time, the man is quoted as having earned for the three months $\$ 313.49$, an equivalent per year of $\$ 1,253.96$, which we think is not bad wages for a new man working only 7 hours and 23 minutes per day, without any extra time. The probability is, if the man had wanted to he could have worked extra time to augment his income without having worked for an undue lenggth of time on any one day, as shown in other illustrations already given.

It is impracticable on a street railway to make all the runs exactly eight hours, because, unlike a factory, we cannot stop running all the cars at a given time. Each route is of different length and different running time, and so the schedule cannot be divided into runs of equal length. Furthermore, under our agreement, we have to relieve the crews at points on the respective lines nearest to the car house from which they operate, and when they reach that point their time may be less than eight hours; and yet if they make another trip, particularly on a long route, their time would possibly be more than nine hours-we have to make it one or the other, and our agreement is to make it as near eight hours as possible.

As already pointed out, the average schedule run over the whole system is eight hours and five minutes. Obviously, some of whole system is eight hours and five minutes. Obviously, some of
the runs are more than eight hours, and others are less. Out of a the runs are more than eight hours, and others are less. 4 ut of a
total of 745 scheduled crews there are only 85 less. than 7 hours total of 745 scheduled crews there are only 85 less than 7 hours
and 40 minutes, and of these 47 have the opportunity of doing morning "tripper", runs. Twenty-eight crews, or less than five per morning tripper runs. Twenty-eight crews, or less than five per could do opera extras in the Winter season or park extras in the Summer season. These runs are the lowest on the board, and would naturally fall to the newer men. If they were not made up into runs, the different parts of them would have to be operated as separate units by extra men, but when joined together they form a run which some men prefer as regular work compared with the uncertainty of getting different parts of runs as extra work

The men have what is known as "selection of runs" by seniority of service; that is, the oldest man in the service has the right to select any run, and so on down the list until all the runs are filled. Now, he records show that in many instances men who by their seniority have the right to select runs of higher value or straight runs having which are divided into two or three shifts.

For instance, the runs cited by Mr. Robbins in his statement in the evening press of Wednesday, June 16, where he states:
"Crew No. 50 Yonge street worked from 7.01 a.m. to 9.48 a.m., went off until 1.43 p.m. and then worked from that hour to $6.43 \mathrm{p} . \mathrm{m}$. They gave up 13 hours of the day, for which they received value for 7 hours and 47 minutes. Crew No. 58 Yonge street worked from 6.57 a.m. to 9.13 a.m. and from 3.34 p.m. to 9.12 p.m., getting value for 7 hours and 54 minutes, for which they gave up oves

Take the first instance, crew 50 Yonge, with value 7 hours and 47 minutes and "spread over" of 11 hours and 42 minutes, not 13 hours. "Spread over means the period from the time a man begins his day s work on a run until he innally completes it-including the who selected this run was entitled by his seniority. The conductor
a straight run, No. 11 Dupont, on which he would go on duty at 3.09 p.m. until 11.55 p.m., value 8 hours and 46 minutes; or he could have selected any one of twenty-five straight crews of similar hours, all straight runs, from 8 hours to 8 hours and 32 minutes per day; or he could have selected a two-piece late crew, 60 Yonge, on duty from 2.53 p.m. to 4.13 p.m. and from 4.46 p.m. to 12.12 a.m., value 8 hours and 46 minutes, with a spread over of 9 hours and 19 minutes or any one of sixteen crews of similar hours all running minded; but he chose of his own free will to select the two-shift mindea; but he chose or his own
run

The motorman of 50 crew Yonge could have selected No. 11 Dupont, referred to above, or any similar crew to that which the conductor was entitled to select.

Take the second instance, No. 58 Yonge, of the value of 7 hours and 54 minutes, with a spread over of 14 hours and 16 minutes. Road, straight run, 8 hours in value frove selected 21 crew Avenue or 21 Church, a two-piece run from 2.51 p.m to 4.09 . to 12.26 a.m.; 4.53 p.m. to 11.57 p.m., value 8 hours and 22 minutes.m. and from 9 hours and 6 minutes; or 22 Church, a two-piece run from over p.m. to $4.17 \mathrm{p} . \mathrm{m}$. and from $5.07 \mathrm{p} . \mathrm{m}$. to 1.02 poce run from 2.59 and 13 minutes, spread over 9 hours and 3 minutes. He was in the service only seven and a half months when the selection was in the and chose of his own accord the run complained of by Mr. Robbins in preference to the others.

The motorman on crew 58 was also only seven and a half months in the service at the time selection was made, and could have chosen 18 crew Dupont, a straight run, from 3.42 p.m. to 12.01 a.m., value 8 hours and 19 minutes; or straight run, 19 crew Dupont, from 4.24 p.m. to 12.41 a.m., value 8 hours and 17 min12.02 a.m., value 8 hours and 13 m. to 4.17 p.m. and 5.07 p.m. to and 3 minutes. 8 hours and 13 minutes, and spread over 9 hours

The fact
un below the vat these men chose of their own accord to work that some other man to which they were entitled by seniority mean value than he would otherwise hevervice, secured a run of higher ability is both parties were satisfied.

The above illustrations show that the value and desirability of a run is purely a matter of individual opinion, depending upon each man desire and convenience. Our experience has been that among a large body like two thousand men, what one man may consider undesirab another will go out of his way to secure. In past years, it is a matter of record that the committee representing the union have consistently objected to a certain class of run while at the same time the Company was in receipt of hundreds of personal applications from employes to
secure these very runs, many more applications than we had runs to fill.



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