

THE WORST IS STILL TO COME

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DAILY EDITION.

MONDAY, SEPT. 30

Editorial Notes and Clippings

SAFETY IS PROVIDED BUT NOT ENFORCED.

Premier McBride takes every opportunity to tell of the model Coal Mines Regulations Act he has given the people of British Columbia, and every man of any prominence in the mining world who ventures into the province is interviewed with a view to having him commend it.

Undoubtedly the act is a good one, and although it could be perfected to give more safety to the miners, it is a great improvement on the old one, but the carrying out of the act is done in the same manner as was the former one, which means that thinner after miner has died in the bowels of the earth when he might have lived for years. And it is through the laxity of the government in allowing the coal companies the latitude they should not have that we in Prince Rupert are apprised of the shortage of coal which may have a very serious meaning before very long on account of the strike in the collieries at the other end of Comox-Atlin district.

The reason for the strike is one which every man will sympathize with, to a certain extent at least, and a word on the making of the famous coal act will instance the cause for the strike.

When McBride was framing the act he sent to the Extension mines and asked for a repre-

sentative body of miners to aid him in his work. In compliance with his request a delegation, headed by Donald McLean, one of the most proficient miners in Canada, who was then overman of No. 2 mine, Extension, and George Pettigrew, head of the union, responded. Some of their suggestions were accepted and were embodied in the act and others were not, but on their return to work they were handed their pay cheques and dismissed. What was it done for, and why, when the government was apprised of the fact, was no action taken? All those underground toilers, who each day gamble with death, wanted was protection.

Later on the initial reason for the present strike was the discharge of two miners who acted as "gas men."

These gas men are appointed by the unions to make the rounds with the inspectors and see that he notices everything. Again it was for the safety of life. And McBride, the minister of mines, when approached the other day would give the miners absolutely no satisfaction to their demand for an investigation.

The question of wages, while it is important to the miner, is a secondary consideration to the protection of life, and he, more than anyone, recognizes the inefficiency of the Department of Mines.



Courtesy Vancouver Sun

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C. P. R. to Develop Elko.

Elko, B. C., Sept. 30.—In connection with the recent announcement of C. P. R. officials of the intention of the railway to double track its line from Lethbridge across the mountains to Elko, it is pointed out by insiders that railway development has been responsible, more than any other one cause, for the lucrative fortunes that have been made in recent years in well selected lands and townsite properties in British Columbia. The decision of the C. P. R. to locate a tourist hotel at Elko, similar to the one already built at Banff, to say nothing of the proposed railway repair shops at this place, is taken as an additional confirmation of the assured prospects of the town as viewed in official circles.

Money for a Good Cause.

One hundred and twenty dollars have been forwarded to Mr. C. J. South, the superintendent of the Vancouver Children's Aid Society as the result of the collection made by the Prince Rupert Daughters of the Empire on Tag Day, held on the 22nd inst. This creditable donation was the result of the efforts of the Misses Elsie Dunn, Sara McLeod, Reta Dean, Violet Frizzell, Norma Shirley, Ethel Gray, Margaret Morgan, Doris Dowling, Ester Naden and Hilda Curtin.

Dorothy Dodd arrived on Saturday and says she expects to make her mark in Prince Rupert. See her at Renworth & Jefferson's Shoe Store, 3rd Ave. and 5th St.

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12 PER CENT. RAISE AVERTS TELEGRAPH STRIKE ON C. P. R.

TEXT OF AGREEMENT PROVIDES FOR ONE HOUR REDUCTION IN WORKING DAY OF AGENTS AND OPERATORS—ONE DAY OFF FOR DESPATCHERS.

Montreal, Sept. 28.—The full text of the agreement reached between the C. P. R. officials and the operators of the road was given out and may be summarized as follows:

Twelve per cent. increase in wages to all operators.

One hour reduction per day in working hours for agents and operators.

Advance of 5 cents per hour for all work over regular schedule of ten hours per day.

One day off for all train despatchers each week, with no reduction in pay.

Linemen will receive 10 per cent. increase in salary and an allowance for overtime and Sundays.

David Campbell, vice president of the Order of Railroad Telegraphers, who was one of the representatives of the men at the conference, said that the settlement was considered satisfactory. He also said that the talk about a strike was quite uncalled for under the circumstances. The C. P. R. officials had met them in a most amicable spirit and had continued this spirit throughout the negotiations.

The Evidence Was All in T. R.'s Favor

—Drawn for The Daily News by "Hop"

