

## PAYROLL ON U. S. LINES TO BE CUT BY \$48,000,000

400,000 Maintenance of Way Employees Will Be Affected.

### LABOR MEMBERS DISSENT

Railway Board's Decision Follows Extensive Investigations of Some Weeks.

CHICAGO, May 28.—Readjustment of the wages of approximately 400,000 maintenance of way employees of the railways of the country, effective July 1, in accordance with decreases in the cost of living and wages in similar outside employment since the decision of the board last July, was provided for in a decision by the United States Railroad Labor Board and made public tonight.

The decision is expected to reduce present payrolls of the roads about \$48,000,000 per annum, and to reduce the pay of the majority of the maintenance of way men 5 cents an hour, but important classes of the employees were given a smaller cut.

#### Labor Members Dissent.

Under the majority head were included track laborers and other classes usually designated as "common laborers." The decision was signed by the three railroad members of the board and the three members representing the public. The dissenting opinion was filed by the three members representing the labor group. The dissenting opinion

## Denies Ontario Can Get \$500,000 From Week's Racing at Woodbine

TORONTO, May 28.—The provincial treasurer, Hon. P. Smith, has already been figuring his income under the new five per cent tax on wagers from the Woodbine spring meeting, which closed last night, and he is counting on drawing down a sum pretty close to half a million dollars.

He is understood to have arrived at this conclusion from the amounts turned in to court by the Ontario Jockey Club as the proceeds of the tax for the first five days on the meeting, during which about \$7,000,000 is said to have been wagered, and \$347,000 paid into court.

This estimate, however, is characterized by Secretary W. P. Fraser, of the Jockey Club, as "absurd." When questioned tonight Mr. Fraser declared that not more than \$4,000,000 was wagered at the Woodbine in the seven days of the meeting and consequently the government percentage would not total more than \$200,000.

that the present adjustment was based on previous wage adjustments, the first of which, on July 1, 1920, increased the wages of all classes of employees approximately \$600,000,000 a year, and the second, the decision of July 1, 1921, which slashed \$400,000,000 from the wages of some 2,000,000 employees in all parts of the country.

These decisions, it was pointed out, were based on horizontal increases or decreases of the scales prevailing prior to federal control of the roads, all of which were different for different divisions of the same road. Thus, it was said, the minimum rates authorized in the present decision will apply only on a very few divisions of a few roads in small groups of states, principally the South and Southwest.

All of the former differences were continued in the present decision, it being stated that the wages of this class of employees have not been standardized and uniform throughout the country, and will not be made so under the decision. The wages of track laborers at present rates range from 28 cents to 40 cents an hour.

Under the decision they will range from 23 cents to 35 cents an hour. The decision asserted that under the new scale common labor on the roads will still be receiving a rate higher than that paid similar labor in most other industries.

### Announce Separate Decision.

In announcing a separate decision for maintenance of way employees in advance of its decision as to the other classes, the board complied with a request made by the United States Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers, which asked that its case be given precedence and be decided as speedily as possible.

The classes now embraced in the hearings number from 30 to 50 per cent of the total of railroad employees.

In announcing the decision the board called attention to the fact

## LEYLAND LINER GETS FREIGHTER SAFELY TO PORT

Winifredian and Oxonian Battle Heavy Seas For Days.

### BRITISH COURAGE TESTED

Ship Has Close Call When Twenty-Ton Tow Line Breaks.

ST. JOHN'S NEWFOUNDLAND, May 28.—An interesting story of ten days' battle with hard gales and heavy seas to make 450 miles with an unmanageable mass of 20,000 tons deadweight at the end of a 20-ton towline—most of the time going it blind through dripping fogs, shrouding wild waters strewn with the peril of drifts, bergs, was brought here when the Leyland and passenger liner Winifredian arrived in port, dragging after her the big freighter Oxonian, of the same line, rudderless and helpless.

British seamanship of the highest order was bent to the task, and British pertinacity, as well as seamanship, was required to accomplish the tow; a heart-breaking tussle, interrupted when, within a few miles of St. John's, the big freighter snapped the 20-ton towline like pack-thread, and then plunging away towards the ice fields in the east.

The arduous character of the struggle is indicated by the fact that 15,000 messages conveying orders, directions and warnings, passed by wireless between the two ships—to say nothing of many urgent messages passing between the bridge officers by Morse lamp and somaphone.

Small Line Passed.

When the Winifredian in response to a wireless call, reached the Oxonian, disabled by the breaking of her rudder, a moderate sea was running. She launched a boat and transferred one of her Marconi men to her disabled sister, giving two operators to each ship. Then a small line was passed between the two ships. This served to enable the Oxonian to haul aboard the end of a stout hawser which in turn served to haul the end of a big wire cable to her forecastle head. Meantime, the Oxonian had unshackled the end of her chain cable from an anchor and brought it to her forecastle head, the right being left in the hawse pipe. The wire hawser end was shackled to the end of the anchor chain and the tow line was complete.

When the Winifredian went ahead the Oxonian paid out her anchor chain till there was a quarter of a mile or so between the ships; and the long tow began. The high-powered passenger liner found the big freighter a heavy drag, but while the sea was moderate the tow went along fairly well with her cable leading down into the water as if she were riding at anchor. Before long, however, a head wind began to pipe up, whipping up an ugly sea, and the tow began to take broad sheers, putting a tremendous strain on the towline, though never lifting it to the surface. The Winifredian would then stop her engines and sometimes came astern to avoid parting the towline; then she would have to manoeuvre carefully and tediously to straighten out the rudderless and refractory Oxonian in the direction of St. John's again. When the Oxonian opened up her own engines she sheered more wildly, and the engineer was told to merely let enough steam into them to keep them warm for an emergency.

Constantly On Duty.

The ships made slow progress, and to add to their troubles a thick fog shut down. At times they were invisible to one another, and then the disposition of the Oxonian to take the bit in her mouth and go off at a tangent was a constant menace to the towline. Not only were the demands upon the alertness of the deck officers increased, but the wireless operator had to remain constantly on duty, with men standing by to relay messages between the bridge and the radio-room.

Through the long watches, fearing any minute they might blunder a berg, the Winifredian and her lumbering tow struggled slowly towards St. John's—so slowly, that by the end of the second day, the captain fearing a fodder famine, ordered that the 850 cattle on the liner and 750 cattle on the freighter be put on short rations. And soon to the howl of the winds, the uproar of angry waters and the groanings of the laboring ships, was added the mournful howling of hungry animals. The castlemen found their work becoming increasingly difficult and dangerous, for the beasts began to develop a vicious temper.

After a weary week the ships arrived somewhere off the entrance to St. John's, but the fog was too thick to tell just where they were. So they sent out a wireless call for tugs to help steer the Oxonian through the Narrows and waited for the fog to clear.

Cold Fog.

That night a gale came out of the east, and the Winifredian labored mightily and warily to hold her tow up to it, manoeuvring delicately, yet powerfully, because to part the tow rope would leave the Oxonian helpless on a pitiless lee shore, while if she did not hold her own against the head wind and sea, both ships would be gradually set back upon the coast. Gloom and tripping fog enveloped them—a fog bearing waves of biting cold air, alarmingly suggestive of ice drifting down the wind.

Shortly after day dawned, the fog lifted, and they saw the high coast under their lee—too near for comfort. The Winifredian put her engines ahead some revolutions to work out to sea, and about the same time the Oxonian took a wilder sheer than usual, and a vicious squall swept down upon them. Then as the freighter lifted her prow high on a sea, the long towline came hissing out of the water and, twanging like a mighty fiddle string, parted near

## Poles Claim Oldest Man Veteran of 132.

PARIS, May 28.—Although Poland, in its present form, is among the youngest countries of Europe, the Poles claim among their citizens the oldest man in the whole world. John Krasinski, the last survivor of the Napoleonic armies, fought 110 years ago in the Battle of Borodino. Age 22 then, he therefore today counts the venerable number of 132 years.

Taken prisoner by the Russians—not in the World War, but during Napoleon's Moscow retreat—Krasinski settled down in Russia and fought in Crimea. Last year his "young wife," as he calls her, died at the age of 98. Having then learned that the Polish government was making grants of land to veterans, Krasinski thought himself of his original nationality, and the old man is today busy tilling land in the province of Posen.

where the wire hawser joined the cable. The ships were shaken as if they had run full tilt into a berg. On the Winifredian, passengers aroused from sleep by the jarring vibration, hastened on deck in alarm, while the chinaware clattered in the pantries. Broadside on, rolling heavily, the Oxonian was drifting toward a high cliff, against which the rollers were spouting hoarsely. But apparently a part of her hundred fathoms of cable hanging out of her hawse pipe caught the bottom and dragged her bow around; at any rate, her head swung off shore, away from the foam-fringed cliffs, and Captain Parry put his engines ahead full speed. Out to sea went the big freighter, while the mate and his crowd went on the forecastle head, and started the windlasses and hove up the dragging cable.

Breeze Springs Up.

And then the easterly gale suddenly died out, the squall that nearly settled the fate of the freighter was its fury. When the Oxonian began to turn broadside to the sea again and Captain Parry stopped his engines, it was nearly calm. And not long after a breeze came out of the west and grew in force until the freighter was drifting to set at a rapid rate.

The Winifredian took several hours to get her heavy hawser aboard, and the Oxonian was ten miles out when she caught up with her again. A high, confused sea was running, and it was considered too dangerous to launch a small boat. The weather prospects indicated that the sea would not moderate for a long time. Captain Parry of the Winifredian faced the question of manoeuvring his big ship near enough to the freighter to throw a line aboard, or leaving her adrift another day and night, with the chances that she might drift into an ice field or be set back on the shore by a change in the wind. He decided to try to put a line aboard the freighter, a difficult and delicate operation, and sufficiently dangerous. But he tackled it. The drifting freighter many many times, only to be compelled to sheer off in a hurry, owing to some lunge of the wind, or some erratic movement of the helpless freighter. But with dogged determination and consummate skill he returned to the dangerous task, and at last, after eight or nine hours of a heaving line flung from the stern of the liner was caught by the men of the freighter. It took more hours of hard work to couple the Winifredian's hawser to the Oxonian's anchor chain, eleven hours in all.

Presently the fog shut down again, and it was three more days before it cleared, and the Winifredian and her tow arriving off this port, were joined by tugs, which took hold of the freighter astern and steered her through the Narrows.

## SIDE LIGHTS AT OTTAWA

BY RANDOLPH J. CHURCHILL, Staff Correspondent The London Advertiser.

### HOUSE OF COMMONS, Ottawa.

May 28.—Up to the present time approximately sixty Progressive members and sixteen Liberals have signified their intention of participating in the budget debate.

In addition to this number it is estimated that forty out of the fifty-five Conservative members will speak.

Because of the long list of speakers the debate will last for ten days at least. The majority of the members will speak when the budget is under consideration in the committee of ways and means, and their talks will probably be confined to one or two resolutions which affect their own constituency in particular.

To expedite the debate the whips have listed all members of the various parties who wish to speak, and so some semblance of order will be kept.

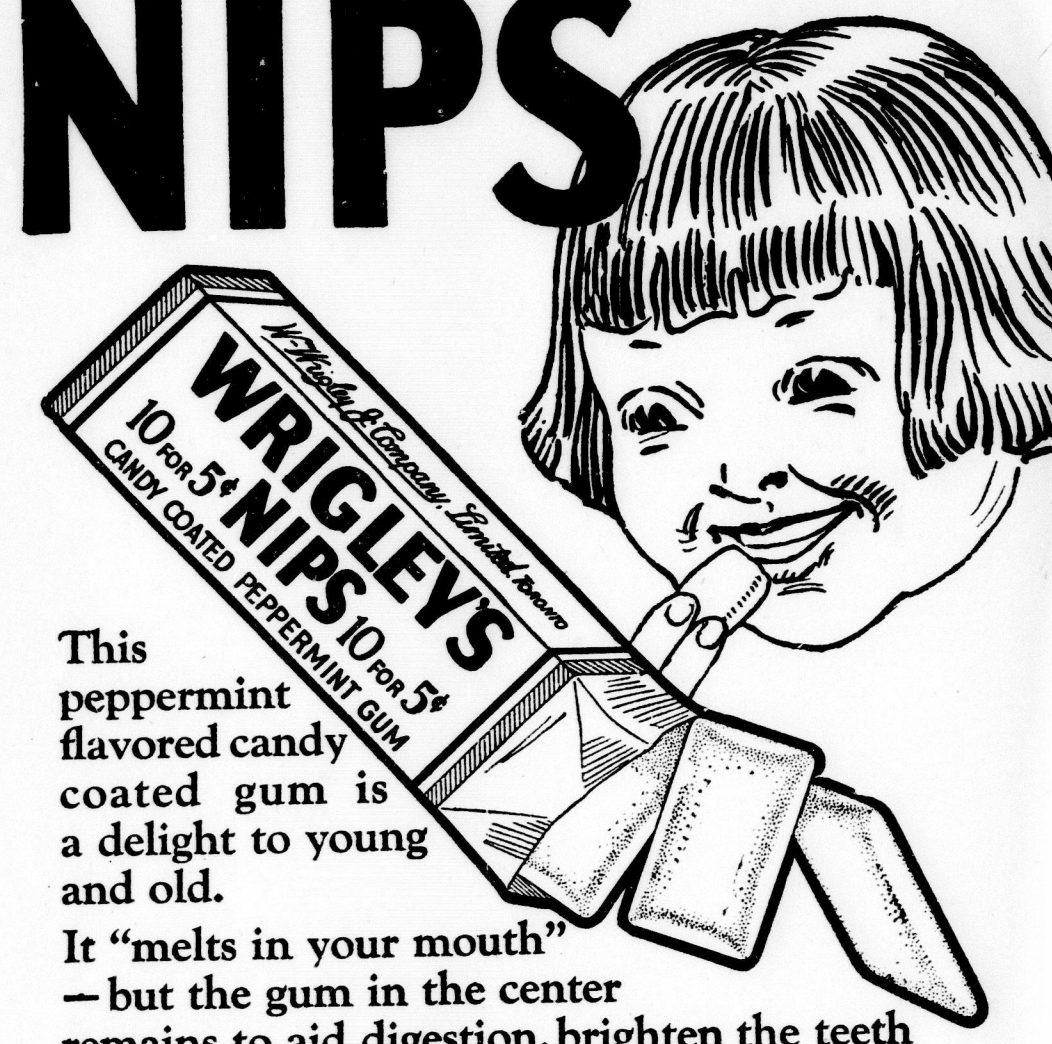
The few Liberals who are listed will speak in defence of the government's policy. Others will speak if there is necessity for further defence, but for the time being the majority of the party will remain silent so that the debate will not be prolonged unnecessarily.

PROTESTS against the tax on beet sugar have already been received by B. W. Fansher, member for East Lambton, which includes a portion of Kent County, from sugar manufacturers in his riding. Mr. Fansher will speak on the budget, but until he completes a thorough analysis of the resolutions he will make no statement on his policy.

WITH one amendment in the form of a resolution of censure, moved to the budget as a whole, there can be no further amendments until the budget has passed into the committee of ways and means. In com-

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It "melts in your mouth" — but the gum in the center remains to aid digestion, brighten the teeth and soothe the mouth and throat.

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## Oak Halls, Limited

### The New Name Which a Great Financial Deal Gives to an Old Established Business

OAK HALLS, LIMITED, is the title of a new Company, lately organized, the story of whose inception will be of interest to tens of thousands of Canadians, and to the whole mercantile trade of Canada.

Fifty years ago the late Hon. Senator Sanford, one of Canada's commercial kings, formed the "W. E. Sanford Manufacturing Co.," of which the Oak Hall Stores, the largest and brightest chain of retail clothing stores from Halifax to Vancouver, have been the most picturesque and prosperous feature.

Under that familiar name these stores have increased from time to time in number. Beginning almost with Canadian Confederation, they themselves have been a confederation bound together by the highest standards of commercial honor, the loftiest ideals of square dealing and public service, now having supplied the wants of two generations with an enterprise and honesty which have made their goods synonyms for worth, and their name for reliability and honor.

The announcement made here and now is this: That, after prolonged negotiation, this chain of stores has been secured by, and passes into the exclusive control of a new company, chartered, and to be hereafter known as the OAK HALLS, LIMITED.

It is due to the public that the personnel of the outstanding officials of the new company, which has taken over the entire assets of over \$800,000, should be defined.

The President of Oak Halls, Limited, is Mr. Walter A. McCutcheon, whose whole active life has been given to the department of mercantile life in which he now becomes so outstanding a figure. Born at Listowel, Ont., Mr. McCutcheon gave six years in his native town, twelve in Galt, nine in London, and the last five with the W. E. Sanford Co., in Hamilton (at the very fountainhead of this line of commerce), thus becoming master of its every detail, and equipped by experience, to say nothing of character and ability, for discharging the duties of the responsible position to which he has been called. Beginning at the bottom, his career has been one long series of successive promotions.

The Vice-President is to be Mr. James Paterson, whose career in this work, begun in Brantford, was enlarged by ten years in prominent American cities, and further crowned by fourteen years with the W. E. Sanford Co., in Hamilton. It is of happy significance that his special work has been that of buyer of men's outfitting goods.

This new enterprise, involving as it does the extensive plants and stock of such stores as those in Toronto, Hamilton, London, Windsor, St. Thomas, Welland, St. Catharines, Galt, Owen Sound, Peterboro and Brantford, is one of the greatest ever consummated in the history of Canadian retail merchandise. The momentum of half a century of business genius and business honor is behind it. The opportunity of an ever-expanding nation, of the most enterprising of modern business methods, coupled with the most venerable and fundamental principles of business ethics, lies before it—and the public are assured that the new captains of this staunch and sturdy bark, that so long has braved the breeze, will steer by the same chart and compass as have guided this great organization in the half-century of prosperity and progress that they hope to emulate and surpass in the years to come.

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Accept only an "unbroken package" of "Bayer Tablets of Aspirin," which contains directions and dose worked out by physicians during 22 years and proved safe by millions for

Colds	Headache	Rheumatism
Toothache	Neuralgia	Neuritis
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Handy "Bayer" boxes of 12 tablets—Also bottles of 24 and 100—Druggists. Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Mono-aceticacidester of Salicylicacid. While it is well known that Aspirin means Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

YOUTHFUL HUSBAND Is Sent To Juvenile Home Until Age Question Is Settled

Special to London Advertiser.

GALT, May 28.—A most unusual development occurred in a police court case here Saturday. A young, well-dressed chap was charged with breaking into a house and stealing liquor.

In his own evidence he had convicted himself, and when the crown asked that he be remanded to jail

Nancy Green, Gordon Keillor, Helen Keene, Tom Milliken, Mildred Essex, Lois Gidley, Carl Davies, Daisy Higgins, Leonard Hayman, Angela Flaherty, Agnes Mitchell, Anna Johanson and Mary Gillespie.

The teachers represented were: Misses Alberta Tory, Irene Burns, Dorothy Munroe, Laura Kirkwood, Hazel Taylor, Mandelaine Simson, Jennie Steele, Helen Kerwin, Edith Irvine, Mrs. A. D. Jordan, Mrs. McHardy Smith and Mr. C. E. Percy.

THE CANADA GAZETTE, issued for the week just ended, announces that as the results of tests held, Lemuel Allan Wilnot of Brantford has been placed on the eligible list for the position of investigator of values, department of customs and excise, London, England.

Students Present High-Class Program at Institute of Musical Art.

The regular weekly recital of the pupils of the London Institute of Musical Art was given Saturday afternoon last.

The following students took part in the program: Constance Masuret, Jean Todd, Irene Sinclair, Margaret Wilson, Phyllis Prescott, Marion Templar, Frances Gibson, Harold Gray, Elsie Currie, Edward Fox,

for a week for sentence, the prisoner produced a birth certificate which showed that he was only 14 years of age, but his father maintained he was 15. In addition to being a juvenile he is also a husband, and his girl wife was in court. He had to be sent to the Coombe Home at Hespeler instead of the jail, and the matter of his age will now be investigated.

Owing to the absence of Mr. Jordan, Mrs. Jordan and O. Leo Herbert were the examiners.

FEAR 200 KILLED IN VIENNA BLAST

VIENNA, May 28.—Two hundred are missing and between 100 and 200 are in the hospitals as a result of the explosion of an ammunition factory at Blumau near Vienna, Thursday, according to reliable reports.