EXPLAIN EVIDENCE ON RAILWAY WAGES

A. J. Hills of C.N.R. Says Misapprehension About Five-Hour Day.

MAKES CORRECTION

Passenger Enginemen Only Use This as Basis of Their Day's Work.

The following statement has been handed out by A. J. Hills, assistant to the president of the Canadian National Railways, with the purpose of removing some misapprehension regarding his evidence before the Railway Board at Ottawa, in the matter of the basic five-hour day for enginemen.

The Canadian Northern Railway System's exhibit showed a comparative wage rate table of various classes of employes, and to show the full percentage increase, the reduction in the length of the basic day was noted.

The chief commissioner's question was with reference to this note and was: "I should like to know if I correctly interpret one statement. Is it a fact that passenger trainmen are only working five hours a day?"

Mr. Hill's answer was:

"Passenger enginemen, in the recent schedules, base their day's work on a five-hour day."

Only a Walk Basis.

This answer is correct. Note that the expression is base their day's work on a five-hour day. Our wage table was designed to show the increase in compensation for a day's work, and as the generally accepted measure for a day's work as compared with other employes—with some exceptions—has been 100 miles. The pay per hundred miles was used in preparing this data for the comparative rule for such employes as have a speed basis of pay of 20 miles per hour. This explains the note which raised the chief commissioner's question. It was explained later on in the evidence that trainmen in passenger service have a speed basis of 20 miles per hour, but that their day's work is based on 150 miles, and that they also have a daily and monthly minimum and a mileage rate. They receive overtime when the speed of 20 miles is not maintained. This overtime is generally paid at regular rates, but on some roads it is paid at one-eighth of the daily rate, which is slightly less than the 20 miles per hour basis.

Same on Branch Runs.

On branch runs the same general rules apply, except that under what is known as the "sight within ten" rule overtime is paid after eight hours work, or after ten hours spread of duty.

Passenger enginemen, as previously stated, have their day's work on a five-hour day, that is their minimum, which is guaranteed, or 100 miles, but, of course, if their run requires a greater length of service they perform it. Generally speaking they are paid at the mileage rate, with some initial and final terminal delay. Overtime is paid for pro rata when the speed basis of 20 miles per hour is not maintained.

Explains "Overtime."

It is only in freight service that train and enginemen get paid overtime on a time and a half basis. "In the memoranda with reference to this condition it was recognized that "those freight train employes who are habitually employed in freight service, which does not rise above and generally falls below a speed basis of 12 1-2 miles per hour, do not receive a compensation which is relatively sufficient as compared with train service employes in freight service whose trains habitually make a speed of not less than 12 1-2 miles an hour, with a general tendency to make a higher basis, or as compared with employes in passenger train service." It was, therefore, ordered that overtime in such service be paid at the rate of time and one half, or three-sixteenths of the daily rate. This means that if a freight crew fail to make the basic 100-mile run in eight hours (8 x 12 1-2 equals 100), and made it in nine hours, they would be paid for the extra hour at three-sixteenths of the daily rate. These men are regarded as having an eight-hour day, but this is only the basis of computing overtime for the standard 100-mile run.

Matter is Complicated One.

It should be noted that if a freight crew made a 175-mile run at an average speed of 15 miles per hour, they, having maintained a speed basis of over 12½ miles per hour, would not earn any overtime, altho on duty for the run 11 hours and 40 minutes.

It is, therefore, seen that the matter is a complicated one, and that the basic five or eight-hour day does not prevent longer hours being put in, but merely forms a basis for computing the day's work.

The conditions referred to above are not affected by the recent United States railway board's award, which merely provides flat increases of pay, varying for different groups.

Affect of McAdoo Award.

Excepting the time and a half provision in slow freight service, these present working conditions, as represented generally above, have not been materially affected by the McAdoo award and supplements. The effect of these has been towards standardization of working conditions as between the various lines, representing something like the average or normal working conditions. As Mr. Hills stated in his evidence, the Canadian Northern engineers preferred to retain some of their conditions as against the acceptance of the standard conditions, and time and a half for overtime in slow freight service, and an agreement was reached with them on this point

A. O. HUNTER, of Cincinnati, Ohio, who says Tanlac has certainly proven its worth in both his own and his wife's case. He wasn't able to work when he began taking it.

"Last fall I had the 'flu,' and it left me in a very weak and run-down condition, with no appetite at all, and such a weak stomach that even the smell of cooking made me sick. I was awfully nervous, and night after night I couldn't sleep to do any good. I would get up in the mornings tired and worn out, and was so short of breath that a half hour's job would tire me as much as a whole day's work used to. In fact, I finally had to give up a good job.

"When I first started on Tanlac I was working for the Goodyear Rubber Company in Akron, Ohio. I decided that anything that was being talked about so much was at least worth an honest trial. It worked like a charm in my case. It helped me right from the start, and by the time I had taken my third bottle all of my troubles were gone and I found myself well and strong again.

"While in Akron, my wife got so she couldn't eat. She lost weight and got very pale. Tanlac was doing me so much good I got her to try it, and after taking two bottles she is looking fine again. Her appetite is just splendid, and she looks like a different person. It certainly has proven its worth to both of us, and has come up to every word I have read and heard about it."

The above statement was made by A. O. Hunter, 106 W. 7th street, Cincinnati, Ohio, a well-known mechanic now in the employ of the Cincinnati Abattoir Company.

Tanlac is sold in Toronto at Tamblyn Drug Stores and by an established agency in every town.

LABOR NEWS.

A considerable easing of the materials situation in the buildings trades is declared by Secretary John Doggett, of the Building Trades' Council, to have appreciably improved the employment situation. Conditions in this union are now, he states, fully normal.

It is expected that the District Labor Council will discuss the proposed increase in freight rates at their next meeting. In view of the influence toward higher living costs which the new schedules threaten, it is considered that they offer a legitimate subject for a resolution.

A most satisfactory condition of the international trades union movement was reported by General Organizer John A. Flett, of the A. F. of L., who passed thru town yesterday on his way to Hamilton. Mr. Flett has just completed a tour of eastern Canada.

The excellent condition of the international body as revealed by the report at the Albany convention of Secretary-Treasurer John W. Hayes, is viewed with satisfaction by local members of the International Typographical Union. The report showed a membership of over 70,000, assets of over a million dollars, and recorded a 40 per cent. increase during the past year in the receipts of the organization.

Further details of the Labor Day parade were arranged last night, at the meeting of the Labor Day committee. The following marshals were appointed to have charge of the sections: H. B. Oakley, R. H. Cox, W. Bullock, R. White, W. E. Ritchie, H. Geein, W. Locke. The public utilities' employes will head the parade, followed by the allied printing trades, the metal trades, the miscellaneous section, the textile garment workers, the building trades' unions. Speakers selected so far for the Exhibition band stand include Hon. Walter Rollo, Joseph Gibbons and Sergt.-Major McNamara, M.L.A.

The Civic Employes' Union, at its meeting last night, made arrangements for the annual picnic to be held a week from today at High Park.

COLLAPSE OF SCAFFOLD.

While working on a scaffold on the city stables on Coxwell avenue yesterday afternoon, Steven Lennard, of 51 Gladstone avenue, fell 20 feet when the scaffold collapsed. He was taken to St. Michael's Hospital. Two other men clung to the scaffold until they were rescued.

TO IMPROVE CHINA IS UP TO FRENCH

To Them Belongs Moral Obligation, Says ex-Premier of France.

Tokio, Aug. 13.—Former Premier Paul Painleve of France, who stopped here on his way from America to China, was quoted as saying as he disembarked at Tokio:

"The peace of the world has nothing to gain from an Americanized or an Anglicized China. Without in any way meaning to offend our friends or allies, we feel that to the French belongs the moral obligation to encourage and develop the intellectual, scientific and technical relations which exist already between China and France.

"France must not fail, at this time, while China, seeking to modernize herself, is calling for intellectual guides and technical counsellors, to answer that call. Anything that fails to present French culture to China leaves the way open for German kultur, to our hurt."

M. Painleve said his mission to China, which is his destination, had nothing to do with finance, but was purely educational, scientific and technical, with the idea of laying a foundation for a more thoro knowledge of the far east. Above all it was his aim to guide toward France the Chinese who are seeknig a higher education.

His visit is deemed here to be important in view of the preparations already under way in France to receive Chinese students who are increasing in number. A project has been started at Paris by Senator and Mme. Hughes Le Roux to found a social club for visiting Chinese.

MAN DIES FOLLOWING MISHAP IN ELEVATOR

John Cain, one of the three men hurt in a freight elevator accident at the Dodge Manufacturing Works, Pelham street, on Thursday afternoon, died in Grace Hospital as a result of his injuries. The three men were operating a pulley from below when some part of the machinery broke and the load fell on top of them. Another of the trio, James Mills, is in the same hospital with a broken leg and face injuries.

The third man was not seriously hurt and after having his wounds dressed he was allowed to go home. The chief coroner has ordered an inquest to be held and the preliminary sitting, when the jury viewed the body, took place yesterday afternoon and was adjourned.

EATONIANS AT HIGH PARK.

W. H. Smith, honorary chairman of the carpenters' department of the T. Eaton Co., Ltd., in conjunction with P. Black, A. Hardill, W. Cooley, J. H. Bulmer, Donald Bain, Will Kelley, W. James, T. Herbert Groves and A. E. Marston, are the guiding spirits behind the picnic of the department, which is being held at High Park today, commencing early. Sports will be run at 10.30. Pat Conaghan will distribute the prizes. All refreshments are free.

EXPECT LARGE CROWD FOR LIBERAL PICNIC

Huge crowds are expected to travel to Hanlan's Point today to attend the Liberal picnic, which will be held at the stadium there. The sports start at two o'clock and there are ten contests in the program. Addresses will be delivered by Hon. W. L. Mackenzie King, Dominion Liberal leader; Hon. Dr. Beland, M.P., and H. Hartley Dewart, K.C., M.L.A. The reception will take place at Hanlan's Point wharf at 2.15 p.m.

CHILD KNOCKED DOWN

Fred Green, six years old, of 86 John street, was knocked down by an automobile driven by W. H. Gibbons, on Adelaide street, near John, yesterday, and received injuries necessitating his removal to the hospital. The police state that he was taken to the Sick Children's Hospital, but they have no record of the lad there.

FELL THRU ROOF

Alice Baudry, 60 Power street, was seriously injured yesterday, when she fell thru the roof of a neighbor's house. She was unconscious for some time after being removed to St. Michael's Hospital, but her condition showed improvement later in the night. The injuries were confined to the head.

ASSESSMENT CUTS

Civic Official Complains No Attention is Paid to the Increases of Land Values.

A protest against the cuts in the assessment being made by the court of revision was voiced by Harry Nixon of the assessment department yesterday. He said that the court was paying no heed to the increases of land values that have taken place in the last year.

The entire Rosedale district had been advanced by the assessment department this year and quite a few appeals in this section have been granted by the court of revision.

David Dunlop, 93 Highlands avenue, appealed against the assessment of $25,000 an acre on his property, which had been raised $5,000 an acre by the department. The assessment stands. Mr. Dunlop, however, succeeded in having his assessment on income reduced from $50,000 to $9,750 on the plea that most of his income is from mining stocks, which are non-assessable. Mrs. Dunlop's income was reduced from $25,000 to $20,900.

Claiming that a vacant lot on Roslyn avenue, assessed at $600, had been purchased for only $400 three years ago, Mrs. Alice G. Smith of Morrisburg persuaded the court to reduce the rate of assessment from $13 to $12 a foot.

Bruce N. Simpson was allowed a reduction of the frontage at 24 Weybourne crescent from 56 to 50 feet.

Herbert Elver, a returned soldier, 29 Cardiff road, was allowed a reduction on his home. "I am trying to re-establish myself and keep a wife and five children," he said. He had been driven from renting, owing to the boost in rates, and at the present time was making only 50c an hour.

Lieut.-Col. Reginald Brooks of military headquarters secured a reduction of $400 on his house at 97 Sherwood street.

The court reduced from $33 to $28 a foot the assessment rate on Charles M. Jacques' lot at 102 Roehampton avenue. Jacques is a returned soldier taking vocational training.

BLAME REDS FOR FURTHER CONFLICT

Polish Foreign Minister Says Soviet Has Made Cessation of Hostilities Impossible.

Warsaw, Aug. 13.—Responsibility for continuance of the fighting in Poland was today placed upon the Russian soviet government by Prince Eugene Sapieha, Polish foreign minister, in a telegram sent to Sir Eric Drummond, general secretary of the league of nations. The foreign minister's telegram was as follows:

"As a member of the league of nations, the Polish government thinks it is its duty to officially inform the league that the attitude of the Russian soviet government has made a cessation of hostilities impossible. This is true, notwithstanding the fact that the Polish government's declaration to the supreme council on July 6 emphasized its desire for peace, and notwithstanding reiterated efforts to obtain an armistice and a just and lasting treaty.

"Under tortuous pretexts, the soviet government has up to the present refused to enter peace negotiations or fix armistice conditions. Nevertheless, the Polish government has not and will not cease to do everything possible to conclude an honorable peace, but declines all responsibility for prolongation of the war, which entirely falls on the soviet government."

Two New Incorporations Of Companies for Toronto

Ottawa, Aug. 12—(By Canadian Press).—Company incorporations in this week's Canada Gazette include the following:

J. H. Williams and Company, Ltd., St. Catharines, Ont., $2,000,000; Canadian Edison Appliance Company, Ltd., Toronto, $1,000,000; Star Safety Razor Corporation, Ltd., Toronto $50,000.

COBALT SHIPMENTS.

Cobalt, Aug. 13.—(Canadian Press).—Shipments from the Cobalt camps for the week ending tonight, comprises ten cars of ore and 227 bars of silver. Nipissing led with both products, sending out all of the 302,827.58 ounces of silver and five cars of ore, containing 432,481 pounds. Other shippers of ore were McKinley-Darragh three cars and 250,934 pounds, O'Brien one car, and 64,130 pounds and Hudson Bay one car and 60,258 pounds.

Picture taken at the welcome to Hon. Arthur Meighen on his visit to Toronto yesterday. The premier is in the middle front row. Among others are Capt. Tom Wallace, M.P., Mayor Church, Thos. Foster, M.P., Dr. C. Sheard, M.P. Standing immediately behind are E. L. Cousens, harbor engineer; Edmund Bristol, M.P., and W. F. Maclean, M.P.

Message Rate Service For Business Telephones

UNDER the schedule of rates filed with the Board of Railway Commissioners, ***business telephones in this city are placed on the message rate basis.***

An equitable schedule of telephone rates places upon all subscribers an adequate toll for their use of the service.

This allows to those whose outgoing calls are few the benefit of their restricted use.

All classes of users pay for what they get.

This principle has long been recognized as fair as applied to other services. Flat rates for gas, electric light and power have given place in most communities to metered service. The results have been satisfactory both to the users and to the organizations furnishing the service.

Similarly, flat rates for telephone service—especially on business telephones—have been withdrawn in the majority of larger cities of this continent and Europe, and for the same reasons.

First: Under the flat rate the small user bears an unfair proportion of the cost of giving service. The big user, through the unrestricted service he gets, creates an operating load, an unfair proportion of the cost of which the small user must bear.

Second: To enforce an adequate average flat rate for business service, at present high costs of labor and material, would aggravate the injustice to the small user. No fair apportionment of the burden is possible until we apply the principle, as in other services, of payment for specific use.

The fairness of the measured rate basis for business telephone service is apparent. It works no hardship to the legitimate business of the community. Rather, by wholesome restriction, and elimination of unnecessary calling, it has been found to benefit the whole telephone using public, business and residence subscribers alike.

THE BELL TELEPHONE COMPANY OF CANADA LONG DISTANCE TELEPHONE

The Bell Telephone Company of Canada

"LEWISTON" ADRIFT TWO DAYS ON OCEAN

U. S. Steamer Has Serious Experience When Boilers Become Damaged.

Halifax, N.S., Aug. 13.—After experiencing boiler tube trouble practically the whole way across the Atlantic, the American steamer Lewiston, Capt. Anderson, from Cherbourg, put in here today.

After completing repairs and coaling the steamer will sail for Norfolk, Va.

When in mid-Atlantic, the boilers became so bad that the captain ordered the fires put out, and for two days the ship drifted, while the engineers worked at the tubes. When 600 miles from Halifax, the same operation had to be repeated. From then until the ship reached port, only slow progress was made.

A TONIC FOR THE NERVES

The Only Real Nerve Tonic is a Good Supply of Rich, Red Blood.

"If people would only attend to their blood, instead of worrying themselves ill," said an eminent nerve specialist, "we doctors would not see our consulting rooms crowded with nervous wrecks. More people suffer from worry than anything else."

The sort of thing which the specialist spoke of is the nervous run-down condition caused by overwork and the many anxieties of today. Sufferers find themselves tired, low-spirited and unable to keep their minds on anything. Any sudden noise hurts like a blow. They are full of groundless fears, and do not sleep well at night. Headaches and other nerve pains are part of the misery, and it all comes from starved nerves.

Doctoring the nerves with poisonous sedatives is a terrible mistake. The only real nerve tonic is a good supply of rich, red blood. Therefore to relieve nervousness and run-down health Dr. Williams' Pink Pills should be taken. These pills make new, rich blood, which strengthens the nerves, improves the appetite, gives new strength and spirits, and makes hitherto despondent people bright and cheerful. If you are at all "out of sorts" you should begin taking Dr. Williams' Pink Pills.

You can get these pills through any dealer in medicine, or by mail at 50 cents a box or six boxes for $2.50 from The Dr. Williams Medicine Co., Brockville, Ont.

Passenger Traffic. Passenger Traffic.

WHITE STAR DOMINION LINE R.M.S. MEGANTIC 15000 TONS

TRAVEL TO EUROPE FIRST CLASS

The ONLY Steamer Carrying First-Class Passengers from Montreal

Leaves at 10.00 a.m., Eastern Standard Time

Aug. 21st Sept. 18th
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Also carries second and third-class passengers. Rates and full information from A. G. Thorley, Ontario Passenger Office, 41 King St., East, Toronto, or 211 McGill St., Montreal.

OCEAN STEAMSHIP TRANSPORTATION

Tickets issued to all parts of the world.

Choice of lines and routes.

Melville Davis Co., Limited
24 Toronto St. Main 2100

MANY FILM STARS SAIL FOR EUROPE

New York, Aug. 13.—(Special.)—Film stars were much in evidence among the cabin passengers on the Imperator, when the Cunarder started for Cherbourg and Southampton.

Mr. and Mrs. Jack Pickford, the latter Olive Thomas, sailed, as Jack said, on their first honeymoon trip. They will visit England and France and be gone about six weeks.

Mr. and Mrs. Joseph M. Schenck, the latter Norma Talmadge of the screen, and her sister, Constance Talmadge, sailed to tour thru France, Switzerland and Italy. Dorothy Gish sailed with her mother, Mrs. Mary R. Gish, also on a vacation trip. Because of this exodus of film stars, there were hundreds of friends and admirers at the ship.

Incorporate a Shipping Co. to Promote Trade With Canada

Montreal, Aug. 13.—The Julius Kessler Steamship Company has been incorporated privately for the purpose of promoting trade between Canada, the United States and the West Indies. The Julius Kessler, which was reported at Halifax yesterday, is an oil burner of fifteen hundred tons.

GRAND TRUNK RAILWAY SYSTEM

HARVEST HELP EXCURSIONS

$15.00 TO WINNIPEG

Plus 1-2 Cent Per Mile Beyond.

AUGUST 9TH, 11TH, 16TH and 18TH, stations Toronto to Scotia Jct., inclusive, also all stations on Depot Harbor, Midland, Penetang and Meaford branches.

AUGUST 9TH and 16TH, from all stations in the province of Ontario and Quebec, Pembroke, Golden Lake, Uptergrove, Toronto and east.

AUGUST 11TH and 18TH, from all stations in Ontario, Toronto and west.

For further particulars apply to any Grand Trunk Ticket Agent or C. E. Horning, district passenger agent, Toronto.

TWO ARRESTS IN ESTEVAN IN THE KIDNAPPING CASE

Regina, Sask., Aug. 13.—Two arrests were made at Estevan Thursday in the Christopher kidnapping case, one man named Tom Jones voluntarily surrendering himself, and R. Thompson was apprehended when he returned from a holiday. Both were placed under $18,000 bail each as were all the others arrested thus far. It also is alleged that one Ishmael Cunah, has made a statement and will be used by the crown in the prosecution.

MURINE FOR YOUR EYES Night and Morning. Have Clean, Healthy Eyes. If they Tire, Itch, Smart or Burn, if Sore, Irritated, Inflamed or Granulated, use Murine often. Soothes, Refreshes. Safe for Infant or Adult. At all Druggists and Opticians. Write for Free Eye Book. Murine Eye Remedy Co., Chicago