

## 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 misapprehensions regarding the basis of the railway Board at Ottawa, in the matter of the basic five-hour day for engine-men.

The Canadian Northern Railway System's exhibit showed a comparative wage rate table of various classes of employees, 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: "It should like to know how you interpret one statement. Is it a fact that passenger trainmen are only working five hours a day?"

Mr. Hills' answer was: "Passenger engine-men, 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 employees—such as exceptions—has been 100 miles. The pay per hundred miles was used in preparing this data for the comparative rule for such employees as have a speed basis of pay of 25 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 100 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.

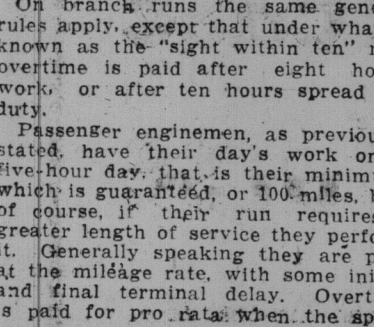
### Same on Branch Runs.

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

Passenger engine-men, 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 is not maintained.

### 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, 108 W. 7th street, Cincinnati, Ohio, a well-known mechanic now in the employ of the Cincinnati Abbot Company.

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



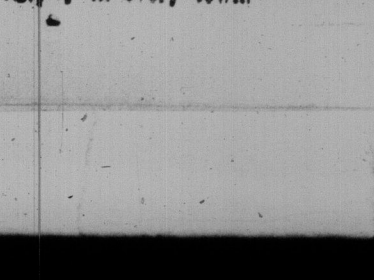
Further details of the Labor Day parade were arranged last night, at the meeting of the Labor Day committee. The following marshals were appointed to have charge of the sections: H. B. Oakley, R. H. Cox, W. Bullock, R. White, W. E. Ritchie, H. Gein, W. Locke. The public utility employees will head the parade, followed by the allied printing trades, the building trades unions. Speakers selected so far for the exhibition band stand include Hon. Walter Rolfe, Joseph Gibbons and Sgt.-Major McNamara, M.L.A.

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

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.

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.

A 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. Cousins, harbor engineer; Edmund Bristol, M.P., and W. F. Maclean, M.P.



## 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, already under way in France to receive French students who are in the far east. Above all it is his aim to guide toward France the Chinese who are seeking 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 in the far east. Above all it is his aim to guide toward France the Chinese who are seeking a higher education."

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## 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, 98 Highland 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 Weymouth crescent from 58 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. 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 on the Charles M. Jacques' lot at 102 Roshampton avenue. Jacques is a returned soldier taking vocational training.

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# 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

### "LEWISTON" ADRIFT TWO DAYS ON OCEAN

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

Halifax, N.S., Aug. 13.—After experiencing bitter 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 dependent 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 60 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockton, Ont.

### Passenger Traffic.

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

### 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 Thorne Miller, 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.

### Passenger Traffic.

**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
Oct. 16th	Nov. 18th

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.

### GRAND TRUNK RAILWAY SYSTEM