

\$600,000,000 A YEAR AT STAKE SHOULD U. S. RAILMEN WALK OUT

WAGE CUT ORDERED BY LABOR BOARD EXCEEDS \$300,000,000

Further Reductions Which Railway Executives Ask the Workers To Accept Total \$250,000,000.

[By N. E. A. Service to The Advertiser]

WASHINGTON, Oct. 20.—Six hundred million dollars in annual wages is the stake for which railway workers have declared to strike, Oct. 30, for the re-establishment of wage schedules in effect during the last half of 1920 and the first six months of 1921.

More than \$300,000,000, or over half this sum, already has been ordered strikers from the rail workers' payroll. This was by the decision of the railway labor board, effective July 1, 1921, cutting wage schedules of railworkers an average of about twelve per cent.

The remainder, aggregating about \$250,000,000, is the further reduction the railway executives have announced their intention of asking, even in the face of the strike vote.

In simple terms, the strikers are demanding the maintenance of wage schedules established by the rail board in 1920, while the railroad executives are seeking the return of rail pay to the basis established by the United States Railroad Administration.

There exists a general feeling that the strike call is rather for the purpose of frustrating the executives' plans for a further reduction than in the hope of gaining reconsideration for the reductions already ordered.

Bare Average Wages.
How the wages of the various classes of railway labor are affected by the recent reductions, against which the strike was called, is shown by the following average figures on rail pay.

Passenger engineers under the scales which the Brotherhoods seek to have retained average \$288 a month. The new scale would cut their pay 48 cents a day, or \$144 monthly, leaving an average of \$273. The monthly rate under the railroad administration averaged \$253, while the average prior to government operation, in 1917, was \$186.

Freight engineers, who under the award of July, 1920, averaged \$275 monthly, draw only an average of \$256 under the July, 1921, scale. Under government operation these men averaged \$239, while in 1917 their average was \$175. The reduction against which they strike is 64 cents a day.

The average fireman's pay, on a through run, was \$219 on passenger trains, and \$202 on freight, under the maximum scale. The reduction against which they strike is 48 cents a day for passenger firemen and 64 cents for freight, which would bring their monthly pay down to about \$205 and \$183 respectively.

Under government operation these men drew an average of \$184 and \$166, while prior to government control they averaged \$112 and \$106 respectively.

Conductors in Lead.
Average monthly pay of other classes, for which the men are striking, same being the scales fixed by the railroad labor board in 1920, are: Passenger conductors, \$257; baggage men, \$197; flagmen and brakemen, \$183; freight conductors, \$247; freight brakemen, \$194; yard foremen, \$194; yard helpers, \$181; switch tenders, \$153; yard engineers, \$200, and hostlers, \$176.

Against which the men have voted to strike, call for cutting the pay of passenger conductors, baggage men, flagmen and brakemen, \$18 per month; of freight service employees and yard hostler help, 64 cents a day.

How Total is Reached.
The total of decreases, running through all the shop and clerical forces, contained in the downward revision of the last wage order, has been variously estimated at between three hundred and four hundred million dollars. On the basis of present railway employment, however, \$350,000,000 is believed about correct.

The board estimated the increase of July, 1920, to have added six hundred millions to the annual payroll, which leaves another two hundred and fifty millions which the executives urge be "chopped off."

Total rail forces which would be affected by a general railway strike would approximate 1,800,000, as follows:

Engine service employees, 136,000.
Train service employees, 189,000.
Shop employees, 445,000.
Maintenance of way and unskilled labor, 588,000.
Clerical and station forces, 354,000.
Telegraphers, etc., 77,000.

NEW TEACHERS' COURSE OPENED AT NORMAL
It has been announced by the minister of education that Saturday classes in household science and manual training will be held at the Normal School, starting Saturday, Oct. 22.

The classes are open to any teacher actually employed in any rural inspectorate. The course provided will be parallel to the training courses given in the summer school at Toronto, and the same credit for elementary certificates will be given.

The department of education will make an allowance of \$1.25 a day to each teacher attending to help defray expenses.

BANK OWNED BY ENGINEERS HAS BEEN SUCCESS.



RAIL ENGINEERS HAVE OWN BANK

Have Deposited To Date More Than \$10,000,000.

[Special to The Advertiser.]

CLEVELAND, Oct. 20.—Most of the \$5,000 members of the Brotherhood of Locomotive Engineers have healthy savings accounts in the brotherhood's own co-operative national bank that was organized here in November, 1920.

The primary purpose of the bank was to care for the funds of the organization and to handle the money of widows and orphans of dead brotherhood members.

Original deposits were \$651,000. To-day the institution has drawn in \$10,000,000 and is gaining at the rate of \$1,000,000 a month.

The president of the bank is Warren S. Stone, who also is chief of the brotherhood and who once ran a locomotive on a single track division of the Rock Island.

Will Pay Six Per Cent.
"We'll pay at least six per cent dividend on stock in the first year of our existence," says Stone. He's now creating savings clubs among the 875 lodges of the brotherhood.

"Our main object is to inculcate thrift among the men," he says. "When they accumulate savings we'll recommend good investments."

"Our brotherhood pays out \$3,000,000 a year to widows and orphans of deceased members. In the past 75 per cent of this money disappeared in a year, for the inexperienced folk got into the hands of shysters. Now our trust department takes care of the funds for these people."

Stone is a firm believer in the future of the co-operative movement and in the power of labor.

Would Rule Nation.
"If labor would only conserve its resources and put it in the banks, it would be able to dictate the financial policy of the country in ten years," he says.

"Labor's income is \$25,000,000,000 a year. The whole problem is one of education in co-operation, a problem that we have tackled in real earnest."

The brotherhood bank is now located in an unpretentious building, formerly occupied by a saloon. The main banking counter once served as a bar.

But the brotherhood owns sufficient land adjoining to accommodate a 21-story bank building, for which plans already have been drawn, and which is to be built within two years.

Kerwood

KERWOOD, Oct. 20.—The Ladies' Aid of the Anglican Church met on Wednesday afternoon, Oct. 20, at the home of Mrs. H. Eastabrooke.

The W. A. of St. Paul's Anglican Church met at the home of Mrs. H. Watson last week and had a very successful meeting. The ladies decided to form a Little Helpers' Society. Mrs. Ern Denning and Miss Irene Eastabrooke taking charge. The next meeting will be held at the home of Mrs. de Gex on Nov. 8. A thankoffering will be taken and a social time spent.

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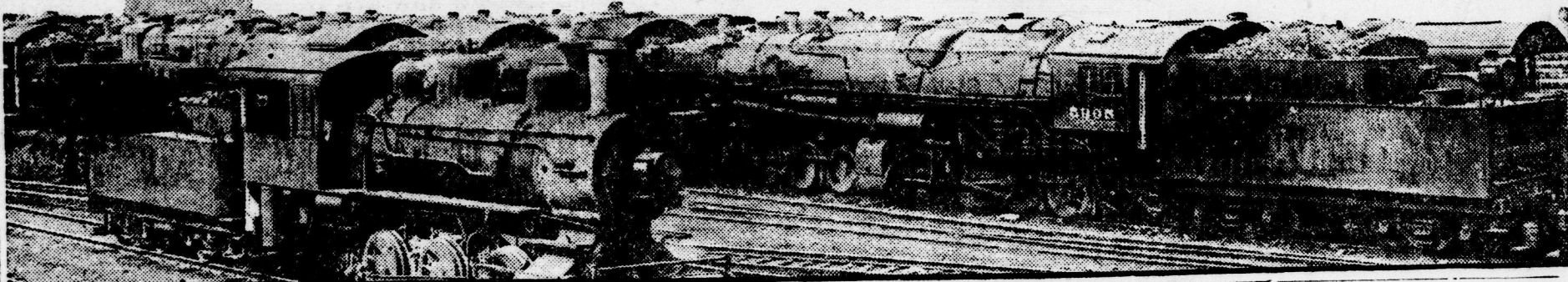
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Scenes Like This'll Be Common If Strike Makes 70,000 Locomotives Idle



BIG RAIL STRIKE WOULD ENTAIL 4-WAY LOSSES

Means Great Hardships To Public, Shippers, Road Owners and Employees.

WILL CURTAIL TRAVELING Public Utilities, Schools and Other Institutions Might Face Coal Famine.

[By N. E. A. Service to The Advertiser.]

WASHINGTON, Oct. 20.—Because of America's dependency on railroad transportation facilities, with the great distances between the sources of food supply and the markets, a protracted railroad strike would bring extraordinary hardships.

This shows the four-way losses that a strike of railroad men, such as is called for Oct. 30, will entail to the public, to shippers, to railroad employees and to the railroad owners.

The 1,100,000 persons who travel on our railroads annually will find their traveling congested and curtailed, if not cut off altogether. Thousands of these men to continue will bring an added slump in many businesses, and possibly additional unemployment for some factory forces.

The freight—amounting to more than 2,500,000 tons yearly, will pile up on sidetracks or in warehouses.

Much of this will be foodstuffs and coal.

Failure to keep foodstuffs moving will bring hardship to the public, and the inability to move coal will mean a shortage of power plants and street car systems, and of schools, and bring hardship into hospitals and other public institutions.

Inability to Move Coal.
Inability to move coal may lead to closing of public utilities, such as light and power plants and street car systems, and of schools, and bring hardship into hospitals and other public institutions.

According to the latest figures obtainable, \$29,709 freight cars are being loaded weekly on American railroads.

This enormous output, with the exception of the small amount that could be distributed by motor units, would be cut off.

The part that vital living necessities, such as food and coal, play in this situation, is shown by the figures for the first three months of 1920, when a total of 11,731,247 cars, or 401,818,363 tons were shipped.

Of this amount, agricultural products made up 1,045,728 cars, or 25,022,957 tons; animal products, 801,734 cars, or 9,825,151 tons; mineral products, 4,318,449 cars, or 206,296,128 tons; forest products, 1,300,465 cars, or 38,423,275 tons; and manufactured and miscellaneous products 3,660,460 cars, or 78,261,469 tons.

Menaces Perishable Freight.
Millions of tons of perishable freight, made up in the making for shipment, would become a total loss if cars were unavailable.

The number of railroad employees today, as shown by the figures for 1920, is approximately 1,700,000. This is a reduction of about 300,000, or roughly 15 per cent.

In 1920 the total payroll of the railroads, exclusive of officers, is estimated at \$3,599,000,000 for the 1,995,524 persons who then were employed, or an average wage of \$1,806.

Wages will be a total loss, despite strike benefits.

Thousands of persons are engaged in directly in work that has to do with the railroads. When the men walk out these thousands also will be out of jobs, and they will have no strike benefits to fall back on.

Will Tie Up Systems.
The strike, as planned, will tie up completely railroad systems whose net earnings in 1920 were \$461,922,776. It would paralyze an industry that in one year—1918—paid to its stock and bond holders more than \$830,000,000 in interest and dividends.

The latest official figures available for all roads show the total outstanding capital of all companies to be \$20,781,432,841, in addition to outstanding stock of switching and terminal companies amounting to \$486,602,296. Railways themselves hold \$1,330,491,806 of the former and \$112,578,658 of the latter, leaving \$16,828,362,773 in the hands of nearly 700,000 scattered stock and bond holders. Many of these have only small holdings.

EXPLAINS ECCENTRIC VARIATIONS OF WINDS

U. S. Geographic Bulletin Says Airships' Speed Limited.

CHICAGO, Oct. 21.—"To the layman, the world's rotation plays queer pranks with the atmosphere," says a bulletin issued by the National Geographic Society, "but scientists find the various swirls following fairly definite laws. The world's winds and their complexity are due in general to two forces: the rapid rotation of the earth, which is imparted to the air surrounding it, and modification of this motion, due to difference in temperature on the earth's surface."

"If the temperature differences did not play a part in the matter, it is probable that there would be only west winds in the temperate and polar zones, and no winds at all in the tropics. The situation would be somewhat like that brought about in a glass of liquid at a soda fountain in which a rotary stirrer is introduced."

"The liquid swirls faster and faster until finally it attains practically the speed of the rotating rod. So, but for temperature differences, the earth would have the great sea of air which surrounds it swirling with it practically at the speed with which the earth moves at the equator—approximately a thousand miles an hour. But since both the earth and the air at the equator would be moving at the same speed, there would be no wind there."

Air Would Outrun Earth.

"As one went from the equator he would find a wind blowing harder and harder as he approached the poles. This wind would be from west to east, the direction in which the earth is turning, and would result from the fact that the air was turning through space actually faster than the earth. For while the surface of the earth at the equator is moving at about a thousand miles an hour, being on the rim of the wheel, so to speak, the surface in the temperate zones, being nearer to the 'hub' is moving at a slower speed."

"But the air above the equator swirling at a thousand miles an hour, would communicate its speed to the air on each side of it and would tend to throw the entire atmosphere spinning at the rapid equatorial rate. As a result, it would outrun the earth between the equator and poles and create a mighty west wind."

"As a matter of fact much of this assumption is true. The earth does impart its rotary motion to the atmosphere in general, but because of counter influences and side currents, due to temperature differences, the assumed calm is not found in the tropics."

Earth Outruns Air.
"Instead, the earth outruns the air somewhat there, and the air 'drags' as the earth spins under it, makes winds blowing from east—the famous trade winds. But even though the atmosphere is moving eastward more slowly than the earth at the equator, it is moving faster than the earth in the temperate zones, and there the prevailing winds are from the west."

"Temperature differences, of course, change the general directions of these 'planetary' winds, especially at the surface of the earth. But in the United States, at an elevation of six or seven miles, a nearly constant wind may be found blowing from the west at from 60 to 75 miles an hour."

"There seems to have been much optimism in regard to speeds that can be attained by aircraft with the help of these planetary winds. It has been stated in some instances that in upper currents moving at 300 miles an hour aeroplanes with powerful motors could reach speeds of 400 or 500 miles an hour."

"The difficulty is that no winds have been found in the upper air by the United States weather bureau in many years of observation that much exceed 100 miles an hour, and the normal speed of the west winds at high altitudes over the United States is between 60 and 75 miles an hour. If such tremendous speed as that suggested is to be attained by aeroplanes, therefore, the motors will have to be responsible for the greater part of it."

"The winds of highest velocity have been found about six or seven miles above the sea at the level of the highest clouds. Both above and below this level the speeds fall off."

Motion Rates Checked.
"The rates of motion have been checked by observing the drift of spe-

RAIL STRIKE "CAPITOL" IN CLEVELAND, OHIO.



HERE is the fourteen-story Brotherhood of Locomotive Engineers' Building in Cleveland, which will house the headquarters of all the railroad brotherhoods and be the "national capitol" of the railroad strike. Inset are the chiefs of four of the brotherhoods leading the strike: Top, left to right, W. S. Stone of the Brotherhood of Locomotive Engineers; W. G. Lee of the Brotherhood of Railroad Trainmen; Below, left to right, W. S. Carter of the Brotherhood of Locomotive Firemen and Engineers, and L. E. Sheppard of the Order of Railway Conductors.

C. P. R. OFFICIALS GUESTS OF INGERSOLL KIWANIS

Entertained to Banquet and a Ride Round the Town.

INGERSOLL, Oct. 20.—Sixty officials of the C. P. R., from Montreal to Detroit, were the guests of the Kiwanis Club Wednesday at a banquet held in the market building, where many of the local manufacturers had a most creditable "Made-in-Ingersoll" exhibit. In connection with the visit the railwaymen held the monthly meeting of the Ontario District Traffic Association. The visitors were met at the depot by Kiwanians in autos and given a ride around the town.

During the social hour, at which H. P. Stoneman, president of the Kiwanis Club, presided, warm tributes were paid to C. P. R. Agent James Enright of this town, who has rendered faithful service for 35 years. A reminiscence speaker was Wm. Coulter of Toronto, a former resident, who noted with pride that he was a member of the champion Dufferin lacrosse team 30 years ago along with Postmaster S. A. Gibson. President Stoneman referred to the importance that the C. P. R. attaches to Ingersoll, and stated that during recent months the freight shipped out of here amounted to more than a million dollars a month.

Mrs. T. Husband Dies.
Thomas Husband, died Wednesday at the family residence, Concession street. She had lived here for many years, and was widely known. She was in her 73rd year, and is survived by four daughters and two sons.

DAUGHTERS OF EMPIRE ASSEMBLE IN CHATHAM

CHATHAM, Oct. 20.—The provincial meeting of the I. O. O. F. opened at 9:30 o'clock this morning with Mrs. Burkholder of Hamilton president. Over 150 delegates are in attendance and have come from as far east as Kingston and as far west as Windsor. A luncheon was served at 1 o'clock in the Hotel Garner, the visiting delegates being the guests of the mayor, city council and the Municipal Chapter. The afternoon session commenced at 4 o'clock, and on the conclusion of business tea was served by the city chapter.

A Danger Warning —Bleeding Gums

Are your gums tender? Do they bleed when brushed? If so—watch out for Pyorrhea.

This disease of the gums, which afflicts four out of five people over forty, not only destroys the teeth, but often wrecks the health.

In Pyorrhea, the gums become spongy, then recede; the teeth decay, loosen and fall out—or must be extracted to rid the system of the infecting Pyorrhea germs which breed in pockets about them. These germs lower the body's vitality and cause many diseases.

You can keep Pyorrhea away. Visit your dentist often for tooth and gum inspection, and use Forhan's For the Gums.

Forhan's For the Gums prevents Pyorrhea—or checks its progress, if used in time and used consistently. Ordinary dentifrices cannot do this. Forhan's keeps the gums firm and healthy—the teeth white and clean.

Start using it today. If your gums have receded, use Forhan's according to directions, and consult a dentist immediately for special treatment.

35c and 60c tubes in Canada and U. S. If your druggist cannot supply you, send price to us direct and we will mail tube postpaid.

Formula of R. J. Forhan, D. D. S.
Forhan's, Ltd., Montreal



Forhan's FOR THE GUMS
Checks Pyorrhea

LEADERS IN THE RAILROAD OWNERS' SIDE OF U. S. RAIL STRIKE



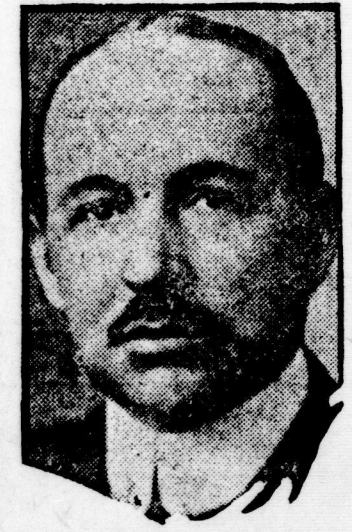
SAMUEL REA.
PRESIDENT of the Pennsylvania Railroad.



ALFRED H. SMITH.
PRESIDENT of the New York Central Railroad.



JULIUS KRUTTSCHNITT.
CHAIRMAN of the board of directors of the Southern Pacific Railroad.



HALE HOLDEN.
PRESIDENT of the Chicago, Burlington and Quincy Railroad.



W. W. ATTERBURY.
VICE-PRESIDENT of the Pennsylvania Railroad.



T. DEWITT CUYLER.
CHAIRMAN of the Association of Railway Executives.

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