

McGUGAN ON HANNA ORDER

Wishes of Danger of General Rule Allowing Political Activity and Declares Hanna Within His Rights.

(Montreal Gazette)
H. McGugan, who represented the Board of Management of the Canadian National Railways upon the Board of Cancellation which dealt with the new Hanna order, forbidding employees of the railways from entering political field, was seen at the Windsor Hotel yesterday by a representative of the Montreal Gazette.

Mr. McGugan, with the other members of the Board signed a report recommending reinstatement of three men directly affected by the order, his position being set forth particularly in a final paragraph which reads: "In regard to the fourth question, namely, the request of the other members of the Board for the withdrawal of the order, holds somewhat different views from the other members of the Board who make a separate report on this subject."

Mr. McGugan and Campbell then their names to a further or supplementary report, which went much further than the first and which recommended a proposal made by the other members of the Board purporting to be in the nature of a compromise. This has been already in public.

The minority report, signed and submitted to the Minister of Labor by Mr. McGugan, is here given in full. It deals with a question of far-reaching importance, and Mr. McGugan's views as a railwayman of long experience, in regard to it, will be regarded as of value.

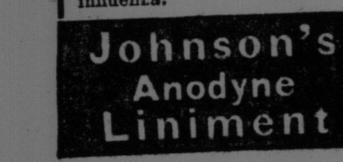
Honorable G. D. Robertson, Minister of Labour—
"While earnestly desiring agreement with my colleagues and a unanimous report, it seems to me advisable that I am decidedly of the opinion that it would be most unwise to discuss question No. 4 as proposed by employees on January 20th last, as was in the appendix to the board's report, which is so ingeniously vague as to be susceptible of as many different interpretations as interested political fronts have capacity of device, and adopted as a rule in impairment of discipline, and become a source of frequent and endless disputes. In addition, would be most unfair to the great majority of honest and efficient officials, other employees having no desire Parliamentary honours or other Government positions, who continuously perform their daily duties.

any general rule providing equal opportunity in promotion to the very few employees politically inclined, and serving railway only at such times period, as best suited their own personal

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interests and who, if elected to Parliament might advocate policies and support measures in direct opposition to the interests and views held by the great majority who devote their entire time and energies to the service, and interests of the railway alone, would be manifestly unfair.

Political Control.

On the important question of political control, influence or interference in the operations or management of the Canadian National Railways, leading representatives of the employees emphatically proclaimed their earnest and hearty approval, and pledged President Hanna their support against any efforts in that direction, admittedly agreeing with the decided opinion of a vast majority of the thinking people of the Dominion, that political domination or interference in the management or operations would result in laxity of discipline and general demoralization of the service to an extent which would eventually reduce earnings and consequentially increase the already heavy tax burdens of the Canadian people, who own these railways.

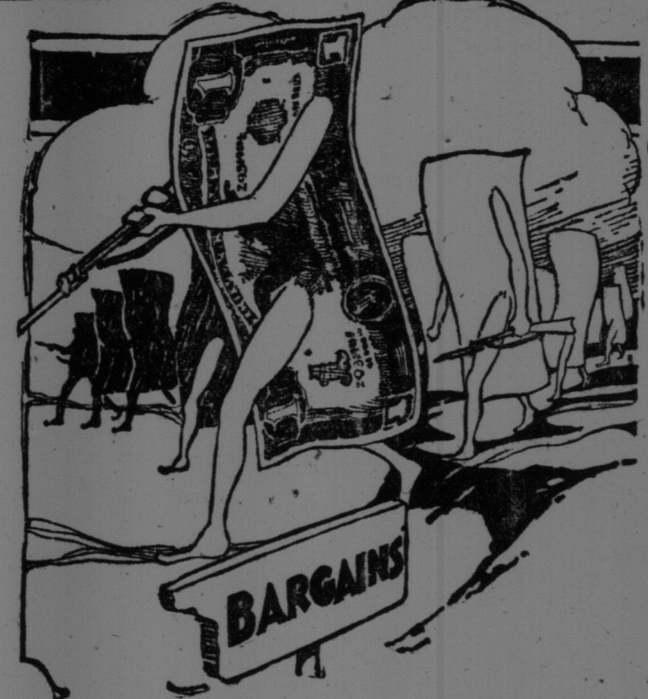
Unfortunately, despite this seeming unity of opinion on the main proposition, the President Hanna's declaration of policy, as outlined in the following telegrams: "Moncton, N. B., Sept. 28, 1920. "D. B. Hanna, Sydney, N. S.

"Have you any objection to any C. N. R. employees becoming candidates for the New Brunswick legislature, and if so, can you give reasons. Please wire reply immediately.

J. A. ROBINSON"
Truro, N. S., Sept. 28th, 1920.

"Your message yesterday. Under no circumstances can an employee continue as such with the Canadian National Railways and become a candidate for legislature, Dominion or Provincial. The moment he does so he automatically serves his connection with the railways. The reasons are too obvious for discussion.

D. B. HANNA.
Representatives of the employees contend that if this policy were enforced it would restrict them of their freedom and deprive them of their right of representation in the Dominion and Provincial Parliaments, which they hold to be



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- 75c. pair Boys' and Girls Wool and Cashmere Hose.....2 pairs for \$1.00
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- 75c. pair Ladies' Black Cashmerette Hose.....2 pairs for \$1.00
- 50c. pair Ladies' Black Cashmerette Hose.....3 pairs for \$1.00
- 50c. pair Men's Heavy Black Wool Socks.....3 pairs for \$1.00
- 75c. each Turkish Towels.....2 for \$1.00
- 75c. pair Huck Towels.....2 pair for \$1.00
- \$2.00 yard Dress Goods.....\$1.00 yard
- \$4.50 yard Navy, Black and Brown Serge, 54 inch.....\$2.75 yd.

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the inalienable right of all citizens. This contention was clearly shown to be without foundation, as they were unable to sustain this by any rule or schedule, or to establish that their rights as citizens were in the slightest degree affected by President Hanna's declaration of policy. While some three or four individual cases were cited of railway employees being elected to Parliament, also filing other important Government positions, and still holding their seniority rights in each railway service, it was shown in each case to be by special arrangements unsupported by any rule or schedule obligations on the part of the railway.

President Hanna's telegram of September 26th, appearing on page two, simply outlines what he understands to have been the policy of the Government, as several times declared and elaborated by Premier Borden in speeches before Parliament during the year 1918, when consideration was being given by that body to taking over and operating these lines.

On the other hand, leading representatives of the employees positively and emphatically stated that within the same period Premier Borden granted them an interview during which he gave them absolute assurance of an entirely different nature.

Careful consideration during and since the hearings of all evidence and other matter submitted to the board, coupled with many years' experience in the operation of railways and familiarity with operating rules, including also the schedules of employees' organizations in all branches of the service, leads me to the conclusion that President Hanna was clearly within his rights in his declaration of policy, and also that it would be a commendable act of justice to rescind the three men dismissed, as their offense was evidently due to the fact that this policy had not been brought to the attention of the employees in the usual manner, by general circular or bulletin notice posted on the bulletin boards, or in shops, stations and offices for such purposes.

If the railway management accepts the recommendation of the board regarding the reinstatement of these three men (Messrs. Palmer, Moore and Higgins), it should remove the real grievances leaving open only the question of interpretation of President Hanna's declaration of policy—which, I understand, Parliament alone has the power to decide.

Therefore, believing that satisfactory adjustment, insuring continuance of the cordial relations and co-operation which have always existed between the officers and employees of these railways must certainly be in the best interests of all concerned, I earnestly recommend that the matter be given the most serious consideration and, if deemed necessary, finally disposed of by special legislation.

F. H. McGUIGAN.

"I'm in a fix with my girl!" said young Debb, disconsolately.
"Why?" replied his sympathetic friend, "what's the matter, my boy? Have a row!"
"No, it isn't that. You see, I've been saying so many nice things to her that she's getting connected. I can't stop it and I can't keep it up!"
"Can't ch? Why not?"
"Well, you see, if I keep on she'll begin to think she's too good for me, and if I stop she'll think I don't care for her any more."

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