

EXECUTIVES OF TWO RAILWAYS ISSUE APPEAL TO EMPLOYEES, THE SITUATION EXPLAINED

Montreal Aug. 17.—In a joint statement issued last night the Canadian National Railways and the Canadian Pacific Railway have asked the membership of the railroad running trades now considering a strike vote, to recognize the facts of the present situation and view the demands of the companies for wage deductions in a better light.

Under the signatures of Grant Hall, vice-president of the C.P.R., and S.J. Hungerford, acting president of the C.N.R., the two managements outline the history of the dispute so far and point out that their demands are for a "deduction from compensation" only—the basic rates being preserved so that a return to full rates may be made when better times permit.

No reply was forthcoming this morning from J. B. Ward, chairman of the Board of General Chairmen of the unions named, or from other union executives now in the city. It is expected that a statement in rebuttal will be issued within a day or two.

The submission is addressed to locomotive engineers, locomotive firemen and enginemen, hostlers, conductors, trainmen, yardmen, train dispatchers, telegraphers, assistant agents linemen and levermen, forming the running trades and dependent smaller groups.

The full statement of the companies is as follows:

"The existing situation in respect to the adjustment of wages calls for a statement from the railways to the employees concerned. We trust that the employees, after reviewing all the circumstances affecting the situation, will accept the wage deductions in a spirit of co-operation with the managements. The employees may have every confidence that, as in the past, they will be dealt with fairly.

"The Board of Conciliation and Investigation, appointed under the Industrial Disputes Investigation Act, made its report on April 25, 1933, dealing with the wages of engineers, firemen, conductors, trainmen and telegraphers, and its majority recommendation was as follows:

"We beg to recommend that according to the merits and substantial justice of the case the proposal of the companies should be approved to be put into effect from May 1 next, namely, the 10 per cent deduction provided in the agreement of February 4, 1932, to continue, and or wages earned after May 1, 1933, an additional deduction be made of 10 per cent, thus making a total of 20 per cent on the wages earned subsequent to May 1, 1933."

Decline in Traffic

"The decline in traffic has placed the railways in a financial situation the seriousness of which it would be difficult to over-emphasize. The gross revenues of the railways have shrunk to less than 50 per cent of the 1929 level. Compared even with the extremely low figures of 1932, the gross revenues of the railways have shown serious declines in the present year, the gross receipts for the first six months of 1933 being 15.1 per cent under the corresponding period of 1932, and 52.5 per cent below the figures for the corresponding period of 1929. Net revenues have also shown severe declines.

"It is true that during recent weeks there has been some cessation in the drop in traffic compared with the very low figures of 1932. However, some of the prospects are disturbingly uncertain and the railways must deal with actualities. Under such conditions the railway cannot reasonably be expected to pay 90 per cent of the wage rates established practically at the peak of railway and general prosperity. The Canadian railways have to deal with Canadian conditions, and it is not possible for them to undertake to adjust wages of Canadian railway employees on the basis of conditions existing in the United States.

"We have to go back to 1916 to find railway operating revenues as low as they were in 1932. The Canadian cost of living index is now very greatly below that of 1929 and, indeed, is below that of 1916. On the other hand, the per hour rates of compensation of engineers, firemen, conductors, trainmen and telegraphers, even after the application of the second deduction of 10 per cent have increased on the average 68 per cent over the rates of pay in effect in 1916, so that 'real wage' rates will remain on a higher basis than they were at any date at which changes in rates of pay were previously agreed upon between 1916 and the present date. It should also be remembered that, insofar as a comparison may be made with other employees in Canada, railway employees have fared favorably.

Sound Position

"The railway managements are not attempting here to reply in detail to the technical or legal points which have been raised in certain quarters, but they feel certain that their position in those respects is a sound one. The 10 per cent deduction effective December 1, 1931, was put into effect following Board of Conciliation proceedings under the Industrial Disputes Investigation Act, and was subse-

OLD STORY IS RECALLED OF THE REPORT OF A NEW INVENTION

(New York Sun)

A great old story which although told frequently in Europe about Americans is little known in this country, is recalled by the announcement of a new invention intended to make railroad travel safer.

The invention has to do with a new system for detecting flaws in railroad tracks. A car equipped with delicate instruments rolls slowly over the tracks and discovers the slightest flaw in the steel. So much for the invention. The story which it brings to mind was intended originally as a burlesque on American efficiency and first came out when all industry was in the throes of experts demonstrating various methods of increasing efficiency by motion study and other much-touted but quickly discarded systems.

It was quickly confirmed by an agreement for a tentative period. The railways did not agree to restore the rates at the end of that period unless business conditions warranted the termination of the deduction, and it is admitted that conditions have not justified any such action.

"On November 30 1922 the railways notified the employees that they could not terminate the 10 per cent deduction, and later, on account of further serious declines in traffic returns, gave notice of their desire to make a further reduction of 10 per cent in compensation. Some questions have been raised as to whether the railways' proposal involved a further 10 per cent reduction or deduction. Notwithstanding anything which may be said to the contrary, at no time from the service of notice, throughout the negotiations, nor in the proceedings before the Board of Conciliation and Investigation did we have any other thought than that the further reduction should be obtained in the same manner as the first reduction, i.e., by a deduction from compensation calculated upon the basic rates—the basic rates to be preserved.

Meet Conditions

"The railways are seeking in the wage deductions to meet existing conditions and the basic rates of calculating pay are being preserved so that consideration may be given to a lowering of the present rate of reduction as soon as conditions warrant. The managements are not without hope that the employees will recognize the facts of the situation and will accord the companies the co-operation they so gravely need."

GRANT HALL,

Vice-President, C.P.R.

S. J. HUNGERFORD,

Acting President, C.N.R.

It seems, so the story goes, that the president of one of the big railway companies was told of the remarkable record of one of the line's employees who had been on the job for forty years and in that time had not missed one single day's work. The executive decided that such rare devotion to duty was worthy of some special reward and sent for the man for the purpose of congratulating him and presenting a gold watch to him.

"This road will long remember your loyalty," said the president. "For forty years you have been constantly on the job, carrying out your duty to the full satisfaction of your chiefs. There is no record of complaint ever having been lodged against you, and never have you missed a day, always reporting for work at the appointed hour, never leaving before your time. Truly a most remarkable record, and this entire organization is indebted to you for the splendid example you have set for our men."

The old faithful employee expressed his appreciation in a few muttered words and was edging toward the door when the high chief called him back.

"By the way, my friend, just what department are you connected with? What kind of work do you do?"

The man explained that his job was at the station near one of the main junctions of the line. His duty it was, when the trains came in, to wander along the side of the cars and strike the wheels and axles with a hammer. "Just think of it," said the President. "How interesting! For forty years you have been doing just that: striking the wheels and axles with a hammer. Yours is truly a wonderful record."

Once more the aged employee was edging toward the door when the executive recalled him again.

"But tell me what is the purpose of this work you do? Just why do you strike the wheels and axles with a hammer?"

"I'll be darned if I know," said the old faithful, shaking his head.

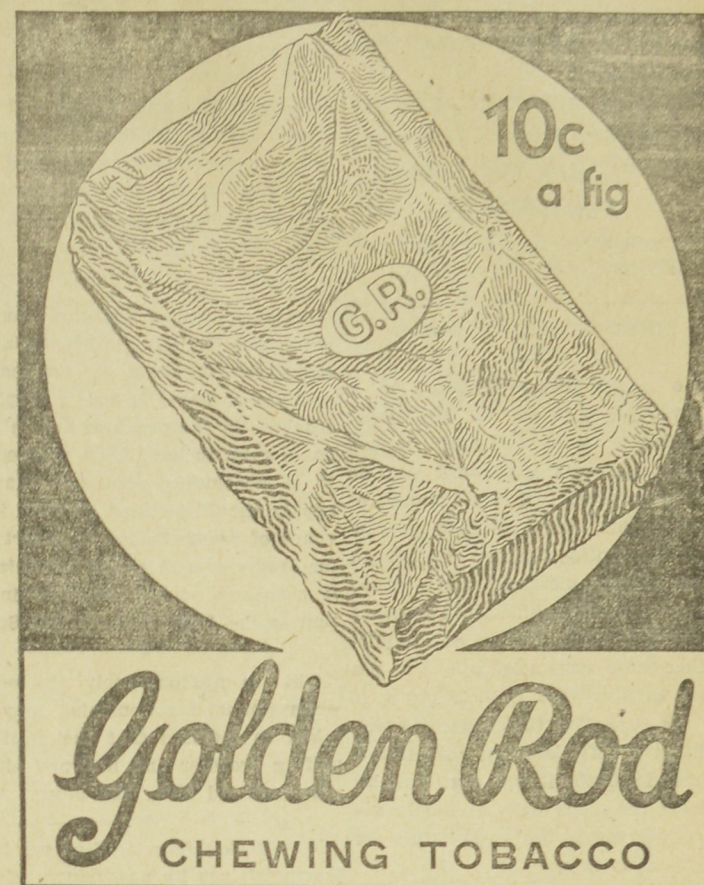
ALEX. GIBSON PASSED AWAY 20 YEARS AGO

Was the Founder of the Town of Marysville, an Industrial Leader and Railway Builder.

The following sketch of Alexander Gibson, the lumber king of New Brunswick and founder of the town of Marysville is condensed from an obituary notice which appeared in the press on August 16th, 1913:

Alex. Gibson, the lumber king of New Brunswick died yesterday in his 94th year. A native of Charlotte County he commenced work in a lumber mill at Milltown for one dollar a day wages. He soon acquired a small mill at Lepreaux. He proposed where others had failed but was not satisfied and his next move was to buy the valuable mills and lumber lands on the Nashwaak, York County, from Robert Rankin & Co., the purchase price, it is said, being \$130,000. He next became interested in the development of the upper Saint John and was the builder of what is now the Gibson branch of the C. P. R. It was then the New Brunswick Railway; it extended to Edmundston, and had branches into Maine. The Canada Eastern, now a branch of the I. C. R., running from Fredericton to Loggieville, Northumberland County, was also his work, jointly with the late Hon. J. B. Snowball. One of Mr. Gibson's greatest enterprises was the erection of a cotton mill at Marysville, soon after the National Policy came into operation. Work was started in it in 1885. Mr. Gibson was generous to the town of Marysville and built a church for the Methodists there. Disposing of his interests he had lived in retirement for some years.

A witness testified that Henry Ford withdrew \$4,400,000 from a Cleveland bank before it failed, but the evidence as to what the officers of the bank had done with its assets vindicated Ford's caution if they are trying to blame him for the catastrophe.



Life improves. Being horse-whipped. By special delivery—curtain lectures degraded old-timers, but it's no disgrace to be hit with a crank or a too many jail sentences are pronounced in easy terms.

Are You Among Those Who Say "I never read Advertisements"

TO SAY "I never read advertisements" would be much like saying, "I never use soap" or "I never read newspapers," or "No one can teach me anything," or "I know everything."

Many good—but not very wise persons seem to think that all advertisements are just the vainglorious braggings of those who publish them—designed to part fools and their money. The truth is that most advertisements are incentives to their readers to do or be or buy or use something for their immediate or prospective advantage. Advertisers, to be successful and to live long, have to offer something of value or of desire—something really wanted or needed by the public. Advertisers, to live long, must not cheat the expectations or confidence of those who buy what they offer or propose.

Here are some questions to be answered by those who say "I never read advertisements"—

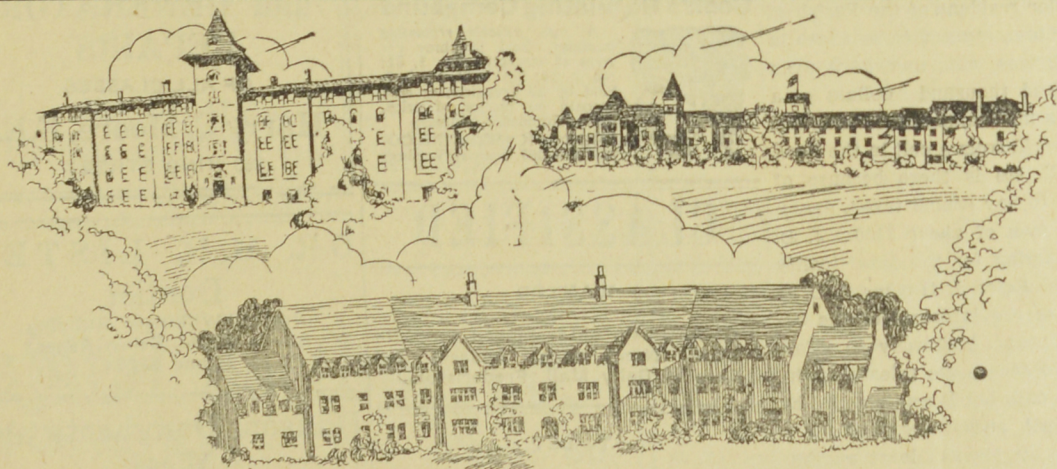
- 1.—What alarm clock would you buy if you needed one?
- 2.—What camera would you buy, for your own use, or to give to a son or daughter?
- 3.—What motor car possesses your favor?
- 4.—What face cream or shaving soap or cream, or tooth paste did you use today?
- 5.—What laundry soap (or flakes) is in your kitchen right now?
- 6.—What brand of tobacco would you buy if you were a user?
- 7.—The watch on your wrist—what name does it bear?
- 8.—What theatre is presenting the best program?
- 9.—Your life insurance policy—what company issued it?
- 10.—The ginger ale which you serve to guests—what brand is it?
- 11.—The tea which you buy regularly—what brand is it?
- 12.—The baked beans and the tomato catsup now on your pantry shelves—what brands are they?

YOU SEE! Whether or not you consciously or habitually read advertisements, you buy, by preference, what advertisements have recommended to your confidence and what experience has proven to be satisfactory.

The things which we DON'T buy and which have a sickish life, are those which are not advertised, and which try to ride onto public favor on the backs of well-advertised products.

It is to one's discredit to say, "I never read advertisements"

THE DAILY MAIL with its large quality circulation is a first-class advertising medium!



Mount Allison Educational Institutions

Residential accommodation for six hundred. Well Trained Faculties and Adequate Equipment for the Wide Range of Subjects Taught
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Annual Session 1933-34
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Junior School—For all boys of pre-High School Years.

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Write for calendar

W. T. R. FLEMINGTON, M.A., B. Paed
Principal