

The Strike Situation From the Standpoint of the Men

Statement Issued on Their Behalf by Messrs. Garretson and Lee—G. T. R. Alone Fights—Fifty-Nine Other Railways Give Standard Wages—Fourteen Companies Settled by Arbitration—Some of the Lines Giving Scale were Actually in the Hands of Receivers—Question Accuracy of the G. T. R. Claim that Many Freight Trains are Operating.

Montreal, July 30.—The following statement dealing with the present difficulty between the Grand Trunk Railway and its striking employees was given to the press last night by President Garretson of the Order of Railway Conductors and President Lee of the Brotherhood of Railway Trainmen. Both of the labor leaders waited late last night for word from Mr. Hays in Montreal regarding a settlement, but no word came. They will, in all probability, leave the city today, in which case the conduct of affairs will devolve upon Mr. S. N. Berry, Vice-President of the Order of Railway Conductors, in Toronto, and Mr. Jas. Murdock in Montreal.

In the month of January, 1910, the men on over sixty railways, covering the territory from Chicago east in both the United States and Canada, presented uniform wage requests to the railways whom they serve. Since that time every one of those roads, with the exception of the Grand Trunk, has placed in effect uniform standard rates of pay for conductors, trainmen and yardmen, together with a certain code of rules covering the conditions under which they will serve, and those rates have been in effect upon these various properties in the United States and Canada from about March 1.

ON CANADIAN ROADS

This rate went in effect in the Dominion of Canada on the lines of the C. P. R., the Pere Marquette in Canada, and upon the lines of the Michigan Central traversing the territory from Detroit to Buffalo, and upon the Toronto, Hamilton & Buffalo. They were placed in effect by various means: the first, by mediation, the mediators being the Chairman of the Interstate Commerce Commission of the United States and the Commissioner of Labor.

BY ARBITRATION BOARD

On fourteen of the properties the rate was put in by an Arbitration Board, the two members of the said Arbitration Board being selected by the railway companies, and the selection concurred in by the undersigned. While on the remaining properties they were placed in effect through the ordinary process of negotiation between the officials of the railway companies and the committees of their conductors and trainmen, assisted in most instances by officers of these organizations.

EVEN BANKRUPT PROPERTIES

The roads upon which they become effective embrace all classes from bankrupt properties, which are being administered by the courts, to the opulent class which pay a return of as good as 25 per cent. to their holders, and in no single instance was any favor shown in the matter of rates, with the single exception that upon a few of those whose financial condition was at the lowest ebb, a period of time, extending as far as the first day of September, 1911, was agreed upon as the time when the full payment of the standard should take effect.

PLEADS FINANCIAL INABILITY

The Grand Trunk Railway asserts for itself a right to refuse to be bound or influenced in any way by what might be described as universal action. It denies the right of its men to receive for one hundred miles' running, within ten hours, the same sum that is paid by everyone of its competitors, and the only reason that it gives therefor, is to plead certain financial inability as its justifying cause.

STANDARDS OF PURCHASE.

If the Grand Trunk goes into the market to purchase locomotives, rolling stock, equipment, or fuel, can it purchase these necessary supplies for any less price than can the C. P. R., or Delaware, Lackawanna & Western, with their ability to pay large dividends? And is the amount of humanity necessary to operate a rail-

way as legitimately a part of the plant as are the locomotives, rolling stock and machinery of the company? And is the man entitled to as careful up-keep and maintenance as is the inanimate portion of the plant?

The assertion of the employees of the Grand Trunk Railway in the present controversy is that an employee of the Grand Trunk road, performing the same duties, assuming the same responsibilities, filling the same requirements, giving the same distance in travel, the same hours wherein to perform the service required, is worth just as much money as the employee of any other railway performing like service under like conditions.

WITH AMERICAN IDEAS.

Stress is laid upon the fact that the organization imbues the men with American ideas. Is it not natural that when an American management comes onto the Grand Trunk road, introduces the American standards of railroad performances, with all the accompanying requirements, duties and responsibilities, and omits only to bring American wages therewith, (although it is whispered that American salaries are paid, even if wages are not), that the men should, with a certain degree of reason, insist that the one missing link should be supplied? If one would read the information furnished by the publicity department of the Grand Trunk road to the public, it would be difficult to imagine that there ever had been a strike upon the lines of the Grand Trunk Railway. But if the average citizen would step into the two receiving freight houses of the C. P. R. and the G. T. R. here in the city of Toronto, a certain amount of enlightenment could be secured.

THE LOSS OF FREIGHT.

Team after team of freight-handlers have been and are being added to the C. P. R. freight-handling force, while the freight-handlers in the Grand Trunk freight house continue to enjoy the same repose that has been there since the 18th of the month. The statement is given out that the number of trains being handled, for instance on yesterday, was 141, while reports made to us by men who are actually as interested as can be the officers of the company show that over the entire Grand Trunk System only eighty-two trains were run. A little analysis of these figures might prove enlightening.

SHORT TRAIN RUNS.

For instance, in the immediate neighborhood one string of fifteen cars made four trips back and forward yesterday between Mimico and York, a distance of seven miles, containing not one dollar of revenue freight, the train only being run for the purpose of either discouraging the strikers of deluding the public, and this movement constituted four of the trains that were run. Multiply this performance in a few more localities, and it is easy to see how many of the eighty-two trains were actual train movements.

LOSS IN REVENUE.

Wall Street publications are, of course, most intensely interested in the financial feature. Wall street estimates that the actual loss of revenue during the first week of the strike was in excess of a million. If the company's resumption of business is as rapid as it has been during these ten days that the strike has been on, they will continue to lose a very good portion of \$100,000 per day for weeks or months to come, because the men who left the service of the company show no tendency whatever to return to that service, resting in the justness of their demand, making it apparent that reasonable consideration must be shown to them before they will re-enter the service of the corporation, and this means as reasonable consideration as has been given to the employees of other properties. They have made it apparent that they take into consideration the necessities of those who are depending upon Grand Trunk service, and would gladly minimize the injury and hard-

ship that are suffered by the third party in this contention, viz., the public, but all the consideration for the third party cannot be shown by one alone, and until the autocratic attitude of the manager of the Grand Trunk property is modified, the public must, of necessity, suffer from the pressure of the upper and the nether mill stone.

HONORABLE SETTLEMENT WELCOME.

Any reasonable, honorable method of settlement of the difficulties would be welcomed by the men and the organizations of which they are a part, and this has been made thoroughly apparent not only to Mr. Hays, in control of the property, but to the Minister of Labor, who, by virtue of his position, acts as the mouthpiece of the people. So far all efforts to influence the management of the Grand Trunk has been fruitless. Of course, if the Grand Trunk Railway are absolutely independent in every way of the people or the Government of the Dominion, their attitude is not so difficult to explain, but if the Grand Trunk Railway should ever be placed in a position where it comes to a Dominion Government for aid in the way of either subsidy or favorable legislation, then it would appear strange that it would turn an absolutely deaf ear to the expression of the public as given voice through the Minister of the Crown. It is, of course, impossible to believe that the Grand Trunk Railway would ever approach the people of this Dominion with a request for either loan or subsidy, and then proceed to spend any portion of that money in the effort to deprive three or four thousand of citizens of the Dominion of a legitimate right to insist that they were as desirable and valuable citizens as were any other men. Whether anything of this kind is being done or not is a proper subject for thought and consideration by every man who takes an interest in the public welfare.

THE CONFERENCE DIFFICULTY.

In conference with Mr. Hays, one great difficulty which confronted him was the sacred obligation which he asserted rested upon him to conserve the rights of those who had been in his service since the 18th day of the current month, and the sacred character of this obligation absolutely blotted out from his view any obligation which his company might owe to employees who had given it a lifetime of faithful service, or to a public which yields to the Grand Trunk road its entire revenue in either freight or passenger movement. When the sources from which these men were recruited are considered, the assertion of the existence of such an obligation makes the average thinking man wonder whether this was really a reason or an excuse. If the public at large are absolute believers in the theory that property rights absolutely overshadow and blot out personal rights, then they may believe that the contention of the men is unsound. On the other hand, if they believe that the laborer is worthy of his hire, we believe that they cannot do otherwise than give their support and approval to the demands of the men. If men believe that the interests of the Dominion are of greater importance than are the interests of one corporation, or if they believe that the opinions of the people at large are of more importance than the opinions of one man, then we believe that their support and sympathy will be with those who strive for equal rights with others engaged in like service.

In France there are 6,000,000 smokers. Of every fifteen there are eight who smoke cigars, five who use pipes and only two who smoke cigarettes. Still these comparative few smoke 800,000,000 cigarettes a year.

There are more blind people among the Spaniards than any other European race.

WAIT! August 18., That's It.

SUNLIGHT CURES SOME DISEASES, CAUSES OTHERS

(Journal of Homoeopathy)

Sunlight increases the oxygen carrying capacity of the blood, increases the excretion of carbonic oxide, and the shorter light waves seem to cause a beneficial stimulation in the young of many of the lower or higher animals as shown by better development. The idea is growing that though man's protoplasm can function without this stimulation, yet he is better off if he has it and thus reaches his highest vigor and efficiency.

The stimulation of strong sunlight has been frequently mentioned by literary men of genius, for with rare exceptions they have very sensitive nervous tissue in which the results would be most noticeable. Light baths are suggested for sluggish metabolism, and excellent remedy in the case of those of sluggish chemistry, who are benefited by the slower heat rays of hot springs, spas, etc.

A doctor reports a cure of tubercular peritonitis in a child of the use of condensed rays of sunlight. An Iowa physician is having success in treating tubercular lungs, larynx, etc., with condensed sun's rays and in some cases glass stops most of the rays if not all. He says that light penetrates the bacteria or inhibits increased vitality, and forces nutrition and cures. He shows that sunlight is a stimulant, is also a cause of disease, and causes death.

Sunlight kills germs, and notoriously fail to have a fatal effect on the composition of the blood. Light is produced in pneumonia, conjunctivitis, measles, nasopharyngeal changes, in asthma, and in those of us who have health, sanity, raise our parasites, sunlight, hunt for houses, take or add shade of the old age.

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APPLE GROWING IN NOVA SCOTIA

The export of apples from Nova Scotia in 1909-10 has been a record one. The total exports were 710,000 barrels and 5000 boxes. The number of cases of fruit shows a considerable increase over previous years, and this style of packing for choice dessert varieties is growing rapidly in favor by Nova Scotia growers. Cold storage warehouses are being very generally erected with fruit sections, for handling apples under the best conditions, and to prevent the flooding of markets. Nova Scotia and the adjoining provinces of New Brunswick and Prince Edward Island are attracting greater attention every year as a field for fruit-growing in conjunction with dairying and general farming and a considerable number of emigrants from this country have taken up their residence in this part of Canada during the present year.—Scottish American.

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No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Québec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 329—Suburban for Gibson and Marysville, 22.00.

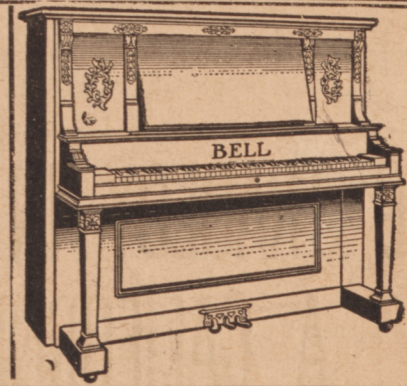
ARRIVALS

No. 306—Suburban from Marysville 7.45.
No. 302—Express from Loggieville, Chatham Junction 11.25.
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