

# 90,000 Canadian Railway Men Seek Wage Increases

MANY CLASSES OF EMPLOYEES INVOLVED.

Men's Demands Range from Ten to Twelve Cents Additional Per Hour.

Montreal.—Wage negotiations involving more than 90,000 men, and wage demands ranging from 10 to 12 cents an hour, confront Canadian railway men in the opening weeks of this year. One parley is proceeding, another dispute is the subject of Board of Conciliation proceedings, and other negotiations will follow this course.

Negotiations opened around the request of 35,000 maintenance-of-way men of Canadian lines for an increase of 10 cents an hour. Three representatives of the men are meeting the Wage Committee of the Railway Association of Canada on this matter, and certain working conditions are also the subject of discussion, previous negotiations having been adjourned.

Rail shodmen in Canada, to the number of 35,000, employed on all Canadian lines, are looking also to resumption of negotiations, when their representatives will put forward their request for an increase of 10 cents an hour. Their negotiations also will be resumed with the Railway Association of Canada.

The Canadian Brotherhood of Railroad Employees are looking to negotiations with the Canadian National Railways for a wage increase broached to the company in August last. Their request involves 18,000 Canadian National Railway employees, including office staffs, freight shed employees, roundhouse men, ferry-boat crews, etc., and is for a 10 cents per hour increase for hourly rated men and \$20 a month for monthly rated men.

Negotiations are expected to open toward the end of this month between the Canadian National Railways and representatives of some 800 employees in the sleeping, dining and parlor car services of the railway. The employees request wage-increases of approximately 12 per cent, as well as a uniform schedule, instead of the four schedules for this class of workers in use at present.

The wage requests of some 6,000 railway and steamship clerks employed on the Canadian Pacific Railway became the subject of the Board of Conciliation proceedings toward the close of last year, wages and working conditions being the issues. The proceedings, it is understood, are not yet completed.

In Ontario and Quebec, which contain about 82 per cent of the manufacturing industry of the Dominion, about 90 per cent of the total power demand, excluding steam railways, is met by water-power.

## THE MARKETS

### TORONTO.

Man. wheat—No. 1 North, \$1.46; No. 2 North, \$1.42; No. 3 North, \$1.37.  
Man. oats—No. 2 CW, nominal; No. 3, not quoted; No. 1 feed, 59¢; No. 2 feed, nominal; Western grain quotations, in c.i.f. ports.  
Am. corn, track, Toronto—No. 2 old yellow, 88¢; No. 3 old yellow, 87¢; No. 3, new yellow, 85¢.  
Millfeed—Del. Montreal freights, bags included: Bran, per ton, \$32.25; shorts, per ton, \$34.25; middlings \$40.25.  
Ontario oats, 50c, f.o.b. shipping points.  
Ont. good milling wheat—\$1.25 to \$1.27 f.o.b. shipping points, according to freights.  
Barley—Malt, 60 to 64c.  
Buckwheat—76c, nominal.  
Rye—No. 2, 90c.  
Man. flour—First pat., \$7.90, Toronto; do, second pat., \$7.40.  
Ont. flour—Toronto, 99 per cent, per barrel, in carlots, Toronto \$5.50; seaboard, in bulk, \$5.50.  
Cheese—New, large, 20 to 20½c; twins, 20½ to 21c; triplets, 22c. Stiltons, 23c. Old, large, 25c; twins, 26c; triplets, 27c. Old Stiltons, 28c.  
Butter—Finest creamery prints, 45 to 46c; No. 1 creamery, 44 to 45c; No. 2, 43 to 44c. Dairy prints, 34 to 35c.  
Eggs—Fresh extras, in cartons, 65 to 68c; fresh extras, loose, 65c; fresh firsts, 60c; fresh seconds, 35 to 39c; fresh pullets, 52 to 53c. Storage extras, 45c; do, firsts, 43c; do, seconds, 38 to 37c.  
Poultry, dressed—Chickens, 5 lbs. up, 33 to 38c; do, 4 to 5 lbs., 35 to 37c; do, 3 to 4 lbs., 33 to 36c; do, 2½ to 3½ lbs., 31 to 35c; do, 2 to 2½ lbs., 30 to 32c; do, spring squabs, 1 to 1½ lbs., 82 to 83c; hens, over 5 lbs., 30c; do, 4 to 5 lbs., 28c; do, 3 to 4 lbs., 25c; roosters, 22c; turkeys, 42 to 46c; ducklings, 5 lbs. and up, 32c.  
Beans—Can. hand-picked, \$3.50 to \$3.90 bushel; primes, \$3.45 to \$3.60.  
Maple products—Syrup, per imp. gal., \$2.25 to \$2.80; per 5 gal., \$2.15 to \$2.25 per gal.; maple sugar, lb., 25 to 26c.  
Honey—60-lb. tins, 12½ to 13c; 10-lb. tins, 12½ to 13c; 5-lb. tins, 13 to 13½c; 2½-lb. tins, 15c.



New Zealand Premier Will Cross Canada.

Rt. Hon. J. G. Coates, Premier of New Zealand, accompanied by Mrs. Coates and members of his party, has left London on his way homeward. The party is travelling to New Zealand via New York, Montreal and Vancouver.

### U.S. Factories on Border Issue Citizenship Mandate

Toronto, Ont.—Canadian mechanics and workmen employed in factories in border cities of the United States have been told that they must become United States citizens or lose their jobs. The result of this mandate from a number of employers in Detroit, Buffalo and Cleveland, has been the return to Toronto within the last month of a number of young men, according to W. S. Dobbs, head of the employment service of Canada.

"A general overhauling of factories in the United States seems to be in progress," said Mr. Dobbs in discussing the situation. "What is happening is that employers are giving foreign workmen the opportunity of becoming citizens or losing their jobs, and it appears that there are a number who would prefer to return to Canada than live in the United States."

### Forced Auto Insurance Starts in Massachusetts

Boston.—With mingled high hopes and misgivings Massachusetts put into effect the first compulsory automobile insurance law in the United States. Every automobile owner in the state, and there were 850,000 last year, before he can obtain a registration license for 1927 must post a bond to cover accident liabilities or show an insurance policy covering the same risk.

## HIGHER SPEED OF MOTOR VEHICLES NOT A MENACE

Will Not Mean Increase of Accidents, Says Motor League Official

Toronto.—That an increase of the speed limit on the highways to 35 miles an hour will not mean an increase in accidents, is the opinion of Ontario Safety League officials.

J. F. H. Wyse, General Manager of this organization, declared that he didn't believe the raising of the limit in outside municipalities would endanger the safety of motorists. Mr. Wyse had just returned from a trip through the States, having been as far south as Georgia. He noted that many highways in the South allowed the 35-mile-an-hour speed, and where the highway began at the edge of a municipality signs announced: "Begin 35 Miles" or "Speed 35 Miles."

"In Maryland," said Mr. Wyse, "I was told that there was opposition to the proposal to raise the speed to 35 miles an hour. But now it is found that there is no increase in accidents. The Ontario Safety League will not oppose the Government's plan here. I don't think the increased limit means increased accidents."

The Safety League is opposed to the raising of the speed laws within municipalities.

Brantford.—Brant and Brantford motorists, queried regarding their opinions on the proposed new legislation to make the motor vehicles speed limit on the highways 35 miles an hour, expressed themselves as being in accord with the idea. The general impression seems to be that the 25-mile limit is too slow, and some motorists stated that this rule was seldom observed.

London, Ont.—Police Magistrate Graydon and Chief of Police Birrell, as well as other prominent citizens, declared in favor of the 35-mile-an-hour speed which the Ontario Dept. of Highways is to establish shortly.

To prevent the forming of dust on concrete floors, wash the surface clean; when dry, cover with a coating of linseed oil. Sodium silicate (ordinary water-glass) can also be used for this purpose, although its wearing qualities are not so good as the linseed oil.

## CANADA LINKED WITH ENGLAND BY EMPIRE WIRELESS TELEPHONE

THE DOMINION CAPITAL TALKS WITH BRITAIN.

Sermon Preached at Ottawa Distinctly Heard Across the Ocean—Experiments Fore-shadow Opening of Direct Phone Communications With All Parts of Empire.

Ottawa, Jan. 9.—Empire wireless telephone connected Ottawa with Bridgewater, Somerset, England, at noon today. T. Ahearn, well-known Ottawa financier, picked up the telephone receiver at his home and "Central" informed him that "England desires to speak to you, sir."

Immediately he heard the voice of R. N. Vyvian, engineer-in-chief of the Marconi Company's long-distance communication at Bridgewater. The conversation between the two was most distinct. Mr. Ahearn afterwards spoke to Mr. Matthu, personal technical representative of Signor Marconi. A few minutes later, Commander C. P. Edwards, director of radio in the Marine and Fisheries Department, spoke from his home in Rockcliffe, this city, to Mr. Vyvian and Mr. Matthu, after which J. Fred Booth and his son, J. R. Booth, also conversed with the same parties in England. The communication was over the beam radio system between England and Drummondville, Que., to which Ottawa was connected with the regular long-distance telephone. So distinct was the test that Mr. Ahearn turned on the loud speaker of his radio set and Mr. Vyvian heard a minister in one of the local churches, whose sermon was being broadcast at the time. The distance from Ottawa to Bridgewater is slightly under 3,500 miles.

To-day's tests are in no way connected with the radiophone communication inaugurated between New York and London on Friday of last week, and foreshadow the opening up of direct telephone communication to all parts of the Empire. It is a new and distinct inter-Empire project which is hoped to carry out through the Marconi beam system.

The first two stations to be built are at Bridgewater, Eng., and Drummondville, Que. Others in the Imperial chain are now being constructed in South Africa and Australia.



Rt. Hon. Stanley M. Bruce, Prime Minister of the Commonwealth of Australia, who recently visited Toronto.

### New Welland Ship Canal Ready by 1930

St. Catharines.—Subject to weather conditions and the continuance of Government appropriations, the Welland Ship Canal should be complete and ready for heavy-draught and big-ship navigation by 1930, according to a statement made by Alexander Grant, chief engineer. Port Weller, the Lake Ontario entrance, is now available as a port of refuge for steamers with a draught up to 25 feet. Sections 1 and 2, lying below the Niagara escarpment, will be fully completed early in the coming season.

### 127 LOSE LIVES AT LEVEL CROSSINGS

Bureau of Statistics Reports Record Total of Canadian Victims During 1926.

Ottawa, Jan. 9.—The level crossings of Canada took a record total of 127 lives during 1926, and caused injuries to 367 others, according to statistics compiled from the monthly reports issued by the Railway Board. There were reported to the Board a total of 297 crossing accidents, and in 229 of them automobiles were involved. As recently as 1912 there was not a crossing accident in all Canada in which a motor car was concerned, according to available figures. The previous high total of crossing accident deaths was set in 1924 when 94 lives were lost in this manner.

In the past 12 months 22 passengers were killed on Canadian railroads, and 334 passengers were injured. In the same period 129 employees were killed and 1,741 injured, and others killed totalled 275 and injured 555, this classification including the victims of railway crossings.

### Plans for St. Lawrence Tunnel Are Submitted in Quebec

Quebec.—Plans for the construction of a tunnel under the St. Lawrence River, between Montreal and Longueuil, were submitted to Parliament by the Montreal Underground Terminal Co., a million-dollar concern, which will be established for the carrying out of the project. The bill will be presented before the Legislature at the forthcoming session.

# Seventy-Six Perish In Wild Stampede At Montreal Theatre

OUTBREAK OF FLAMES DURING SUNDAY MOVIE.

Children Trampled to Death in Mad Rush for Exits—Stairway Jammed With Bodies of Victims.



Mrs. John Thorburn, who is dead at Ottawa at the age of 91. Mrs. Thorburn was a founder of the Women's Missionary Society and also of the National Council of Women.

Montreal, Jan. 9.—Bodies of seventy-six, and possibly more, boys and girls lie lifeless on the floors of the Montreal Morgue. A score of other children and a few adults, scarred, crazed and burned, repose at four city hospitals.

All are victims of a stampede that followed a minor outbreak of fire this afternoon during a moving-picture show at the Laurier Palace, in the east end of the city.

All evening the toll mounted, and may continue to mount hour after hour as ambulances make still more journeys to the old grey mortuary chambers near the harbor. Long after the last wisp of steam and smoke had dissipated over the gaunt east end building which had been a tomb for so many mothers and fathers, brothers and sisters, tramped wearily from hospital to hospital.

Some cried hysterically as they found their little ones in safe care. Others left the last hospital with one more call to make. And the Morgue, enveloped in the deadly stillness of a business district hushed on the seventh day, saw the over-filling lines of taut-strung men, women and children, even, still searching and awaiting the worst.

The mutes and mutilated were taken in mid-afternoon from a stairway, barely 30 feet long, leading from the eastern end of the theatre gallery to the street. Ten minutes encompassed the whole tragedy.

Nearly all pulled out of the stairway were dead. Two or three boys gave their names and died. Outside the police worked feverishly. While motor fire-pumps roared in ear-splitting cacophony, as the interior blaze was attacked with tons of water, doctors were summoned. Frail little bodies were laid in rows on the sidewalk. Dead and injured were quickly separated. Priests were on the scene, and the last rites were given to a few gasping little ones, who revived a little in the open air and then died.

Near-by fire and police stations became temporary morgues. Ambulances rushed the injured to the various hospitals. The news spread, and soon hatless, anxious parents were on the run toward the theatre. Reinforced police were merciless to the curious, kindly and sympathetic to the people who feared their little ones were inside the building. They got little news. The safety forces of the city, and the hospital squads worked so quickly that either hospitals or the morgue alone could answer the queries.

Then the trek of tragedy from hospital to hospital, and then to the morgue began. Admitting officers at the four big hospitals were besieged for the names of the patients they had. The best was done for the questioners but there was need for tact, for more were dying, and the rustle of the suture was heard in more than one corridor.

At the end of the journey was the Morgue. Lino after line of police repelled the insistent, near-crazed people who wanted to decide once for all if the loved ones were dead or missing. The scene in the little room of the Coroner's Court was unparalleled. A long line of weeping parents led to the

bench, where Coroner McMahon, investigator of crime and accident cases in Montreal for more than forty years asked each one particulars concerning the deceased.

### BRITISH AIR MINISTRY COMPLETES AIR TRIP

Left Croydon, England, on Dec. 27, and Covered 6,300 Miles in 63 Hours.

Delhi, British India.—A salute was fired when the air liner Hercules made a graceful landing here, and Sir Samuel Hoare, British Air Minister, and Lady Hoare, completed their air voyage from England. The last leg of the long flight was from Jodhpur. Sir Samuel and Lady Hoare left Croydon, England, in the Hercules on Dec. 27. They concluded the 6,300 miles in 63 flying hours.

Field Marshal Sir William Birdwood, Commander-in-Chief of the British Army in India, headed an imposing assemblage of welcome. Soon after landing Sir Samuel delivered to Lord Irwin, the Viceroy, a letter from the King.

### Command of Fleet to Pass Into Hands of Canadian

Montreal.—One of the few remaining appointments held in this country by English naval officers is shortly to pass into the hands of a Canadian. When Commander Massey Golden, R.N., retires as Senior Naval Officer of His Majesty's Canadian ships and establishments at Halifax on Jan. 30, it is said that he will be succeeded by Lieutenant-Commander Victor C. Brodeur, R.C.N.

While the Department of National Defence at Ottawa have not as yet announced the official appointment they have intimated that the routine orders covering the promotion of Lieutenant-Commander Brodeur will be issued at an early date.

Commander Brodeur is the son of the late Hon. J. P. Brodeur, former Canadian statesman, jurist and finally Lieutenant-Governor of this province.

### Heavy Snowfall.

Quebec.—Forty-five inches of snow has fallen in the Ancient Capital so far this winter, it was learned from the Quebec Observatory. The latest storm, lasting two days, has been the means of giving employment to around 500 men.

## INTERNATIONAL BANKERS TRANSACT BUSINESS TALKING ACROSS ATLANTIC

ELECTRICAL EQUIPMENT BRIDGES THE OCEAN.

Numerous Applications for Overseas Telephone Appointments Leads to Extension of Service Hours—\$5,000,000 Foreign Exchange Transaction When Forty Londoners Talk With Forty New Yorkers on First Day.

New York.—"Hello, London?" "Are you there, New York?"

Thus two human voices, by the grace of years of scientific research and \$5,000,000 worth of complicated electrical equipment, leaped in either direction across the Atlantic on Friday for \$25.

Forty New Yorkers talked to 40 Londoners on the opening day of the

transatlantic radiophone service. Business to the extent of more than \$6,000,000 was transacted by international bankers, speaking from telephones in their own offices. A news agency received the first commercial radiophone despatch from London.

The line was officially opened at 8.44 a.m., when President Walter S. Gifford of the American Telephone and Telegraph Co. took down the receiver and asked to be connected with Sir G. Evelyn P. Murray of the British General Postoffice.

Half a minute later the two were talking, seated some 3,500 miles apart, with high seas, Western England, New England, and 6,300 miles of circuit route between them. It was the least auspicious conversation of the day. For, despite its ceremonial significance, static, the invisible enemy of radiated speech, crashed and spat.

Within half an hour sending seemed clearer, and engineers explained that practically all the inconvenience could be traceable to static. Newspapers and The Associated Press were the first to avail themselves of the new means of communication.