

Railways Claim Wage Demands Complex And Very Expensive

MONTREAL (CP)—The strike of 13,000 employees of Canada's leading railways which started at noon Friday is the culmination of a dispute over union contract demands that the railways say are so complex they can't even put a price on them.

A railway spokesman has estimated the wage and related demands would total an annual increase of about \$2,900 a man or \$249,900, about 25 per cent of the gross railway revenues of CNR and CPR.

The estimate does not include the cost of other demands which the railway spokesman said are so involved that "probably the

unions don't even know what they are worth."

The non-operating union employees who previously bargained as a single unit broke up last fall as they found their demands too diverse for united bargaining.

The Canadian Brotherhood of Railroad Transport and General Workers (CBRT), a seven-union group of associated shop craft unions and a residual group of eight non-operating unions emerged and began talks with the railways. The average non-op wage is \$2.22 an hour. WANTED 90 CENTS.

The CBRT, with 22,000, asked

for an across-the-board wage increase of 90 cents an hour with an additional 15 cents an hour for men working afternoon and night shifts.

They also asked for a work freeze railway employment each year at a level set by the number of hours worked by employees the previous year.

They asked increased vacation days, full payment of employee benefits plans by the employer and a rule providing for individual negotiation on any material change in working conditions.

They topped-off the demands

with a separate set of demands for sleeping, dining and parlor car employees, who are members of the CBRT, which included a reduction in the number of hours worked without loss of pay, in addition to the other CBRT benefits.

The 54,000-member residual group of unions, largest of the bargaining units, have asked for wage increases ranging from 25 per cent—35 cents an hour—to 35 per cent—\$1.35 an hour.

They also asked for the work guarantee scheme and vacation and welfare benefits similar to those demanded by the CBRT.

DEMANDS DIFFERENT

However, the residual group presented a series of additional demands by individual unions which they want negotiated apart from the main contract. These range from a \$50,000 premium-free life insurance for railroad signal men to a 30 hour week for the transportation and communications employees.

The association shop craft unions, also with 22,000 members, have asked for a general wage increase of 28 per cent with an additional 30 per cent for mechanics and an additional seven cents an hour for employees on afternoon shifts or 11 cents for employees on night shifts.

Their other demands were similar to the CBRT and residual group's demands.

The railway, while not making counter offers, has branded the demands collectively as unrealistic.

Particularly objectionable to the railways are the demands for individual negotiations on changes in working conditions which was studied and reported on by Mr. Justice Samuel Freedman of Manitoba.

The railways have not formally rejected Mr. Freedman's report, which favored the union side, but they have made it clear they will actively oppose some possible implementations of his recommendations.

The railways have also said they would not negotiate any

agreements separate from the master agreement.

RIDES ON TAIL

A third group, the Brotherhood of Railroad Trainmen, an operating group riding on the tail of the non-ops comet, is the only operating union whose contract was up for renewal this year.

The BRT, also with 10,000 members, is asking for a 15 per cent wage increase, reduction in working hours or miles run, which are required to constitute a day's pay. Their demands for health and welfare benefits are similar to those of the non-ops.

British Columbia judge who headed the joint conciliation board for the association shop crafts and the residual group recommended that the companies pay an 18 per cent raise spread over two years.

Mr. Justice J. C. A. Cameron of Ottawa, in his conciliation report on the CBRT dispute, recommended a 40-cent an-hour raise over a two-year period. Mr. Justice Walter Little

of Parry Sound, Ont., made no recommendations in his report on the BRT dispute.

All three reports were rejected by the unions.

Non-operating employees are those not actually involved in running the trains. They include clerks, porters and shop workers.

The last contract between the railways and the unions involved expired last Dec. 31.

COMPENSATE MISTAKE

MANILA (AP)—Five farmers shot to death by Philippine police in June were killed by mistake, a senate investigating committee found Saturday. Police men escorting the farmers, suspected of being Communist terrorists, opened fire when they tried to run away. The committee recommended the farmers' relatives be paid \$750 compensation.



FATHER-DAUGHTER TEAM

Herb Carnegie a hockey star in the 1940's has turned to golf with almost as much success. He has teamed with daughter Rochelle, 15, to win these trophies in father-daughter competitions. At Peterborough, Ont. they won the father-daughter section of the Ontario Golf Association's parent-child tournament by a stroke, 82-83. Rochelle is top girl athlete at Toronto's Earl Haig Collegiate. (CP Wirephoto)

Maine Constructs Pavilion For Exhibits At Expo 67

PORTLAND, Me. (AP)—Portland Architect John Calvin Stevens said the building will make Maine "the laughing stock of the nation and the world."

And the Bath Daily Times says in an editorial:

"We do not know whether to burst out laughing or utter loud cries of indignation. But whatever our reaction, the Maine pavilion for Expo 67 is an architectural disgrace."

Most of the critics had seen only an architect's rendering of the building's facade.

To express an opinion on that basis, Bachman said, "is not necessarily fair... they could at least wait until they see the building and the landscaping."

Architect Robert E. Armitage, who designed the concrete structure, said he thinks Maine has more than done itself justice with the amount of money available.

Commissioner Standish K. Bachman of the Maine department of economic development took full responsibility for choice of architectural style, which he said was done on advice of a nationally known architect.

"The theme of Expo 67 is Man and His World," said Bachman. "Why should Maine try to be something else?"

POSES QUESTION

"After all, what attracts people to Maine? Certainly it isn't the opportunity to see a lot of modern steel and glass buildings. They can see those at home."

Boston Mayor Seeks Votes In Maritimes

HALIFAX (CP)—Mayor John F. Collins of Boston is advertising for votes in Canada's Maritime provinces in his campaign for Democratic nomination to the United States Senate.

The mayor, who visited New Brunswick and Nova Scotia early this month, has followed up by taking space in weekly newspapers of the two provinces. In paid advertisements he thanks "his many Canadian friends for the wonderful hospitality extended him on his recent tour."

In smaller type under the mayors picture is this message:

"On Sept. 18, in the Massachusetts Democratic primary, please ask your friends and relatives to vote for John F. Collins for United States senator."

The mayors Maritime trip was considered in political circles as intended to attract the support of thousands of ex-Maritimers living in Massachusetts.

During his visit to Halifax he said four out of 10 Massachusetts residents can trace their ancestry to the Maritime provinces and he is one of them. He said his maternal grandfather came from Saint John, N.B.

Union Man Is Critical Of Pearson

MONTREAL (CP)—Marcel Pepin, president of the Quebec-based Confederation of National Trade Unions, said here that Prime Minister Pearson was laboring under a "dangerous illusion" Tuesday night in his nationwide radio-TV appeal for "moderation and common sense" in the railway dispute.

"It would have been more just and more effective to take to the national TV networks to announce a national inquiry on prices and wages several months ago, when the powerless workers watched as the cost of living rose like a shot," Mr. Pepin said in a prepared statement.

The government knew several months ago that negotiations between the railways and the unions were at an impasse. Not only the government knew it, the whole country did.

"The government knew for months the demands of the workers and their relationship to the astronomical increase in the cost of living in the last few years."

Private and public administration imagine they can invariably arrive at the last minute, as did the prime minister of Canada, Mr. Pearson, Tuesday night—and repeat the same clichés putting the responsibility on the workers' backs.

Mr. Pepin said the current state of prices and wages is "anarchy." If the government was not ready to negotiate a wage-price controls, then at least it should convene a national inquiry on prices and wages in which government labor and even agricultural groups and private enterprise should take part.

The prime minister in the broadcast warned that an inflationary wage increase would hobble Canada in world markets.

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