



WHAT'S THE USE OF WORRYING

Unidentified Ottawa tourist couple unpacked their lounge chairs and relaxed while waiting for ferry transportation from Borden to the mainland Thursday. They were part of a two-mile queue making a last ditch effort before the CNR ferries halt their services when the country's railways are hit by the strike set for noon today. (CP Wirephoto)

PICKETS SET TO TAKE OVER

Train Services To End At Noon Deadline Today

MONTREAL (CP) — Train services provided by Canadian National, Canadian Pacific and five other railways cease today at noon regional standard time unless a last minute negotiated strike settlement, now considered remote, is reached in Ottawa.

About 118,000 employees of the railways plan the massive strike, most seeking wage increases averaging 30 per cent. A strike has been labelled as potentially disastrous for the country by Prime Minister Pearson and catastrophe in its possible effects by Opposition Leader Diefenbaker.

On Ottawa Thursday, government mediation efforts were concentrated on a hunt for grounds that would allow renewed bargaining over the wages problem.

But chances of a settlement before today's strike deadline were considered low to meet the effects of a walkout.

TRAFFIC MOUNTS
Air Canada reported that its passenger and cargo traffic was mounting rapidly, with cargo backlogs already building up at major centres.

In Prince Edward Island, all thoughts were on the ferry service operated by the CNR between Borden, P.E.I., and Cape Tormentine, N.B.

Premier Alex Campbell has declared a state of emergency to counter the threatened disruption of the ferry, the island's main transportation line with the mainland.

In Ottawa, it was reported some workers were reconsidering their decision to tie up the service.

A railway union spokesman said national union officials were exhorting the 400 ferry workers to maintain a service for cars and passengers.

Railway spokesmen said if all goes as planned the train should have either reached their destinations or come in between centres by the strike deadline. Many train services ended Thursday.

PASSENGERS WARNED
The companies said passengers had been warned of the cut-off if their trains were among those not expected to reach destinations by strike time.

Officials of the striking unions said there was no formal send-off planned for the big walkout. "The men will just get on with it," said one official in Montreal.

He said the potential strikers had been working on picket

Borden Carferry Service Turned Down By Union

Whopping Pay Increase Asked By Postal Workers

OTTAWA (CP) — Demands for whopping pay increases amounting to about 50 per cent for postal workers, backed by the threat of a strike, were announced Thursday by the Canadian Union of Postal Workers.

The union announced at a press conference that it is seeking pay raises of \$1 to \$1.16 an hour for its 16,000 members who handle the mails across Canada. The price tag for government would be about \$30,000,000 a year.

Current pay for mail handlers ranges from \$1.81 an hour to \$2.15, for postal clerks from \$2 to \$2.51 and for dispatchers from \$2.33 to \$2.60.

Union spokesmen told the press conference the demands will be backed with the threat of an immediate strike if members agree.

BALLOTS MAILED
Ballots seeking authority for the union leaders to do so are to be mailed to members across the country within 10 days.

A wildcat walkout by some CUPW members last summer tied up the mails in several areas of the country. Salary increases of \$35 a year were authorized after a government-appointed mediator looked into the wage demands that sparked the walkout.

That raise brought the salary range for postal clerks to between \$4.165 and \$5.215 a year, for mail handlers to between \$3.780 and \$4.530 and for dispatchers to between \$4.860 and \$5.460.

The prepared statement issued by the CUPW negotiating committee said the wage in-

creases are minimum demands. **SETS CONDITIONS**

The committee also set out two prerequisites it said the government must endorse before salary negotiations scheduled to start next Oct. 1.

—All employees in post offices must have postal classifications. At present, such employees as telephone operators and stenographers have other civil service classifications.

—All postal assistants class I and II in semi-staff post offices, usually the smaller ones, must be reclassified as postal clerks. About 5,000 workers in such offices benefit from wage increases obtained by CUPW members but are not included in the union.

The announcement said these changes would eliminate "maverick positions" and streamline bargaining.

The boost of \$1 an hour would apply to class II postal clerks, dispatchers, postal chauffeurs, maintenance helpers, maintenance craftsmen and those in the semi-staff offices that the union wants classified as postal clerks I.

The \$1.16 boost was demanded for mail handlers.

Union President William Kay, a member of the negotiating committee, said the \$30,000,000 annual bill for the raises "can easily be absorbed" by the post office.

BEATLE WEDDING RUMOR DENIED
SEATTLE (AP) — The Beatles' press agent, Tony Barrow, denied Thursday rumors that Beatle Paul McCartney planned to get married in Seattle Thursday night.

"It is absolutely untrue," said Barrow. He also said Jane Asher, a London actress, whom McCartney was rumored to have planned on marrying, was "not flying in" to Seattle.

The Beatles flew in here Thursday amid a flurry of rumors here that McCartney, the only single member of the group, planned to wed secretly.

No confirmation could be found.

PIPE LINES BID REJECTED BY OTTAWA
OTTAWA (CP) — The federal cabinet rejected Thursday a bid by Trans-Canada Pipe Lines Ltd. to build an East-West pipeline with a section passing through the United States.

Prime Minister Pearson announced that the project was conditionally approved by the National Energy Board, but that the cabinet reversed the decision in the national interest.

The 36-inch natural gas pipeline would have linked Emerson, Man., with Sarnia, feeding Alberta gas to markets in Ontario and Quebec. Cost of the project was estimated at \$212,000,000.

Mr. Pearson said the government opposes a pipeline that would pass through the U.S.

"The gas transmission industry is a public utility on a vast scale, and is important to Canadian national well-being," he said in a statement issued after a day-long cabinet meeting.

"The development of its main links between East and West should, we believe, remain wholly under Canadian jurisdiction."

'UPPER' TAG IS OPPOSED

TORONTO (CP) — Premier John Roberts wishes Nova Scotians would stop referring to persons who live in Ontario as Upper Canadians.

Please don't call us Upper Canadians anymore, just residents of Ontario," the premier told 24 honor students from Nova Scotia Thursday.

The students, visiting Ontario as part of an exchange project marking Canada's centennial next year, were greeted at the legislature buildings by Education Minister William Davis and J. Keiller MacKay, a former lieutenant-governor of Ontario and a Nova Scotia native.

They were led to the Ontario cabinet chamber to the skirl of pipes, a scottie dog, Dougald, in the lead where they took cabinet seats and were welcomed to the province by Mr. Roberts.

During their week-long visit here, the students will be guests of the Etobicoke board of education.

Unanimous Vote Dashes Hopes

About 300 members of the Canadian Brotherhood of Railway Transport and General Workers voted Thursday night to go on strike today (Friday) at Borden, P.E.I., dashing Premier Alex Campbell's hopes of ferry continued service between the island and the mainland.

Picket lines will be established and maintained around the clock at all entrances to railway property in Borden when the rail strike goes into effect at 1 p.m. ADT today Barry Hould of Moncton, representative of the Canadian Brotherhood of Railway Transport and General Workers (CBRTGW), stated following a special meeting of the local that other labor organizations have pledged support.

Mr. Hould told The Guardian-Patriot that the meeting was called Thursday night to make a final decision "in view of recent developments and the appeal by the Premier."

DECISION UNANIMOUS
He stated that the decision to go on strike with the rest of the nation's railway men was unanimous, and services would be withdrawn with the rest of the organization across the country.

He said that there are approximately 450 members involved in the ferry service and that they are living in all parts of the island.

"We were quite concerned with the effects of the strike on the economy of the island," Mr. Hould said. "Certain facts stated on a television broadcast by Major Simons of emergency measures organization would indicate that the services being provided at Wood Islands would have a very serious effect that disruption in Borden service would have."

REGRETS INCONVENIENCES
In continuing his remarks, Mr. Hould added that the union "regretted inconveniences that the strike would cause, but we would hope with the people that the situation would be short-lived."

He said that there were many conflicting stories regarding the dispute. "Local people have made the decision unanimous tonight (Thursday) and the national organization is behind us 100 per cent."

He said the union appreciates the position and sympathies with the position of the government "but we feel this action is necessary for the overall protection of our members on Prince Edward Island."

PREMIER'S STATEMENT
In a terse statement, Premier Campbell said:

"Our emergency measures committee authority is now prepared to move into action in meeting as best it can the strike at Borden."

"We will continue to see any assistance required from the federal government and local transportation facilities."

A spokesman for Mr. Campbell said the Premier spent Thursday in an 11th hour attempt to keep the ferries in service if today's scheduled national railway strike takes place.

Meanwhile, the emergency measures organization, put into operation by Mr. Campbell's declaration of a state of emergency, announced a permit system will be instituted to ease the traffic load on the only other ferry service to the province.

Emo Director Orin S. Simons said the permit system also will involve the establishment of priorities: vehicles carrying tourists, livestock, perishable goods and mail. Tourists would be given priority over islanders.

Asked if vehicles coming to the island from Nova Scotia would present a problem, Mr. Simons said "people are not going to come here unless they absolutely need to."

Ferries at Wood Islands will operate on a 10-trip scheduled beginning Saturday.

Eastern Provincial Airways, the only major airline serving the island, announced two extra trips a day. EPA normally carries 100 persons a day from the island.

Car Traffic At Borden Cleaned Up
A spokesman for the CNR at Borden early this morning said that cars waiting to get off the island were all taken care of on 11-28 crossing from Borden last night.

The four ferries at Borden ran all last night and although the vehicles were cleaned up continued to run throughout the early morning hours.

It was reported there were 300-350 left on the pier at Borden after each regular crossing yesterday.

Federal Ships Sought
Premier Alex Campbell expressed disappointment Thursday night, the eve of a scheduled nationwide railway strike, that 300 union workers would go on strike at Borden, P.E.I., serving the island's main ferry transportation to the mainland.

"Arrangements are now being negotiated with the federal government for supplementary transportation facilities involving ships and men," Mr. Campbell said in an interview.

However, he declined comment on whether the ships would be the CNR's four ferries, to be shut down by the strike starting at noon today.

The union workers, members of the Canadian Brotherhood of Railway Transport and General Workers, voted unanimously Thursday night to go on strike.

Local 127 president Willard Pickering said the workers refused to even discuss the possibility of limited service of the CNR ferries, the main link between P.E.I. and the mainland.

Pearson Formula Said Goal Of Rail Workers

By DENNIS ORCHARD
OTTAWA (CP) — Government and management are watching unhappily as a so-called "Pearson formula" sweeps into wage negotiations across the country.

Union leaders are demanding 30 per cent wage increases. They say fair precedents were set by the cabinet when it took a hand in ending a longshoremen's strike in Quebec and a dispute on the St. Lawrence Seaway.

They note that negotiations in the strike at Quebec ports had already arrived at an understanding about wages when the key differences over size of dock crews proved insoluble.

In early July the cabinet stepped in and won the approval of shippers and unions to end the strike, to increase wages as already agreed by both sides and to submit the issue of crew reductions to an inquiry into technological change on the waterfront.

NOT THE AUTHORS
But government sources say the fact remains that the prime minister and his cabinet were not authors of the 80-cent hourly increase won by the longshoremen.

On the other hand, the settlement for 1,200 seaway workers won fast cabinet approval in mid-July after it was worked out by Senator Norman MacKenzie, federal mediator.

The government insisted that the special issue in this case was the pay scale applying to American seaway workers who performed their jobs almost side-by-side with the Canadian men.

The seaway settlement achieved wage parity but in most cases Canadian industry says it cannot afford parity between American and Canadian wages.

SEEKS 'STANDARD'
With a national rail strike on the way Frank Hall, veteran negotiator for non-operating railway workers, said the "Pearson standard" is "what we want and what we're going to get or we don't work."

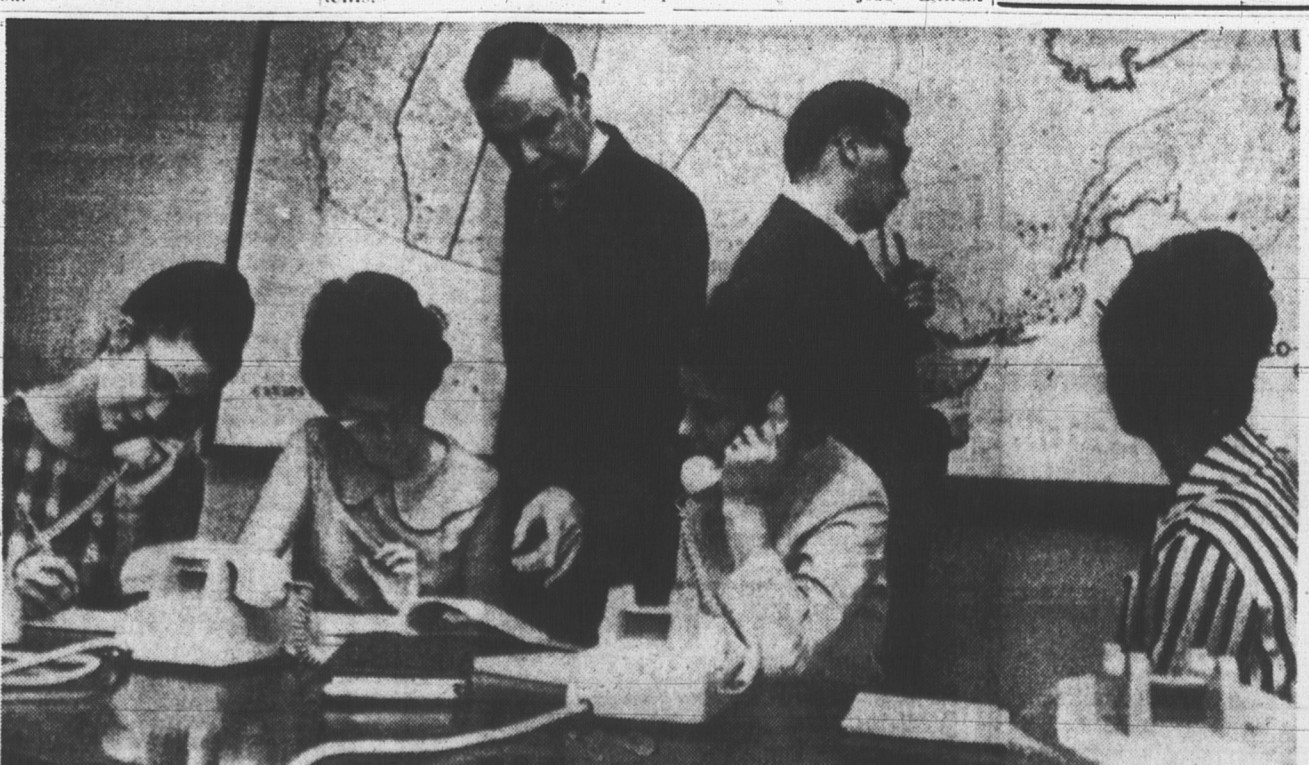
Ian Sinclair, CPR president, said the two settlements applied to seasonal workers and must be considered isolated situations.

He said it is unfortunate that union positions on the demand have become rigid. Even though such increases would have tremendous effects on Canada, they are being set up by unions as fixed criteria for future settlements, he said.

An Ottawa economist outside the government said any government-engineered settlement lends a special authority to the terms and that's "the best argument for keeping out of negotiations."

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TRUCKERS PREPARE FOR EXTRA LOAD

The Ottawa office of the Canadian Trucking Associations resembled a battle command post Thursday as truckers across the country prepared to meet the extra load on their services which will be imposed if a national rail strike begins Friday as scheduled.

The Associations' General Manager, John Magee (LEFT) and Assistant General Manager Mar-

cus Gendreau, make plans to meet the crisis, aided by some attractive assistants. (CP Wirephoto)

Local 42 of the Canadian Brotherhood of Railway Transport and General Workers reversed a decision made Wednesday to walk off the job when a threatened national rail strike became effective at noon today.

Gilbert MacIntyre, the union's representative for eastern Nova Scotia, said he told Thursday's special local meeting the union and CNR officials had agreed to keep the ferries running. A spokesman for the local said earlier the strike vote had been taken without any knowledge of the agreement.

Mr. MacIntyre said all ticket sellers and other workers involved in passenger and vehicular traffic will work as usual, but no cargo will be carried on either the William Carson or Leif Eriksson.

Truckers Urge Federal Move To Prevent Tieup Of Ferries

CAPITAL BUREAU OF THE GUARDIAN
OTTAWA — The federal government must prevent a recurrence of the closing down of the P.E.I. ferry service the Canadian Trucking Associations Inc. said here Thursday.

In a statement as to the means by which provincial trucking associations hope to cope with the movement of goods during the railway strike, the associations

termed the situation during the 1950 strike as "shocking."

"For seven days in 1950 departmental ferry services ceased because, by using Canadian National Railways as the agent for operation of these services, the government put itself in the position that union contracts treated the services as if they were those of Canadian National Railways, not the Government of Canada," the trucking brief declares.

It says that if a similar situation occurs this time, the disruption to the economy of Prince Edward Island will be infinitely greater than in 1950.

"The ability of the trucking industry to service its normal customers, let alone the heavy additional traffic which will require movement by truck, will be aborted," the associations warn.

An affiliate of the Trucking Association, Inc., is the Maritime Motor Transport Association.