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RAILWAY WAGES AND COST OF LIVING.

The Bureau of Railway Economics has completed the second of its comparative studies of railway conditions in the United States and the principal countries of Europe. This relates to the wages paid railway employees and the cost of living, and is based on the latest years for which comparative data are available.

The average daily compensation of railway employees of all classes for the year 1910 was in the United States \$2.23; in the United Kingdom, \$1.05; excluding supplementary allowances negligibly affecting the average, it was in Prussia-Hesse 81 cents, and in Austria 89 cents. The lowest paid railway employee in the United States, the ordinary trackman, receives a greater compensation than many of the railway employees of France, even those of higher grades and with responsible duties. The compensation of railway employees is from two to three times as high in the United States as in Italy.

A recent report of the English Board of Trade on railway wages shows that the average weekly pay of enginemen in the United Kingdom in 1907 was \$11.17; of firemen, \$6.67. In the same years enginemen on American railways received an average weekly compensation of \$25.80, counting six days to the week, and firemen \$15.24. Recent returns make it clear that in 1912 enginemen and firemen in the United States are compensated at rates of pay for specific runs that are two, three and four times as high as the corresponding rates on representative English railways. The annual compensation of enginemen in the United States, as reported by two representative railway companies, now ranges from \$1,100 in switching service to over \$2,800 in passenger service, and of firemen from \$700 in switching service to over \$1,700 in passenger service.

For Continental Europe official returns in requisite detail are not available for a later year than 1908. The salaries and allowances of the typical engineman in Germany amounted for that year to \$646.88, in Austria to \$870.80; of a fireman in Germany enginemen on two of the principal railways of France ranged to \$424.59, in Austria to \$532.03. The annual compensation of firemen in 1908 from \$505.66 to \$906.91, and of firemen from \$324.24 to \$595.98. In Italy enginemen received in 1908, salary and allowances included, from \$581.10 to \$812.70 a year; firemen from \$330.30 to \$475.05 a year. In these continental countries the maximum compensation is received only after many years of service.

The average annual compensation of enginemen in the United States in 1908, on an estimated basis of 300 days' service, was \$1,335; of firemen, \$792. In this country the rate of compensation to these employees does not depend on length of service.

In Belgium enginemen received in 1907 from \$23.16 to \$38.60 a month; firemen from \$17.37 to \$23.16 a month; conductors and station employees from 46 cents to 96 cents a day. In the United States, in the same year, 1907, enginemen averaged on the basis of 25 days' service \$107.50 a month; firemen, \$63.50 a month; conductors, \$3.69 a day, station employees from \$1.78 to \$2.05 a day.

The rental of a three or four room house or flat is almost as high in Berlin, Paris or London as throughout the United States, but in England and on the continent it generally runs from thirty dollars to ninety dollars a year less. The quantity of food and fuel estimated by the Board of Trade of England as the standard consumption of a typical workingman's family costs in the United States 17.8 per cent. more than in France or Germany; 35.3 per cent. more than in Belgium, and 38 per cent. more than in the United Kingdom.

It is well within the truth to estimate in a broad and general way that while the cost of living of a railway employee in the United States is less than 50 per cent. higher than that of a corresponding employee in the United Kingdom or on the continent, his compensation averages over twice as great.—Bureau of Railway Economics.

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AT OLYMPIC IN STOCKHOLM
GEORGE GOULDING SIZES UP
CANADIAN TEAM'S CHANCES

Thinks Howard, Gillis and Tait, Butler and Argos, Have Grand Chance in Their Events
—Improved Greatly Under Tom Flannigan, and Expects to Walk
Greatest Race of His Life

The Chance Canada has to attain fame at the Olympic games at Stockholm, Sweden, next month is the great question just now in athletic circles. It is scarcely fair, nor yet conclusive, to condemn the team that sails after the world's greatest athletic honors on the performances at the several Provincial meets; at the Eaton games at the Toronto Island or at the final trials at Montreal the other day.

Compared with the best times, distances and heights set by the divisional final meets in the United States on the same day, at Chicago and Cambridge, Canadians may as well stay at home if these figures are an infallible sign of what the men will do at Stockholm.

There are, however, rays of light that give Canada at least a look in. The weather was far from ideal at Montreal, and the same conditions did not hold for the Americans.

Can They Remain on Edge

What appeals to me as the most hopeful sign of all is that to set the marks they did, the Americans must have been on the keepest possible edge. Some of the performances were really marvellous, but it is just a question whether these men, in the course of the full five weeks before the games, can lose that edge, as they must necessarily do, and regain it again.

I do not venture to say that our Canadian team, man for man, is as strong as the larger and more representative American body. Our little band is made up of capable athletes but they are drawn against the pick-



LAURELS FOR THE VICTOR, WHO WILL WIN THEM FOR PRINCE RUPERT? CREDIT ON MONDAY? WHO WILL WIN THEM FOR CANADA'S CREDIT AT THE SWEDISH OLYMPIC?

Willis, with the weight, has a royal chance to figure in the hon or roll, whether he can land in first place over such men as McGrath or not.

Jack Tait is a sterling performer at the 1,500 metres, and Howard should be right at the tape in the 200, though I do not think he can win the 100. Brock is a good performer at 800 metres, and I am sorry that Knox

training and walking is not worth knowing.

The field in the walk is strong as is every other department. Even at my very best, I am not foolish enough to imagine I could win without expending every ounce of speed, ability and stamina I have. England always has had strong, clever walkers, and they are no whit backward this year.

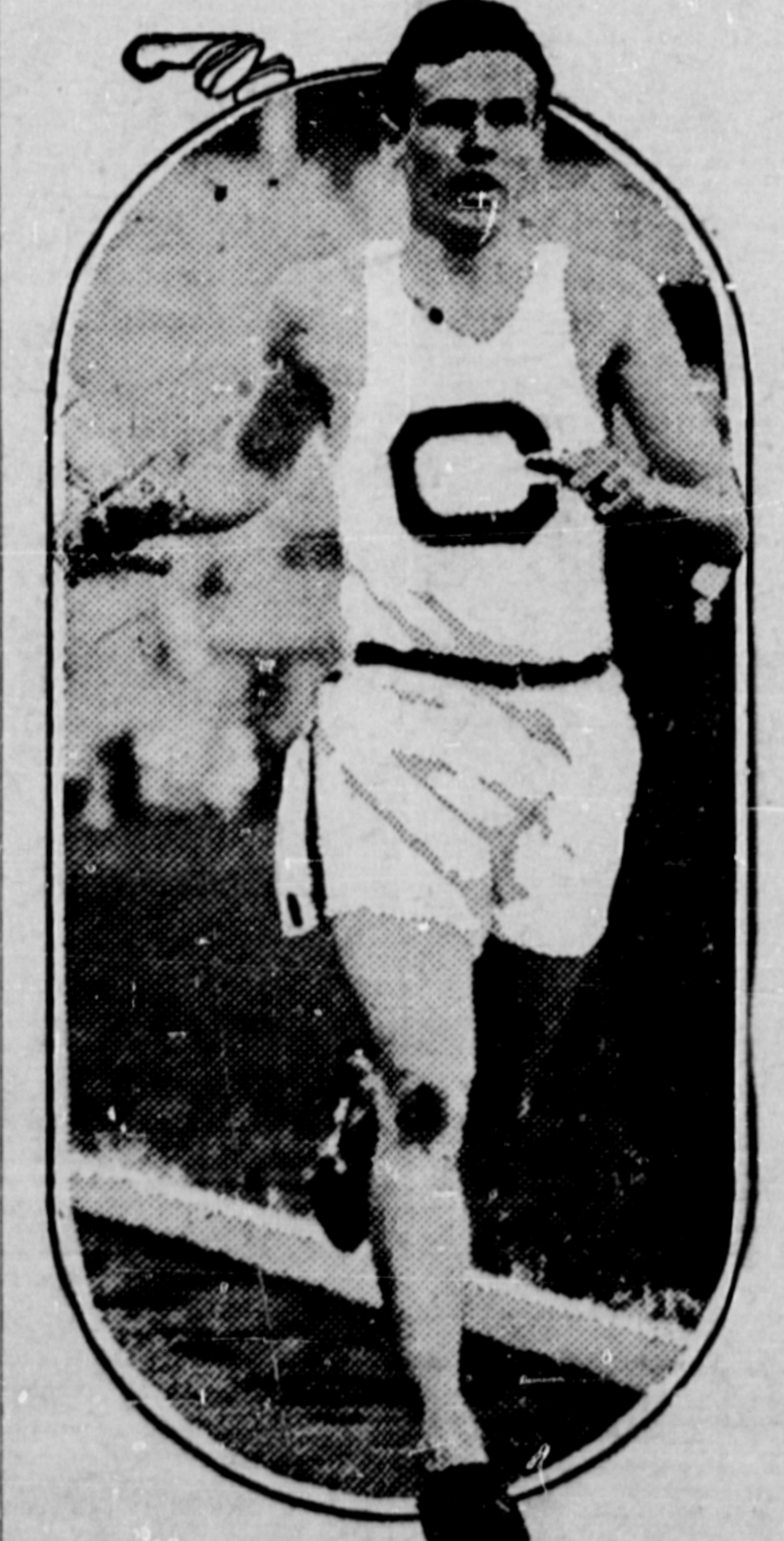
Al! I can say is that I will do my utmost, and no man can do more.—George Goulding in the Toronto Star.

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JACK TRESSIDER



JOHN PAUL JONES

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Will Do Better at Stockholm

I do think that our men will show better performances at Stockholm than they did here, because the backward spring has prevented them from reaching that keen edge that must be attained to secure limit marks and the coming five weeks will put our men on edge.

Going at their very best, and every man fit to do his cleverest work, the Canadian team has at best a hard row to hoe. It is no ordinary athletic meet they are going to, but to battle against the greatest the world has to offer in every line. There won't be any soft spots there.

Only a Small Team.

I hope to see our boys capture a share in proportion to our representation. It must be remembered that our numbers are small in this great gathering of picked men, and even one first is something to be proud of. In fact, one first would be more than Canada's share on the representation we shall have.

We certainly have as good a chance as anyone in the Marathon. Jimmie Corkery, Jimmie Duffy, and Edward Fabre will, bar accident, go the long route, and may be depended on to give a good account of themselves.

could not go. It would be idle to claim any great sweep for the Canadian team. If they are up there at the finish, it is as much as we can look or ask at such a meet without claiming any prizes.

The Argonauts and Butler can be depended upon to give a heart breaking race to any oarsmen in the world, and everything points to their doing so this year, both at Henley and Stockholm.

Hopes to Walk His Greatest Race

As to myself, I hope to toe the scratch and walk the greatest trial I ever did in my life, both for the honor of Canada and the Empire. With a complete rest for the past two weeks, I feel that I have pretty well built up from that broken-down feeling. I have much to go yet, but I have improved so much under Tom Flannigan's sunny smile and happy disposition that I feel that I can go to the mark fit again.

Harry Kerrison will accompany me as trainer and adviser, and he is the best I know of in both capacities.

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