

# The Canadian Railway War Board's Work.

**Name Changed.**—The Canadian Railway Association for National Defence has changed its name to the Canadian Railway War Board.

**Administrative Committee Meetings.**—Heretofore the administrative committee has met in Montreal, but in view of the number of matters presented having to do with conditions in Ontario, and for the convenience of members whose headquarters are in that territory, it has been arranged to hold meetings alternately in Montreal and Toronto.

**Accidents to Employes Through Carelessness.**—The Chief Operating Officer of the Board of Railway Commissioners has drawn the board's attention to personal injuries sustained by railway employes through being struck by material falling from partly loaded or unloaded cars. By way of illustration, he mentioned a case where a yardman was seriously hurt by lumber falling from a flat car during switching operations. The car had been placed for unloading, some of the stakes and cross pieces had been removed. When the car was moved the load shifted, causing the remaining stakes to break, and releasing the lumber. The shortage of labor and necessity for obtaining maximum service from railway employes, apart from the interests of the men themselves, make it desirable that railway officers constantly keep before their employes the need for care in the performance of their duties, to the end that casualties incident to railway work may be kept at the minimum.

**Agricultural Exhibitions.**—Representations having been made that, in view of the desirability of giving the greatest impetus possible to the campaign for increased food production, the influence that agricultural exhibitions undoubtedly have in stimulating production, and the lack of accommodation in most of the places where exhibitions are held for persons staying over night, the railways should provide reasonable extra train service for those travelling to and from the exhibitions. The board has recommended to the railways that they should provide, up to the extent furnished last year, extra train service, for the accommodation of parties travelling to and from agricultural exhibitions this year.

**Army and Navy Veterans Conventions.** Applications having been made for passenger rates for delegates to conventions to be held in Winnipeg, May 11 to 14, and in Toronto in July, the board decided that as special consideration is rightfully due those who have returned from the front, railways should be recommended to give special rates to delegates attending the conventions named.

**Cinders Prices.**—It is suggested that in order to provide a standard arrangement for sale of cinders by railway companies, all member lines adopt the schedule now in effect on certain roads, whereby a charge of not less than \$10 a car is made for cinders, plus regular tariff freight rate covering railway haulage.

**Embargo Exemptions.**—In laying other than general embargoes, it is requested that member lines make the following exemptions in the order of priority shown:—1. Livestock and perishable; 2. Fuel (coal, coke, charcoal, cordwood, slabs, edgings); 3. Shipments consigned to or on account of Imperial Munitions Board and Director of Overseas Transport; 4. Agricultural implements for spring work and materials required for manufacture of same; 5. Field and garden seeds; 6. Fertilizers and components;

7. Spraying materials and spraying implements; 8. Food for human consumption, including grain, grain products, sugar, salt, canned goods; 9. Food for animals and poultry; 10. Railway material and supplies (other than coal or coke); 11. Supplies for coal mines; 12. Oils; 13. Tank cars, loaded and empty; 14. Empty gas cylinders.

**Freight Tracing.**—With a view to further discouraging unnecessary freight tracing and relieving telegraph wires which are heavily overburdened, the board has suggested to all member lines that they place in effect the arrangement recently adopted by the U.S. Railroad Administration, whereby in wiring replies to shippers or consignees, either in answer to letter request for wire reply or to telegrams, such replies are sent by collect telegram. It is suggested also that unless applicant for information expressly requests telegraphic reply, such communications be answered by mail.

**Glue Stock, Hides, Oil, Etc.**—The board's attention has been directed to the practice existing at certain points of using box cars in good condition for the carriage in bulk of commodities such as green hides, oil, glue stock, etc., which render the car unsuitable for the handling of foodstuffs. In view of the very great demand for equipment for the movement of foodstuffs, at present, which will become still heavier during the year, members are asked to take action to restrict the loading of commodities such as the above mentioned to cars which are unsuitable for the handling of foodstuffs.

**Labor Negotiations.**—Certain railway labor unions, including those whose members are engaged in car and locomotive shops, expressed a desire recently to deal with the railways as a whole, on questions of schedule revision and similar matters, instead of with individual companies as heretofore. This desire was conveyed to the board, by the Dominion Government, and the board decided to appoint a sub-committee of three, with the necessary staff, to deal with all questions of railway labor, on behalf of all the railways which are members of the board, the sub-committee to report to the board's administrative committee. The sub-committee's work includes dealings and negotiations with representatives of railway labor organizations, the obtaining of data required for the conduct of the work assigned to it by the administrative committee, and the submission of the result of negotiations with labor organizations to the administrative committee, whose approval of any proposed agreement or arrangement with labor organizations must be obtained before it can become effective. The board's administrative sub-committee will, under the proposed arrangement, deal on behalf of railways west of the Great Lakes, and in the case of the Canadian Government Railways west of the City of Quebec, with labor matters pertaining distinctly to the lines mentioned, and will refer to the administrative committee all questions of a general nature which may affect the east as well as the west.

The administrative committee appointed as a sub-committee on wages agreements, S. J. Hungerford, General Manager, Eastern Lines, Canadian Northern, as chairman; Geo. Hodge, Assistant to General Manager, Eastern Lines, C.P.R., and H. E. Whittenberger, General Superintendent, Ontario Lines, G.T.R. On Mr. Whittenberger being transferred to Chicago, Robt. Patterson, ex-Master Mechanic,

G.T.R., Stratford, Ont., was appointed to succeed him. We are advised that the appointments to the sub-committee are all a temporary nature, and that the personnel may be changed as may become necessary later. The sub-committee was engaged in Montreal during parts of May in negotiations with representatives of employes of the car, locomotive and mechanical departments of the following railways: Algoma Central, Canadian Government, Canadian Northern, Canadian Pacific, Dominion Atlantic, Duluth, Winnipeg & Pacific, Edmonton, Dunvegan & British Columbia, Esquimalt & Nanaimo, Grand Trunk Pacific, Halifax & Southwestern, Kettle Valley, Quebec Central, Timiskaming & Northern Ontario. After spending some time in the negotiations, they were adjourned pending a decision by the United States Railroad Administration on the wages question, and some representatives of the board went to Washington in connection with the matter.

**Open Top Car Situation.**—At the end of April, Canadian railways owed the United States 14,165 open cars, and so that U.S. railways will not be compelled to restrict the deliveries of their coal cars to Canada, all Canadian railways have been asked to closely follow up the handling of coal cars, to check up the placing and unloading, and to place embargoes against consignees who fail to give disposition orders for their cars within 48 hours of service of notice of arrival, or who fail to unload cars within 5 days after time of placing for unloading.

**Private Sidings Applications.**—Certain member lines have informed the board that on many occasions they have been caused useless expense, and loss of time, as a result of parties applying for lease of site on railway property or construction of private sidings, and after plans and leases were prepared the matter was dropped. With a view to affording protection against such losses, it is suggested that all member lines adopt the practice of requiring a deposit of, say, \$20 to accompany the application for site or siding, of which amount \$10 be applied against engineering and legal expenses and the remainder be credited to the first year's rental, the whole amount to remain in the hands of the railway company in the event of the application being withdrawn.

**Settlers' Effects, With Stoves.**—In view of the danger to life and property involved in the handling of cars of settlers' effects when the cars contain lighted stoves, the board has suggested to member lines that they adopt generally the practice in vogue on certain railways whereby cars of settlers' effects containing stoves lighted, or set up for lighting, are not accepted at shipping point, or interchange point with connecting railway, as the case may be, or moved over the line until the stove is dismantled.

**Ticket Offices.**—Member companies having furnished particulars of up town ticket offices maintained in Canada, the administrative committee is considering what offices can be closed or consolidated without serious detriment to the railway business or inconvenience to the travelling public.

**Tickets To Be Bought Before Boarding Trains.**—The board issued the following notice to the public on May 1:—“Effective May 15, passengers will be required to purchase tickets at ticket office, and will be called upon to show their tickets be-