

Canadian Railway and Marine World

September, 1918

The Advance of Freight Rates by Order in Council.

Canadian Railway and Marine World for August contained the full text of the Dominion Government's order in council of July 27, passed under authority of the War Measures Act, 1914, increasing freight rates on railways. Following are copies of the order in council of July 16, directing the Board of Railways Commissioners to prepare a schedule of increased freight rates, of the Chief Commissioner's report thereon and of the Chief Commissioner's recommendation that the Toronto Board of Trade's protest against the increased rates be dismissed:—

similar demands have been made on other railway companies in Canada; that the attached letter from the Chairman of the Board of Railway Commissioners has been received by the acting Premier, and referred by him to the Minister of Railways and Canals, from which letter it appears that the extra amount of wages which the three larger systems, viz., Canadian Pacific, Grand Trunk and Canadian Northern, would be called upon to pay, should the same rate of wages be adopted in Canada as is now in force in the United States, would be \$36,865,894.00, while on government lines the increase

in Canadian territory should be increased as increased in U.S. territory, by the award commonly known as the McAdoo award, as the same may be from time to time amended or extended, in so far as the Government Railways are concerned, and that it is advisable in the public interest that companies, privately owned, should make similar increases to their employees. That the net earnings of the railway systems as a result of increased costs of transportation, which has already accrued, have greatly decreased. That the net earnings of the Grand Trunk in 1917 decreased to £26,279, against



Organization of Canadian Board of Adjustment No. 1 by Canadian Railway War Board and Labor Organizations.

This photograph was taken in the Canadian Railway War Board's office in Montreal recently, when Canadian Board of Adjustment No. 1, consisting of 6 representatives of railway companies and 6 representatives of railway employees' organizations was organized, to deal with railway employees' wages questions. Those shown in the group are as follows:—

BOTTOM ROW, from left to right:—Jas. Murdock, Vice President, Brotherhood of Railway Trainmen; J. H. Walsh, General Manager, Quebec Central Ry.; Major G. A. Bell, C.M.G., acting Deputy Minister of Railways; D. B. Hanna, Third Vice President, Canadian Northern Ry.; Ash Kennedy, Assistant Grand Chief Engineer, Brotherhood of Locomotive Engineers; S. N. Berry, Vice President, Order of Railway Conductors.

TOP ROW, from left to right:—C. A. Hayes, General Manager, Eastern Lines, Canadian Government Railways; W. V. Turnbull, Vice President, International Brotherhood of Maintenance of Way Employees; S. J. Hungerford, General Manager, Eastern Lines, Canadian Northern Ry.; S. R. Payne, Manager, Ottawa & New York Ry.; J. M. Mein, Deputy President, Order of Railway Telegraphers; H. Shearer, General Superintendent, Michigan Central Rd.; F. F. Backus, General Manager, Toronto, Hamilton & Buffalo Ry.; G. K. Wark, Vice President, Brotherhood of Locomotive Firemen and Enginemen; Sir Geo. Bury, Vice President, C.P.R.

The Minister of Railways' Recommendation of Increased Wages and Freight Rates.

The following report of the committee of the Privy Council was approved by the Governor General on July 16:—The committee of the Privy Council have had before them a memorandum, dated July 15, from the Minister of Railways and Canals, stating that representations have been made by the organization of railway employes for an increase in the scale of wages of employes engaged on the Intercolonial, National Transcontinental and Prince Edward Island Railways, and that

would amount to \$5,600,000.00, and it further appears that the railway companies are of the view that the wages paid railway employes in Canada ought to be the same as that adopted in corresponding territories in the U.S., as the class of work is the same in both countries. That there is a large interchange of traffic, and that as a result, many employes work in both countries; and on the further grounds that different organizations are international in their scope, and that heretofore the wage scale in both countries have been relatively the same. That in view of the increased cost of living, wages

£1,202,281 in 1916, and the deficit of the Canadian Northern largely increased, while the Canadian Pacific net earnings in the first six months of this year decreased some \$7,000,000, and the increased scale of wages as contemplated will cost that company alone \$15,000,000 over and above its present costs. That in order to enable the railways of Canada to meet the increased wage charges which they will be obliged to pay by reason of the increases hereinbefore referred to, the Minister of Railways and Canals believes that similar action ought to be taken in Canada as was taken under similar cir-