

## Canadian Pacific Railway Commercial Telegraphers Wages, Etc.

Canadian Railway Board of Adjustment, no. 1, gave the following decision Sept. 13, on the points at issue between the C.P.R. and its commercial telegraphers, after hearing arguments of each party to the controversy:—

1. Definition of "Commercial Telegraphers" and rates for Morkrum operators. Article 1 as proposed by the employees is amended as follows:—

"1. Employees assigned to the commercial telegraph service, whether operated by the Morse system, telephone or any automatic device of any character, or who are required to devote any portion of their time to the transmission or receiving of telegraph matter by any device whatsoever (not including agents, wire chiefs, traffic supervisors or traffic chiefs having authority to hire or discipline employees) will be considered commercial telegraphers within the meaning of this schedule. This does not apply to employees handling such matter by telephone during the act of filing for transmission or delivery.

"2. Morse telegraphers, when not required to work as such, shall, if competent, have the right to operate any automatic device for the purpose of transmitting or receiving telegraph matter at the rate they were receiving in the optional group as Morse operators in the office affected. Seniority shall govern."

Rate for Morkrum operators. Article 8, Clause 2, amended as follows:—"The rate for Morkrum employees shall be \$75 a month for the first year's service and \$85 a month thereafter."

Minimum performance. Article 6, clause 4, amended as follows:—"The average minimum performance on all Vancouver-Winnipeg, Montreal-Winnipeg, Montreal-Vancouver and Toronto-Winnipeg circuits, not including Morkrum operators, shall be 30 messages an hour, and on all other first class circuits 33 messages an hour, allowing 30 words to count as one message in case of press, and 20 shall be counted as one message in r.s. business and night lettergrams. Chief operators and traffic chiefs shall determine the carrying capacity of the circuit, and any loss through interruption shall not be charged against the telegrapher's average."

2. Working hours. Article 6, clause 1, of present schedule amended as follows: "At offices where two or more telegraphers are employed, the hours of duty shall be as follows: Eight hours shall constitute straight day duty, beginning and ending between 7 a.m. and 6 p.m. Seven hours shall constitute all night duty, beginning at or later than 8 p.m. Seven and a half hours shall constitute all other tricks. No trick shall be split more than once or extended over 12 hours. At all other offices the hours of duty shall be 10 consecutive hours, including one hour for lunch."

3. Overtime rate. Article 6, clause 3, of the present schedule reads:—"Overtime will be computed at the rate of 7 hours a day." The foregoing clause is amended as follows:—"Overtime accruing within 8 hours' service shall be paid for pro rata. Overtime after 8 or 9 hours' service, as the case may be, shall be paid for at time and one-half."

4. Inclusion of telegraph chiefs in schedule. The following words are inserted in article 1, clause 1, after the word "whatsoever":—"Not including agents, wire chiefs, traffic supervisors or

traffic chiefs having authority to hire or discipline employees."

5. Interpretation of McAdoo award. The board decided that neither of the bases submitted by the contending parties for rates in percentage offices was a correct application of the McAdoo award. The board also found it impossible to strictly apply the McAdoo award, on account of the changed conditions in the offices affected since 1915. On request of the parties to the dispute, the board established a basis for the readjustment of rates in these offices as follows:—

Vancouver Office—		Basic rate.	McAdoo award.
30%	.....	\$100 a month.	\$131.75 a month.
30%	.....	94 a month.	126.75 a month.
30%	.....	88 a month.	121.75 a month.
Toronto Office—			
30%	.....	90 a month.	123.25 a month.
30%	.....	84 a month.	117.60 a month.
20%	.....	78 a month.	109.98 a month.
20%	.....	Optional.	
10%	.....	Optional.	

Minimum rate of \$85 a month shall be paid to Morse telegraphers in all percentage offices in both east and west.

Duration of agreement.—Agreement is effective May 1, 1918, to continue for one year from that date in so far as it applies to wages. Agreement, in its pertinence to rules, shall become effective Oct. 1, 1918, and shall continue in effect both as to wages and rules until a rate not later than April 30, 1919, subject to termination thereafter upon service of 30 days' notice by either party.

Application of overtime rates and rules.—While the specific rates of pay named herein will be retroactive to May 1, 1918, the special overtime provisions established under this award will be effective as of Oct. 1, 1918. Overtime hours worked between May 1 and Sept. 30, 1918, will be paid for at the increased rates on the basis of rules heretofore in effect.

### What Government Control of Railways is Costing the United States.

Since April 1, 1918, the Director General of U.S. Railroads has advanced to railway companies \$294,845,170, exclusive of the current earnings of the roads applied directly by the individual roads to their current expenses and corporate needs. This amount went to 85 different roads or systems. The disbursements for September aggregated \$52,993,750.

Of the total disbursed to Oct. 1, \$209,347,910 was taken from the \$500,000,000 revolving fund, and \$85,497,260 came from the surplus earnings of various roads which were turned over to the Director General by the limited number of roads whose receipts for the period exceeded their requirements.

The total amount turned over to the Director General for the common fund from April 1 to Oct. 1 by roads reporting surplus earnings was \$113,000,000. To this should be added \$10,419,944 received from the new American Railway Express Co., making the total receipts from railway and express companies for the period \$123,419,944.

Of the \$113,000,000 turned over by the roads, \$64,507,660 went back to roads temporarily making the deposits with the Director General, these same roads subsequently calling upon the Railroad Administration for advances considerably in excess of the deposits which they had thus

temporarily turned over. Among the companies which have made deposits for the common fund during this period which have not asked for the refund of any portion of the funds deposited were the Northern Pacific Ry., which deposited \$2,500,000; the Pere Marquette Ry., \$1,500,000, and the Pullman Car Lines, \$1,000,000.

Among the advances made the railways up to Oct. 1, 1918, were the following:—

New York, New Haven & Hartford...	\$48,464,000
Pennsylvania .....	43,600,000
New York Central .....	42,920,000
Chicago, Milwaukee & St. Paul .....	16,725,000
Baltimore & Ohio .....	16,500,000
Illinois Central .....	13,775,000
Erie .....	10,900,000
Chicago, R. I. & Pac. ....	7,700,000
Southern Pacific .....	7,500,000
Southern .....	5,940,000
Chicago, Bur. & Quincy .....	5,800,000
St. Louis-San Francisco .....	5,608,000
Union Pacific .....	5,000,000
Denver & Rio Grande .....	4,400,000
Missouri Pacific .....	3,550,000
Lehigh Valley .....	3,500,000
Delaware & Hudson .....	3,500,000
Chicago & Northwestern .....	3,300,000
Wabash .....	3,225,000
Buffalo, Rochester & Pittsburgh .....	2,600,000
Philadelphia & Reading .....	1,400,000
Chicago & Alton .....	1,400,000
Minneapolis & St. Louis .....	1,350,000
Chicago, St. Paul, Minneapolis & Omaha .....	1,350,000
Grand Trunk Western .....	621,000
Boston & Maine .....	550,000
Chicago Great Western .....	507,660
Minneapolis, St. Paul & Sault Ste. Marie .....	350,000
Bangor & Aroostook .....	300,000
Central Vermont Ry. ....	285,000
Duluth, South Shore & Atlantic .....	150,000
Rutland .....	116,000
Maine Central .....	100,000

In addition to the above sums advanced the railway companies directly, the Director General has advanced \$30,660,255 on account of orders placed by him for locomotives and cars now under construction.

The payments shown in the above table are exclusive of very large amounts which were taken from the earnings of the roads between Jan. 1, 1918, and July 1, by the various railway companies to meet their interest and dividend requirements, and for other corporate purposes. The total funds therefore which the railway corporations have received since Jan. 1 from the Director General, and from the operations of the properties, and current balances, will reach approximately \$1,000,000,000.

The current operating expenditures and taxes of the railway lines which the Director General has also paid during the same period are estimated at between \$3,000,000,000 and \$3,500,000,000.

Railway Lands Patented.—Letters patent were issued during September, in respect to Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

	Acres
Alberta & Great Waterways Ry. ....	6.92
Calgary & Edmonton Ry. ....	797.83
Canadian Northern Ry. ....	480.00
Canadian Pacific Ry. grants .....	480.98
Canadian Pacific Ry. roadbed and station grounds .....	23.90
Edmonton, Dunvegan & British Columbia Ry. ....	82.58
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co. ....	940.10
Total .....	2,757.31

Maintenance of Way Flagging Rules for Impassable Track.—Amendments to these rules were published in full in our last issue. Two typographical errors occurred in our reproduction, one being in paragraph 5, which should have referred to trains stopped by red signal, as per rule 3 (b), and not as per rule 3 (c); and the other in paragraph 9, referring to the use of a signal device, for displaying signals to be provided under rules 3 (b) and 8, which should have read rules 3 (b) and 6.