

MR. DONALD GORDON CVR HEAD: In the House of Commons on October 11, the Minister of Transport, Mr. Lionel Chevrier, announced the retirement of Mr. R.C. Vaughan, and the appointment of Mr. Donald Gordon, as Chairman of the Board and President of the Canadian National Railways. Mr. Chevrier spoke, in part, as follows:

"...Mr. R.C. Vaughan, who has been President since 1941 and Chairman of the Board of the Canadian National since 1942, reached the normal retiring age in December, 1948, but at the request of the Board of Directors and with the approval of the Government, consented to remain in office until such time as a successor was appointed. It is with deep regret that I announce to the House the retirement of Mr. Vaughan from the post of Chairman of the Board and President of the Canadian National Railways to take effect as of January 1, 1950."

"There is no need for me at this time to remind the House of the most loyal services performed by Mr. Vaughan, not only to the Canadian National Railways, with which he was closely associated since its inception, but also to the whole of Canada. In the summer of 1939 the Government appointed him Chairman of the Defence Purchasing Board in Ottawa. All Canadians will recall the numerous problems that had to be solved in order to prepare industry for the war effort and the Defence Purchasing Board was the first agency on which this responsibility was placed. In appreciation of his distinguished services, not only with the Government, but for his guidance of the largest transportation system in Canada during the war years, Mr. Vaughan, in 1946, was made a Companion of the Most Distinguished Order of St. Michael and St. George."

"Mr. Vaughan, when he retires at the end of this year, will terminate a career entirely devoted to transportation. He will have completed 51 years of service, having been successively with the Canadian Pacific Railway, the Grand Trunk Railway, the Canadian Northern Railway and the Canadian National Railways. This House will agree with me when I say that our National system, under the guidance of Mr. Vaughan, contributed in no small measure to the great achievement made by Canada during the war...."

"By virtue of the Canadian National-Canadian Pacific Act, 1936, the Board of Directors of the Canadian National Railways have appointed Mr. Donald Gordon to replace Mr. Vaughan as President of the Railway Company and the Governor-in-Council has today approved their selection and has also appointed Mr. Gordon Chairman of the Board of Directors, both positions effective January 1, 1950."

"I would like to take this opportunity to say the Government is most gratified that Mr. Donald Gordon has accepted the invitation of the Board of Directors of the Canadian National Railways and of the Government, to assume the heavy responsibilities of these positions. Mr.

Gordon is, of course, well known to most of the members of this House. His wartime services as Chairman of the Wartime Prices and Trade Board made his name a household word throughout Canada and gave him as well an international reputation. He was a key figure in the mobilization of Canada's economic resources in war and played a leading administrative role in the subsequent orderly transition to a peacetime economy. In these great tasks and also in his position of Deputy Governor of the Bank of Canada, Mr. Gordon has had a wide experience and an intimate knowledge of Canada's financial and economic affairs, domestic and international, in addition to which he has been in close working contact with the day to day problems of industry, labour and agriculture. His qualities of leadership, his gift for organization and his ability to inspire loyalty and affection among his working colleagues are well known to this House and I am glad that his outstanding talents are to remain at the service of the public of Canada in the position of high responsibility he is shortly to assume."

VETERANS AFFAIRS DEBATED: On October 7, when the House of Commons was in Committee of Supply, several members supported the suggestion made by Mr. G.R. Pearkes (P.C. Nahaimo) that a veterans affairs committee of the House should be set up. In making his proposal, Mr. Pearkes said: "The problems of our veterans are still unfinished business. That is so because the national economy of the country is continually changing, and those changes affect the veterans of this land. In addition, advances are being made in medical science, and every new bit of information gained by the medical service is of definite value to the thousands of veterans still suffering from disabilities following the First and Second World Wars...."

"Within the past year," Mr. Pearkes continued, "a new province has been brought into the household of Canada. The veterans of Newfoundland have gained immeasurably by having the provisions of Canadian veterans legislation applied to them.... Many minor adjustments have to be made to our veterans legislation to enable the veterans of Newfoundland to reap the full benefits of the legislation developed in Canada over the years."

Other members expressed their approval of Mr. Pearkes' proposal, and Mr. H.W. Herridge (C.C.F. Kootenay West) said that "The committee should be re-established to give some consideration to the claims of the merchant seamen.... (and of).... the possibilities for employment for the veteran who is now finding it difficult to find employment owing to his age." Mr. H.C. Green (P.C. Vancouver-Quadra) stated his belief that "the time has come when provisions should be made to give educational benefits to the children of those members of

that this matter had been discussed in veterans affairs committees on different occasions.

Regarding Newfoundland, the Minister of Veterans Affairs, Mr. Gregg, said later in the debate: "...Veterans of Newfoundland are in all respects now in receipt of the same benefits under the veterans charter in the same manner as though Newfoundland had been a part of Canada at the time of mobilization."

CONCILIATION OFFICERS NAMED: The Minister of Labour, Mr. Humphrey Mitchell, announced on October 11 that he had appointed Conciliation Officers to deal with the dispute between 12 international railway labour organizations and the principal railway systems of Canada, including the Canadian National Railways, the Canadian Pacific Railway Company, the Ontario Northland Railway and the Toronto, Hamilton and Buffalo Railway. The dispute arose out of demands concerning wage rates and hours of work.

The officers appointed to confer with the parties are Mr. M.M. Maclean, Director of Industrial Relations, and Mr. H. R. Pettigrove, Industrial Relations Officer, of the Department of Labour. The appointments were made under Section 16 of The Industrial Relations and Disputes Investigation Act on the request of Mr. F.H. Hall, Chairman of the Central Negotiating Committee, representing the Unions involved.

The Unions' demands, affecting some 112,000 railway workers in the non-operative trades, include the establishment of a 40-hour work week, increases in wage rate to provide for the same take-home pay as the present working hours, and an additional general wage increase of 7¢ per hour. The 48-hour week now prevails in nearly all branches of the railway systems affected by the current demands, with the exception of car and locomotive shops where the 44-hour week is in effect.

Mr. Mitchell announced on the same day that he had appointed Mr. Raoul Trépanier, Industrial Relations Officer, Montreal, as Conciliation Officer to deal with disputes between the National Harbours Board and its general maintenance and grain elevator system employees at Quebec City, represented by the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees.

This Conciliation Officer was also appointed on the request of Mr. F.H. Hall, Vice-President of the Brotherhood, acting under the Industrial Relations and Disputes Investigation Act.

GOLD PRODUCTION IN JULY: Canadian production of gold in July decreased eight per cent from the high monthly total attained in June, the Bureau of Statistics reported on October 11. The month's total amounted to 326,324 fine ounces as compared with 343,280 in June.

HOW CANADIANS SPEND THEIR INCOME: In a revised bulletin of "National Accounts, Income and Expenditure 1941-1948" released by the Bureau of Statistics on October 11, a number of new tables contain information not previously published. A table of estimates of personal income by provinces for 1948 shows that Ontario had about 39 per cent of the Canadian total.

Quebec accounted for 25 per cent, the Prairie Provinces for 20 per cent, British Columbia for nine per cent, and the Maritime Provinces for seven per cent. On a per capita basis the figures are as follows: Ontario, \$1,075; British Columbia, \$1,024; Prairie Provinces, \$959; Quebec, \$784; and the Maritimes, \$653. In this connection, the Bureau points out that figures of per capita personal income by provinces do not give exact comparisons of relative standards of living. In the first place, prices vary throughout the country. In the second place, direct comparisons between highly industrialized areas and predominantly rural or domestic economies are misleading, because people do more for themselves in the latter areas and this is not completely recorded in market valuations of personal income.

The estimates of consumer goods and services show that about 28 per cent of personal expenditure in 1948 was for food as compared with 13 per cent for clothing, 10 per cent for household operations including rent, and about nine per cent for tobacco and alcoholic beverages. The expenditure on tobacco and alcoholic beverages, according to the estimates, was only slightly smaller than the bill for household operations including rent and was somewhat larger than the entire cost of operation of personal automobiles plus the purchase of new ones.

CITIES SHOW LOWER LIVING COSTS: The Bureau of Statistics reported that cost-of-living indexes for each of the eight regional cities moved downward between August 1 and September 1, lower prices for foods, notably fresh vegetables, meats and fruits, being mainly responsible. Eggs were easier at most centres.

Rentals rose fractionally, reflecting the results of an August survey of urban rents. Price changes for clothing were mixed while home furnishings and services moved narrowly. Fuel costs at Montreal and Saskatoon recorded advances, while at other centres indexes remained unchanged.

Composite city index decreases between August 1 and September 1 were as follows: Halifax, 1.6 to 155.6; Edmonton, 1.5 to 156.8; Winnipeg, 1.3 to 156.6; Saskatoon, 1.0 to 162.8; Vancouver, 0.7 to 163.5; Montreal, 0.4 to 165.7; Saint John, 0.3 to 159.4; and Toronto, 0.3 to 158.2. The national index fell 0.5 points to 161.0. (August 1939=100).