

# Canadian Railway and Marine World

December, 1918

## The Canadian Railway War Board's Executive Committee.

The Canadian Railway War Board's executive committee's first meeting since its re-organization, by the addition to it of E. W. Beatty, President, C.P.R.; and by the substitution of D. B. Hanna, President, Canadian Northern Ry., for the former President, Sir William Mackenzie, was held in Montreal Nov. 6, being attended by Lord Shaughnessy, Chairman, C.P.R. Co., who continues as Chairman of the Canadian Railway War Board; Vice Chairman, H. G. Kelley, President, Grand Trunk Ry.; E. W. Beatty, President, C.P.R.; D. B. Hanna, President, Canadian Northern Ry., and A. H. Smith,

becoming acute last winter, is now greatly modified.

"The supply of freight cars has been increased by 14,000 new cars bought by the government for the government roads. These new cars, added to the better loading, quicker handling and more rapid unloading methods obtained through the Canadian Railway War Board's efforts, mitigate the danger of car shortage. That, however, does not mean that economical methods may be relaxed. Last winter over 20,000 Canadian cars were lost in the United States traffic tie-up. It is hoped that this winter

cept in so far as the roads are still understaffed. A special labor board, formed at the request of the Canadian Railway War Board, with the co-operation of the brotherhoods, is administering the McAdoo award very satisfactorily. Over 14,000 railway employes have been laid off by influenza, but are now returning to work. Forty-five thousand doses of anti-flu serum have been sent west by the board to forestall any further spread of the disease.

"Old trouble spots have been carefully guarded. The temporary isolation of the Drumheller coal fields in Alberta by rail-



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From photograph taken in Canadian Pacific Ry. Co.'s board room at Montreal, Nov. 6, 1918. From left to right those present are—Howard G. Kelley, President Grand Trunk and Grand Trunk Pacific Railways; D. B. Hanna, President, Canadian Northern Ry.; Lord Shaughnessy, K.C.V.O., Chairman, Canadian Pacific Railway Co., who is also Chairman of the Canadian Railway War Board; A. H. Smith, formerly President, New York Central Rd.; E. W. Beatty, President, Canadian Pacific Railway Co., and W. M. Neal, General Secretary, Canadian Railway War Board. The oil paintings on the walls are of Lord Mount Stephen to the left and Lord Strathecona to the right.

formerly President, New York Central Rd., now Eastern Regional Director, United States Railroad Administration, who represents U.S. lines operating in Canada. The following statement was issued after the meeting:—

"Whether peace comes tomorrow or next week, Canada's trade arteries are in healthy condition and will meet even the most complex changes in the current of traffic, without confusion or congestion. Thanks to the foresight of the Dominion Government in ordering locomotives to be built at a time when some of the Canadian roads were unable to finance and purchase, the power situation is now fairly satisfactory. Two hundred new locomotives are now in service on the Canadian Government, Canadian Northern and Grand Trunk Railways. The scarcity of locomotives, which was on the verge of

the U.S. lines will be able to return Canadian cars almost as fast as they get them.

"There is more track-room this year, although the traffic handled has been heavier than ever. The Canadian Railway War Board was successful in getting several heavy movements, such as the fuel and pulpwood movements, well out of the way during the summer, when traffic is light. This clears the roads for essential winter traffic and the unusually heavy movement of wheat by rail during the coming winter. The condition of rails and roadbed is not as satisfactory as might be desired. New rails have been denied the roads owing to the heavy demand for steel for munitions. Out of the 100,000 tons finally allotted only 80,000 have been received. These have been used to good advantage on the main lines.

"The labor situation is satisfactory, ex-

way breakdown last winter, and the consequent fuel shortage in certain prairie districts, will almost certainly not happen this winter, as the vital section of line has been double tracked. The board has made working plans for the Canadian Northern, Canadian Pacific and Grand Trunk Pacific to co-operate in carrying traffic in the west should any one road find itself overburdened. The board has arranged also that the Michigan Central, Toronto, Hamilton & Buffalo, C.P.R. and G.T.R. shall all haul traffic direct into Toronto. Formerly the G.T.R. had the only direct route. The Michigan Central hauled from the frontier to Welland, the T.H. & B. from Welland to Hamilton and the C.P.R. from Hamilton to Toronto. The locomotive coupled on at the frontier will now run through to Toronto.

"Plans are being perfected for further