

## HALIFAX TRAMWAYS WANT HIGHER FARES

Company Greatly Increased  
Its Capital and Also Had  
Power Scheme — City Protests.

(Halifax Chronicle.)

Bill No. 170, which deals with the even-cent fare and other demands of the Nova Scotia Tramways Company, was presented before the committee on railways and public utilities in the house of assembly last night. Mr. Regan was in the chair. A large delegation was present from the city council and the crowd in the gallery was by no means highwater mark. Deputy-Mayor Regan presented the case of the company, assuring the temporary increase to which the council had assented, and W. H. Vert spoke for the city. Most of the aldermen followed Mr. Regan's lead, but two citizens who represented the organization, denounced the seven-cent fare.

Mr. Regan reviewed the situation and the attitude of the city council which agreed to an increase for a limited period, the increase to terminate automatically at the end of the period fixed. He said that when the company was reorganized some years ago, its capital had been raised from two to eight million dollars, largely with the expectation that street power would be developed, but it had not been accomplished for a variety of reasons. Mr. Regan, however, maintained that the crux of the present situation was the clause in the charter which gave the city the right to limit the fare. It had been inserted so that the city would not be taxed for any overcapitalization, and it should be maintained in the interests of the city.

Mr. Regan's Claim.

Mr. Regan claimed that the Halifax Tramways Company was the best steady earner in America and that it was an advantageous combination. The various departments contributing to one another, he predicted that the gross revenue for 1920 would exceed \$1,500,000. The earnings had increased more rapidly than the expenditures, although they had been abnormal. Within two years the company should have sufficient revenue



to pay for its extra capital. Speaking of the new one-man cars, which he said might be economical in the long run, Mr. Regan argued that they had helped swell the adverse balance of trade since they had cost ten thousand dollars apiece and were built in the United States, whereas pay-as-you-enter cars could have been constructed in Canada for six thousand dollars.

Alderman Murphy echoed several of Mr. Regan's opinions. He said that the city did not wish to act as a dog in the manger because of the charter but was merely insisting upon limiting the increase to a two-year period. He insisted that the books of the company had been doctored and its accounts padded. He believed that the citizens would meet the company in a fair spirit if they could show justification of their demands. There was no desire to see New York or Toronto capital sunk in an honest investment.

The Paving Clause.

City Engineer Doune spoke about the paving clause, claiming that block pavement was the best material to be laid between the rails and that it was the cheapest in the long run since it could be replaced if torn up. He said that the company had never approached the city council with respect to this matter. Alderman Power, who engaged in a three-cornered verbal duel with Mr. Regan and Mr. Pinn, insisted that the legislation had been brought in too late and that the company had not made its position sufficiently clear to the public.

Alderman Rudge emphasized the significance of the higher fare to residents

of the north end and said that the service on the main line was not good enough to warrant a raise of practically fifty per cent. Mr. Gamble, vice-president of the Trade and Labor Council, speaking from the gallery, declared that 8,000 people, representative of organized labor in the city, were opposed to the seven-cent fare. He also stated that the mileage per fare was lower in Halifax than in any other city. Mr. MacDonald, president of the Provincial Independent Labor party, was disconcerted with the attitude of the city council towards the temporary increase. He felt that a plebiscite might be desirable on a matter that would cost the public of Halifax \$180,000 annually. Another who spoke against the seven-cent fare was Alderman Bisset.

More Money Required.

Mr. Covert stated that the greater portion of the money borrowed last year had been spent. This year another million must be borrowed, the greater portion of which would be expended during 1920 if good service were to be maintained. Moreover last year's million dollars would be repayable within two years, and bankers must be assured of refinancing before they would be willing to lend.

With regard to the paving clause, he said that the company believed that it could do the work much more cheaply if it could entrust it to the contracting firm which the city employed and have the same materials utilized; however, the matter would not be pressed. He said that the paving of the tracks between the Willow Tree and Armale in this manner would result in a great saving of time and money.

Mr. Covert said that the Gaspareau clause in the charter had always been a menace because it provided that a task must be accomplished within a given period. The company had no intention of abandoning the power at Gaspareau, and it was sure to be developed when the power generated at East and Indian rivers had proven inadequate for local consumption.

He denied that the finances of the company were in a rosy condition. If there had been a surplus, the increase in fare would not have been requested. The operating expenses had increased and this year wages would be raised by from eighty to one hundred thousand dollars. The one-man cars did not lower operating expenses, since forty-eight cars were now employed instead of thirty, and no men had been discharged. Because the cars were less crowded the carrying cost per passenger had also increased.

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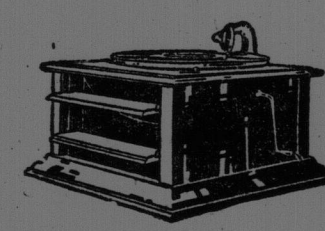
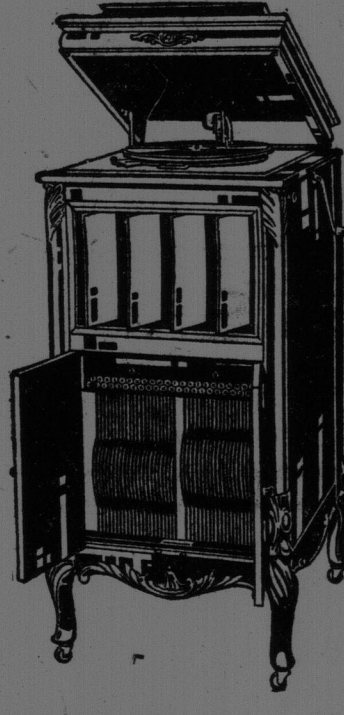
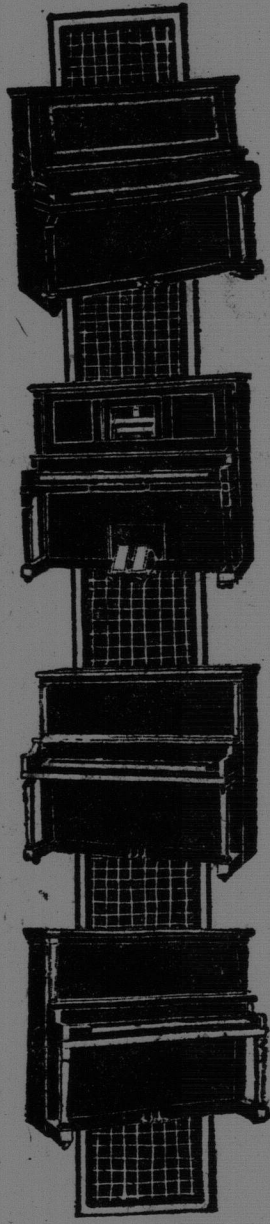
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30 x 3 1/2	13.75	15.00	\$ 9.00	\$2.25	1.90	30 x 3 1/2
31 x 3 1/2	15.00	17.00	.....	.....	2.00	31 x 3 1/2
32 x 3 1/2	14.75	15.75	.....	2.25	1.90	32 x 3 1/2
31 x 4	19.25	20.50	.....	3.00	2.00	31 x 4
32 x 4	21.75	23.75	.....	3.40	2.40	32 x 4
32 x 4 1/2	23.25	24.75	.....	3.50	2.50	32 x 4 1/2
34 x 4	24.00	26.00	.....	3.60	2.60	34 x 4
35 x 4	30.00	33.50	.....	3.70	2.70	35 x 4
36 x 4	30.50	34.00	.....	3.80	2.80	36 x 4
32 x 4 1/2	27.00	30.00	.....	4.25	3.00	32 x 4 1/2
33 x 4 1/2	29.00	32.00	.....	4.35	3.10	33 x 4 1/2
34 x 4 1/2	27.50	33.00	.....	4.45	3.20	34 x 4 1/2
35 x 4 1/2	27.50	33.00	.....	4.55	3.30	35 x 4 1/2
36 x 4 1/2	33.00	36.00	.....	4.65	3.40	36 x 4 1/2
37 x 4 1/2	40.00	45.00	.....	4.75	3.50	37 x 4 1/2
38 x 5	34.00	39.50	.....	5.25	3.75	38 x 5
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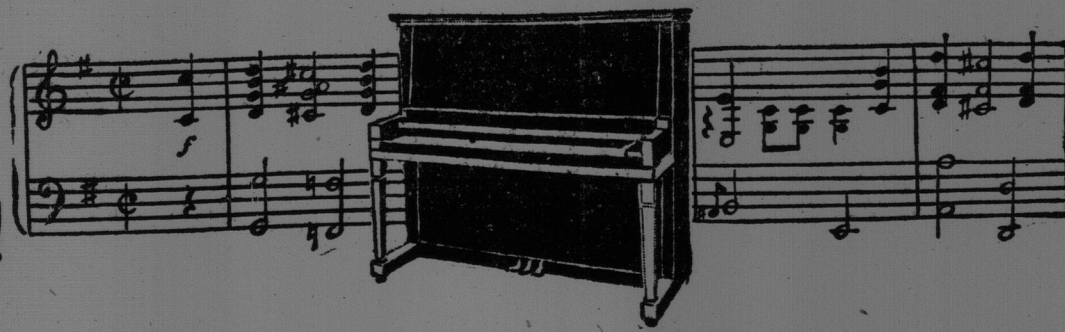
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