

**Quebec Railway, Light & Power Co's Employes' Wages, Etc.**

The Board of Conciliation and Investigation appointed by the Minister of Labor, under the Industrial Disputes Act, on the application of the Q. R. L. & P. Co.'s conductors and motormen, presented a unanimous report Dec. 6 recommending that the men receive from Dec. 1, 1916, an increase of 2½c an hour, making the new scale of pay per hour as follows: 1st year 21c, 2nd year 22c, after two years 24c, after 7 years 26c, the agreement to be for 3 years, from Dec. 1, 1916. The other principal provisions of the agreement are as follows: Overtime after the regular day's work, and all special work which they may be called upon to perform after the distribution of the regular work, to be paid 2c an hour extra. An employe relieved from work before the regular hour, by a company's official, to be paid for time he is supposed to make, except in cases of serious misconduct justifying his immediate suspension or dismissal. No employe to be required to work more than 10 hours a day without necessity. Every employe to be entitled to at least 2 hours rest after working 6 consecutive hours. Employes to be entitled to rest on Sundays, each in turn, except in cases of necessity. An hour is to be allowed every spare man who reports regularly at the time of changing crews on any day and who has not secured any work. Twelve hours work a week is assured to all employes who thus report.

For labor conventions in Canada, funerals of co-employes, Labor Day and national holiday, leave of absence shall be given 3 conductors and 3 motormen, provided request is made in advance and men found to relieve them. Leave of absence for conventions not to exceed 8 days.

All conductors and motormen to be entitled to 2 uniform caps each year free of charge, 1 for summer and 1 for winter. First and second year men to pay half of cost of summer and winter uniforms. After second year uniforms to be paid for by company. Winter overcoats supplied in future to come down 6 in. below knee. Men not to be obliged to return uniforms supplied them free, when they leave the service. Detailed statement to be given any employe from whom part of wages is being held to pay for uniform.

Cars to have heaters, protecting frames for motormen, and on the sides of open cars, eaves to protect conductors against water falling from roof. Open cars to be only in service between May 15 and Oct. 1. Motorman's vestibule to be enclosed, heated in winter and supplied with curtain to prevent reflection. Conductors and motormen to be required to make only urgent and temporary repairs to brakes, sand boxes, motors, and trolleys. Cars to be supplied with bell from forepart to back of car for signals from motorman to conductor. Suitable and clean waiting room, properly lighted, ventilated and heated, to be provided for employes.

Reprimands to employes before public to be avoided as much as possible. An employe suspended or dismissed, on an unfounded complaint, and reinstated, to be paid full wages for all time lost. No employe to be dismissed on a complaint, or suspended, before being heard. Employes to be received by General Manager, to appeal from Superintendent's decisions, or to state any other dispute, after giving notice to the Superinten-

dent. Employes to be free to belong to National Brotherhood of Street Railway Employes. At meetings of employes called by company's officers, communications and instructions to be given in both English and French. No employe shall be forced to accept a promotion. Actions taken in connection with the 1916 strike shall be abandoned and no further action taken in connection with it.

**Electric Railway Finance, Meetings, Etc.**

**British Columbia Electric Ry. and allied companies.—**

|              | Oct. 1916  | Oct. 1915  | Oct. 31, '16        | Oct. 31, '15 |
|--------------|------------|------------|---------------------|--------------|
|              |            |            | Jan. 1 to Jan. 1 to |              |
| Gross        | L69'810'28 | 019'202'28 | 928'888\$           | 776'319\$    |
| Expenses     | 480,126    | 480,051    | 1,908,767           | 1,928,530    |
| Net earnings | 93,418     | 58,775     | 293,803             | 145,167      |

The percentage paid to the City of Vancouver for Nov., 1916, was \$3,893.71 against \$3,323.14 for Nov., 1915. Passengers carried on the city and suburban lines were 2,231,699 against 2,269,543 in Nov., 1915.

**Cape Breton Electric Company:**

|       | Oct. 1916   | Oct. 1915   | Oct. 31, '16 | Oct. 31, '15 |
|-------|-------------|-------------|--------------|--------------|
|       |             |             | 12 mths to   | 12 mths to   |
| Gross | \$36,466.20 | \$34,152.20 | \$387,757.87 | \$347,773.12 |
| Exp's | 18,204.89   | 16,891.18   | 227,251.19   | 205,636.89   |
| Net   | 18,261.31   | 17,261.02   | 160,506.68   | 142,136.23   |

**Regina Municipal Ry.**—In the report presented to the annual meeting of rate-payers recently by the city officials of Regina, Sask., the following references were made to the municipal railway:—

"Operating expenses are slightly higher than for last year's period, but are some \$35,000 less than in 1914. There is a surplus in operation of \$13,000 compared with a deficit of \$12,500 last year. The receipts show an increase of 23%, mostly accounted for by the greater passenger earnings, as the freight business has fallen off somewhat. The net improvement over last year's period in the street railway statement reduces the deficit \$36,500, which reduction will be greater when the last two months of the year are accounted for. For the corresponding 10 months period of 1915 and 1916, the total passengers carried, the total car mileage, and receipts per car mile were: 2,908,339 and 3,756,645; 777,776 and 764,358; 16.15c and 21.07c respectively."

Alderman Barr, in discussing the matter, said: "The most difficult utility with which your city has to contend is the street railway, and when your council has changed a deficit of some \$13,000 into a surplus of \$13,000 there is some reason to believe that we shall ultimately solve even this difficult problem. It is only fair to state in connection with last year that about \$10,000 of the deficit referred to was incurred on account of the very difficult winter and heavy snowstorms which kept the tracks continually tied up and had to be removed at no small expense."

The financial statement presented covered the 10 months ended Oct. 31, 1916. The net loss for 1915 after paying fixed charges, was \$68,159.48 and the total revenue for the 10 months was \$169,728.96. The operating expenses were \$166,576.50, and the fixed charges \$81,312.94.

**Saskatoon Municipal Ry.**—The Saskatoon, Sask., Phoenix says:—"The street railway was completed in the latter part of 1912 and commenced operation in the early part of 1913. The total track mileage on a single track basis is 16½ miles, and the average number of cars operating is 12. The original fares were 6 tickets for 25c, but they were altered in 1915 to a straight 5c fare. The alteration has

undoubtedly meant an increase in revenue rather than a decrease in the number of passengers carried. The operating expenses have been reduced from \$137,334.11 in 1913 to \$106,982.26 in 1915, a reduction of \$30,395.85, or 22%. In spite of the reduction in operating costs, however, the loss increased from \$19,664.83 in 1913 to \$30,973.92 in 1915, due to the falling off in revenue the first six months of the latter year. The revenue during 1916, however, has so greatly increased that the railway is now being operated at a profit."

**Toronto Railway:—**

|            | City        |            | City        |            |
|------------|-------------|------------|-------------|------------|
|            | 1916        | percentage | 1915        | percentage |
| Jan. ....  | \$473,784   | \$68,847   | \$471,226   | \$70,486   |
| Feb. ....  | 470,704     | 70,614     | 440,313     | 66,047     |
| Mar. ....  | 518,555     | 97,237     | 488,468     | 93,141     |
| Apr. ....  | 496,172     | 99,234     | 467,701     | 93,540     |
| May ....   | 500,516     | 100,103    | 468,953     | 93,790     |
| June ....  | 467,086     | 93,417     | 450,582     | 90,116     |
| July ....  | 469,845     | 93,969     | 449,108     | 89,821     |
| August ... | 474,824     | 94,964     | 447,968     | 89,593     |
| Sept. .... | 506,621     | 40,530     | 489,574     | 39,166     |
| Oct. ....  | 487,954     | 39,036     | 461,682     | 36,934     |
|            | \$4,866,061 | \$797,951  | \$4,635,575 | \$762,634  |

**Toronto Ry., Toronto and York Radial Ry., and allied companies:**

|              | Oct. 1916 | Oct. 1915 | Oct. 31, '16 | Oct. 31, '15 |
|--------------|-----------|-----------|--------------|--------------|
|              |           |           | Jan. 1 to    | Jan. 1 to    |
| Gross        | \$907,460 | \$792,001 | \$8,913,224  | \$7,942,666  |
| Expenses     | 469,837   | 358,957   | 4,557,490    | 3,993,909    |
| Net earnings | 437,623   | 433,044   | 4,355,734    | 3,948,607    |

**Winnipeg Electric Railway:**

|              | Oct. 1916 | Oct. 1915 | Oct. 31, '16 | Oct. 31, '15 |
|--------------|-----------|-----------|--------------|--------------|
|              |           |           | Jan. 1 to    | Jan. 1 to    |
| Gross        | \$278,817 | \$286,146 | \$2,740,271  | \$2,799,595  |
| Expenses     | 152,574   | 181,176   | 1,765,145    | 1,848,025    |
| Net earnings | 96,243    | 104,970   | 975,126      | 951,570      |

**Trolley Express Service.**—Business interests in and around Buffalo, N.Y., have for the past two years enjoyed a trolley express service on the International Ry. lines and it has become one of the factors in the general prosperity of that community. The idea of an express service on the electric line was conceived by the Chamber of Commerce and accepted by the railway company. Immediately a package express service was inaugurated between Buffalo, Lockport and Olcott, and by arrangement with the Lockport & Rochester Ry., to Rochester. The business done has doubled during the past year. It has been found cheaper to use this service for deliveries in the Tonawandas and other points between Buffalo and Lockport than to use delivery trucks, which had been the practice of many lines of business. Another feature of the service, affecting shippers along the line outside of Buffalo, is that during the period of navigation on the lakes they can make shipments to Cleveland and Detroit.

**Toronto Ry. Overcrowding Case.**—The Toronto Ry.'s appeal against the Supreme Court of Canada's decision, confirming a conviction for overcrowding on its cars, came before the Imperial Privy Council, Dec. 19. An objection was made to the appeal on behalf of the respondents, on the ground that the Judicial Committee of the Privy Council was not competent to entertain an appeal in reference to a criminal or quasi criminal matter. After some discussion it was arranged that the Attorneys General of Great Britain and Canada be communicated with as to their intention to be heard on the question of jurisdiction or to decide not to proceed further with the case, and the matter was adjourned sine die.

**H. R. Mallison**, of Montreal, who is connected with the Halifax Electric Tramway Co., addressed the Commercial Club at Halifax, N.S., recently, on "Some general ideas of how the H.R.T. Co. can and will benefit Halifax today and in the future."