

### Rail and Track Dispute in St. John, New Brunswick.

Up to May 22 last, when the City of St. John, N. B., wished to make any change in grade, it was in the habit of requesting the St. John Ry. to make the necessary change in grade rails, the city then putting in the concrete base and pavement under an agreement which existed with the company, whereby a stated sum was to be paid to the city monthly, in advance, relieving the company of any liability regarding the repairing of streets. On April 6 the following resolution was moved by the City Commissioner of Public Works, and passed by the Common Council:—"Whenever the rails of the Saint John Ry. Co. are renewed for any purpose, it will be necessary for the company to replace them with grooved rails, and this council now approves of grooved rails to be adopted for use on city streets."

The Company's contention was that permission having been given to lay one kind of rail, in making repairs they had a perfect right to repair with the same type of rail as removed, i.e., that if a T rail had been laid under permission of the council, repairs could be made with T rails. This was opposed by the Commissioner of Public Works, and he also ordered the company to put in a concrete foundation. The company refused to put in grooved rails at the corner of Princess and Sydney Streets and the Commissioner of Public Works removed the rails. After considerable argument before the Commissioner of Public Works, and letters to and from the Mayor, the company and the city agreed to leave the matter to a stated case to be heard before the Supreme Court.

On June 2, the Commissioner of Public Works ordered the company to tear up its tracks and concrete base at the intersection of Union and Waterloo Streets and put in grooved rails, as he was altering the grade of the street from nothing to half an inch over a distance of about 120 ft. Representatives from the railway met the Common Council on that date at 4 p.m., and were promised consideration. On June 3, at 7 a.m., the Commissioner of Public Works tore up the company's tracks at the above mentioned intersection and, before the company could procure an injunction, placed a tar macadam pavement where the rails had been. An injunction was obtained at 5 p.m. on June 3, and is still in force.

The company, immediately following the action of the Commissioner of Public Works, and on receipt of the injunction, agreed to another stated case, and judgment was given that the company's contention was correct.

Subsequent to the occurrences outlined above the differences between the city and the company reached the courts in a new form. Under a recent decision the company was directed to bring its tracks to a level with the street paving, etc., and to put a permanent foundation under them, where the city was doing repaving work. Within the last month or so some repaving work has been in progress and differences have arisen, as to what should or should not have been done. Matters reached a climax, Sept. 6, when the city employees took up a section of the company's tracks on Main St., and filled the space with concrete. Commissioner Potts stated that the company had had ample time to bring these tracks up level with the street paving, and claimed to be justified in removing them. The company secured an injunction restraining the city from any further interference with the tracks and directing the restoration of them. The work of removal was stopped, but nothing was done

in the way of restoration of the tracks removed. Proceedings were taken against the Mayor and Commissioner Potts for not having obeyed the injunction, and the first hearing was given by Justice Grimmer, Sept. 18. A number of affidavits were put before the court, and some legal arguments were put forward, before an adjournment was made until Sept. 26.

### Edmonton Radial Railway Employees' Wages.

The employees of the Edmonton, Alberta, Radial Ry., on Sept. 5, adopted by vote a new wages agreement, as from Aug. 31, which is to be renewed from year to year, either side having power to give the other 30 days notice of a desire to change any of the conditions. The schedule of wages per hour is as follows: For conductors and motormen: First six months, 26c. Second six months, 28.5c. Commencing 2nd year, 32c. Commencing 3rd year and thereafter, 34c.

Car barns department: Electricians, painters, carpenters, machinists and fitters and blacksmiths shall be paid the recognized rate of wages as adopted by the City of Edmonton under the fair wage clause as amended Mar. 2, 1915.

Barn men and car repairers: First six months, 26c. Second six months, 28.5c. Commencing the 2nd year, 32c. Commencing 3rd year and thereafter, 34c. Experienced car repairers, 36c.

Car cleaners: Head car cleaners, 32c. Other car cleaners, 28.5c. Track greasers, 30c.

### Sherbrooke Railway and Power Company's Annual Report.

Following are extracts from the report for the year ended June 30:—

"The directors feel, that while results were not as good as anticipated, the shareholders are to be congratulated that, under the circumstances, the company has been able to hold its own. As a result of the war many manufacturers curtailed their operations, thus reducing the demand for power and this naturally affected the revenue from electric light and street railway departments. To make up for this reduction in revenue, your directors decided to purchase the lighting and power business of Waterville and Compton, together with certain rights in the Coaticook River Power Co. and an undeveloped water power and were also obliged to extend several lines to secure other contracts. As a result practically the whole of the power from the present development has been sold and will substantially increase the revenue when in operation. To cover financial requirements, however, your directors being of the opinion that this is not an opportune time for the sale of long term securities, have decided to authorize the issue of \$100,000 of 7% short term notes, payable in three, four or five years, at the option of the purchaser. As these notes will be absolutely secured by double the amount of the consolidated first mortgage bonds of the company, they will no doubt be fully subscribed for. These notes will be offered in the first place to the shareholders and bondholders of the company on terms which will undoubtedly meet with their approval.

"During the year Major D. R. McCuaig, D.S.O., a director of your company, who left for the front at the beginning of the war, was seriously wounded in the battle of Langemarck and is at present in a German military camp, and has almost recovered from his wounds. This summer, Major

N. C. Pilcher, General Manager of the company, accepted a responsible appointment with the 5th Royal Mounted Rifles and has gone abroad with his company. During his absence, J. H. Trimmingham, General Superintendent of the company, will administer its affairs. Your directors desire to place on record their appreciation of the valuable and faithful services rendered by the officers and employes during a very trying period."

Assets.	
Property, plant, equipment, etc.	\$2,243,933.13
Mortgage	10,000.00
Accounts current	21,902.83
Cash on hand and in bank	3,007.64
Cash with Montreal Trust Co.	1,000.00
Cash to credit of coupon account with bank	17,137.50
Office furniture and fittings	778.85
	\$2,297,760.95
Liabilities.	
Capital stock	\$1,090,500.00
Bonds	1,090,500.00
Mortgage on property purchased	2,050.00
Property purchased (payable in power over a term of years)	18,950.00
Loans, Quebec Bank	20,000.00
Loans, McCuaig Bros. & Co.	33,862.47
Current accounts payable	11,816.26
Accrued interest on bonds	28,900.00
At credit of profit and loss account	1,181.32
	\$2,297,760.95
Gross revenue from railway, power, light, real estate rentals, etc.	\$146,769.00
Expenditure: Operation, maintenance and management	90,848.29
Net revenue for 1915	\$55,920.71
Balance at credit of 1914	1,157.19
	\$57,077.90
Less:	
Interest on bonds	\$54,535.00
Less interest during establishment	5,000.00
	\$49,535.00
Head office and legal expenses	1,780.24
Interest on current liabilities	4,204.64
Bad debts written off	376.70
	55,896.58
Balance carried forward to credit of profit and loss	\$1,181.32

### Calgary Municipal Railway Annual Report.

The report for the year ended June 30 shows that the City of Calgary, Alta., owns and operates 71.5 miles of track, computed as single track. Of this 15.5 miles is double track and 1 mile sidings and turnouts. The total cost of construction and equipment was \$2,240,227.93, or \$31,331.85 a mile. The employees number 272 and the aggregate salaries and wages paid for the year was \$277,894.17. The total number of cars operated was 99, of which 12 are without equipment, such as trailers and work cars. During the year, no passengers or employees were killed, but 5 passengers, 2 employees and 3 others were injured. Following are statistics for the year:—

Operating earnings	\$611,826.85
Operating expenses	428,797.18
Net earnings	\$183,029.67
Interest on deposits	13,660.87
Total income	\$196,690.54
Taxes	3,316.42
Rental, land and conduits	1,012.39
Interest on funded debt	106,359.48
Interest on floating debt	2,023.04
	112,811.33
Net income	\$ 83,879.21
Reserves and sinking fund charges	74,984.89
Surplus	\$ 8,894.32
Car earnings	\$593,437.28
Chartered cars	1,109.35
Freight	2,522.02
Sprinkling	4,961.51
	\$602,030.16
Advertising earnings	\$9,626.69
Post card sales	170.00
	\$ 9,796.69
Maintenance of way and structures	\$11,566.42
Maintenance of equipment	\$44,270.75
Transportation, hired power	\$92,816.52