

Moose Jaw Electric Ry. Employees' Wages.

Canadian Railway and Marine World for December contained the report on this matter by a Board of Conciliation and Investigation appointed by the Minister of Labor under the Industrial Disputes Act. As then stated, the company refused to accept the award, and the men subsequently accepted the offer as made by the company in July, 1916, fixing conductors' and motormen's wages per hour as follows:—1st 6 months, 26c; 2nd 6 months, 26½c; after 1st year, 28½c; after 2nd year, 31c. Motormen having two years experience on other roads and whose ability is satisfactory to the Superintendent will be paid 27c from the commencement of employment. Five cents extra an hour will be paid for May 24, July 1, Civic Holiday, Labor Day, Good Friday, Thanksgiving Day, Christmas Day and New Year Day. The other principal terms of the agreement are as follows:—Uniforms will be supplied by company. Cost of first uniform and overcoat to be borne half by company and half by employee. Should employee leave within 12 months he must pay full cost of uniform. Subsequent uniforms will be supplied by company one per year free; subsequent overcoats will be supplied by company, to remain company's property, and to be returned to company upon employee leaving if so requested. Stools will be provided for motormen, their use being restricted in certain districts. Violation of rules governing them will entail dismissal and a total of five violations will mean discontinuance of stool privileges.

The company reserves the right to terminate employment of any employee for violation of rules and regulations. For minor offences warning will be given, for more serious offences suspension or dismissal. The following will be treated as serious offences:—Acts or words of disloyalty to the Empire; acts or words tending to bring the company's officials or any employee into disrepute or dishonor, or tending to disrupt the harmony of the employees or the system; drinking when in uniform or drinking when on cars or within three hours of going on duty; destruction of property, accidents through carelessness or neglect, missing fares, carrying people free, using stools on portion of route not allowed, violating explicit instructions as to manner of fare collection or violation of any rules now in force or which may hereafter be in force. Employees may be disciplined, suspended or dismissed without notice at the Superintendent's discretion. The employees' committee shall consist of 3 employees chosen by the Superintendent and satisfactory to the employees. Any employee disciplined or dismissed may have his case taken up by the committee with the company.

Fifteen minutes will be allowed men taking car from barn and 15 minutes for returning car to barn at night. This time is allowed so that crew taking car out will inspect it, seeing that bells, lights, brakes, sanders, etc., are in working order, and that car is supplied with trolley, pickup, sand, coal and proper destination boards. Fires must be lit only after pulling car from barn. On returning car to barn, anything amiss with equipment or repairs to be made must be reported in trouble book. Dampers in stove must be closed, check draft opened and check in pipe closed. Fires to be regulated so that on cars returning to barn fires will be low. Spare men reporting for duty

and not obtaining a run will be allowed one hour. When men making regular runs fail to report at specified time the run will automatically revert to spare man in order of seniority.

Order of seniority will be recognized by length of time in one position. An employee desiring to change from conductor to motorman, or vice versa, will lose his seniority and start at foot of list but retain rate of pay. If the change is made at the company's request, seniority will be lost as to position changed to, but if at any time the employee is changed back, or voluntarily wishes to change back, the original seniority in the original position will be retained, and service put in in new position at company's request will count as service in original position.

The British Columbia Electric Ry. and the Jitney Traffic.

After considerable discussion and hearing the views of representatives of the British Columbia Electric Ry., and of the jitneymen, the Vancouver, B.C., City Council, on Dec. 8, passed part of a new set of regulations affecting jitney traffic in the city. The regulations are made much more drastic than those formerly in operating, and it was proposed to raise the license fee from \$25 to \$50 for 5 seat cars and from \$50 to \$100 for 7 seat cars, with an increase in the drivers' licenses from \$2 to \$3 a month. Subsequently the regulations were completed and it was hoped to have the bylaw finally passed by Dec. 31, so that the licenses for 1917 could be issued under it.

The jitneymen, on Dec. 13, asked the council to postpone the coming into operation of the new regulations. In the course of the discussion, J. A. Kerr, President of the Jitney League, is reported to have said that the league had not attempted to interfere or in any way retaliate against the British Columbia Electric Ry. in that company's legitimate transportation business, but that should the company persist in its efforts to have the jitney league put out of business, then its members would seriously consider finding ways and means of making the company live up to its own rules and regulations.

In connection with this statement, W. G. Murrin, Assistant General Manager, B.C.E.R., is reported to have said in an interview, Dec. 14:—"It is grossly incorrect, as stated by the jitney men, that my company is trying to 'put the jitney out of business.' We are asking solely for regulations on a par with those we operate under and as a matter of fact those proposed are not nearly so exacting as ours are. We did not come forward to the city council with our requests until the council invited us. I believe that the public will view this matter in the right light and insist on regulations which will protect their own rights and not those of the jitney operators only. The B.C.E.R. operates under very strict regulations, which have for their purpose the obtaining of a transportation service which fills the needs of the public, which safeguards the lives of the public, and caters to the general welfare of the community. We are asking no more than that the regulations we operate under or their equivalent be placed on the jitney. If this jitney league is permitted to run as it likes, it cannot be said to fill the position of a transportation system on which the city can depend. It is obviously unfair for one means of transportation to be saddle with obligations and its competitor not, and

that this condition cannot continue will be clear to every impartial person. The B.C.E.R. is required to give transfers and to run regular services of cars in the rush as well as the slack hours, on week days, Sundays and holidays and at many times that it does not pay to run cars. It pays more than 5% of its gross earnings to the city, whereas the jitney pays less than 1%, and a great deal of this is eaten up by the extra expenses placed upon the city. The company pays heavy bridge rentals and maintains its own tracks at a cost of \$40,000 a year. We must carry city officials and firemen and policemen on our cars free. The jitney has no such obligations. If the jitneys are allowed to compete with an established transportation system on an unfair basis, taking the smooth without the rough, and carrying few of the burdens the street railway must carry, there can be only one result. A severe blow will be dealt to capital which may invest in Vancouver at some future date. The jitney men are asking the city council for protection. It is the street railway, having been promised protection in the form of a franchise, that is entitled to first consideration."

Electric Railway Track Laid in 1916.

Below is a preliminary table showing track laid on electric railways in Canada during 1916. It is not published as a complete one, owing to the fact that some of the companies have not yet replied to the circular sent, but it is believed to be approximately correct. The * mark indicates that the figures given are estimated:—

	Miles.
Brantford and Hamilton Ry.—	
Market St. to Water St., Brantford..	0.25
Calgary Municipal Ry.—	
17th Ave. and 28th St. W. to Sarcee	
Military Camp	3.00
4th Ave. and Centre St. to Sunnyside	0.50
	—3.50
*Edmonton Redial Ry. or Edmonton Interurban Ry.—	
Connection between two lines near G. T. Pacific Ry	1.00
Hamilton St. Ry.—	
Kenilworth Ave. and Burlington St. to Barton St.	0.50
*London and Port Stanley Ry.—	
Richmond St. to Ridout St., London...	1.00
London St. Ry.—	
Egerton St. to West St.	0.41
Quebec Ry., Light and Power Co.—	
C.P.R. Cross'g to St. Charles Cemetery	0.50
5th St. to 4th St.	1.25
3rd Ave. to Abattoirs	0.25
	—2.00
Regina Municipal Ry.—	
C.P.R. Arcola line to 16th Ave.	0.72
4th Ave. to Standard Ave. and Winnipeg St.	0.58
	—1.30
Sarnia St. Ry.—	
St. Clair and Christina Sts. to Clifford and King Streets	0.50
*Saskatoon Municipal Ry.—	
On 25th St. Bridge	0.23
Three Rivers Traction Co.—	
Cap. de la Madeleine extension	3.06
Toronto Civic Ry.—	
St. Clair Ave. to C.P.R. tracks on Lansdowne Ave., double track	0.61
Toronto Ry.—	
New entrance to Exhibition	1.91
Yonge St. gap	0.14
Woodlawn Ave. extension	0.04
	—2.09
	16.45

The London St. Ry., in addition to the new line above mentioned laid 2,000 ft. of second track on Dundas St. from the exhibition grounds to the G.T.R. inter-switching track.

The Sandwich, Windsor & Amherstburg Ry. laid 2,200 ft. of entirely new double track line on London St. West, Windsor, replacing a single track line; this, however, does not increase the company's track mileage.