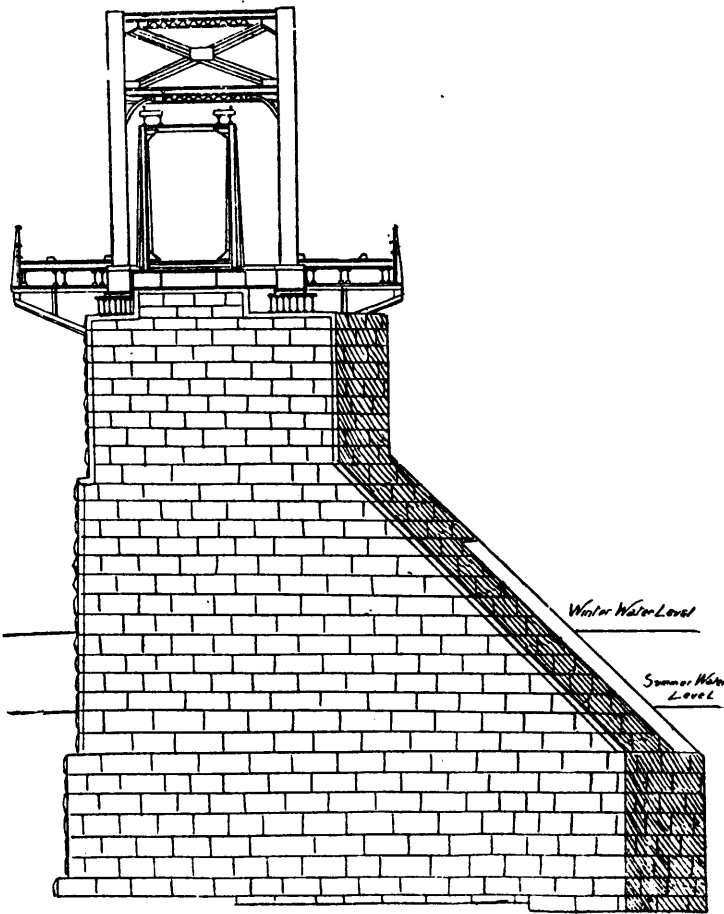




CROSS SECTION 11TH PIER AND 12TH SPAN, VICTORIA JUBILEE BRIDGE, MONTREAL,

ELECTRIC RAILWAYS.

The London Street Ry. Strike.

General Manager Carr writes us in reference to the article under this heading on pg. 241 of our last issue:—"I wish you would kindly correct the error in the last paragraph of the article, stating that the men secured a small increase in pay & recognition of the Union. The pay was increased as stated, but the Co. did not recognize the Union, as you will readily see from a copy of the agreement that was entered into between the Co. & its employees, each employee signing the enclosed agreement."

As the agreement is of considerable importance & interest we give its provisions in full as follows:

The wages for motormen, and conductors employed by the Co. shall be on the following scale: For the first 6 months, 13c. an hour. For the second six months, 14c. After one year, 15 $\frac{1}{3}$ c. All men to be listed at once upon said scale according to length of previous service. All overtime to be paid for according to regular rate men are receiving. Nine hours to constitute a day's work for all regular men, with a leeway as near 2 $\frac{1}{2}$ hours as time table will allow. Regular relief men to receive remaining hours, which will not be less than 8.

All employees of Co. shall have full liberty to affiliate with any lawful association or club, and shall not be required to sign any document abridging their full rights under this agreement.

All conductors & motormen in the employ of the Co. to be marked upon the blackboard in accordance with the time they were hired. The spare men to get all spare work, which, as far as practicable, shall be equally divided among them.

All conductors & motormen shall report at the carbarns 15 minutes before their run goes out, & anyone failing to do so, his place shall be filled by the first man on the spare list, & any motor man or conductor failing to report or send word within 4 hours after his run goes out shall lose the next day also, unless his services are required.

No motorman or conductor shall be required to pay for any breakages unless it is proven that the breakage was due to his own carelessness.

No conductor or motorman shall lose his own time to look up accident reports when he is requested to do so by Manager or Superintendent, but in such case his pay shall go on at the regular rates.

All employees in the employment of the Co. to have free transportation over all lines operated by the Co. No more than 4 employees to be on 1 car.

Any employee laying off with permission of the Co. shall have his place on the list when he returns to work.

The Co. to have the right to make such rules or regulations as may from time to time be deemed necessary, but not inconsistent with this agreement.

One week's notice to be given by employees before leaving the Co.'s service, or failing such notice, forfeiture of equivalent wages.

None of the employees who went out on strike on Oct. 27, 1898, to be refused reinstatement in their former position on account of having struck work as aforesaid, & no dismissal of such employees to be made except for other & good cause. Also that R. Westby, W. Crawford, W. Kerr, J. Fitzgerald, M. Delisle, & J. Pickell be reinstated to the runs they were on previous to their dismissal.

The Manager of the Co. to hear at any time any complaint or grievance of any employee, & that such employee, if dissatisfied, shall be heard again with any one or more employees who can substantiate or prove the justice of his complaint or grievance; & further, that in case such employee is still dissatisfied with the Manager's decision, an appeal shall lie to the President & directors, if made within 3 days of the Manager's decision; & in case where conductors or motormen are suspended or dismissed, & it is found that they are not at fault, they shall be reinstated on their former run, with full back pay.

The employees to be at liberty to purchase their uniform where they see fit, subject to the same meeting the approval of the Manager as to uniform material & style, not exceeding in quality those in present use.

This agreement to be in force for 6 months, or for such further period as the employee may continue in the service of the Co.

The petition presented by the men on Oct. 2 contained the following clause:

"None but residents of London shall be employed, & before they start to train they must deposit their initiation fee with the Secretary of our Division, & receive a permit card. After 30 days' experience, if satisfactory to the Co., they must become members of our Association."

This was not agreed to by the Co.

British Columbia Electric Railway Co.

This Co. recently issued 12,000 non-cumulative 5% preference shares of £10 each, ranking for additional dividend rateably with the ordinary shares, after the latter have received 7%, at the price of £11 a share. The issue was explained in the Co.'s annual report (Oct., pg. 216), & is for the purpose of carrying out extensions & improvements at a cost of some £55,000, & to redeem, at a cost of £60,000, the non-cumulative 6% income bonds outstanding.

The Co. is now operating 41 miles of fully equipped line in Victoria & Vancouver, & between the latter place & New Westminster.

The earnings & expenses for Oct. were:

	1896-7.	1897-8.	INCREASE
GROSS EARNINGS.			
Railway—Vancouver	\$4,166	\$5,723	\$1,557
Victoria	5,905	6,981	1,076
Westminster	7,332	10,394	3,062
Lighting—Vancouver	6,281	10,139	3,858
Victoria	4,069	5,085	1,016
Total gross earnings	\$27,753	\$38,322	\$10,569
Working expenses	\$18,286	\$21,600	\$3,314
Net profits	\$9,467	\$16,722	\$7,255
Aggregate Gross Earnings from April 1 to Oct. 31	\$158,496	\$228,684	\$70,188
Aggregate Net Profit from April 1 to Oct. 31	\$46,697	\$93,722	\$47,025

The aggregate gross earnings & net profit for 1896-7 are from April 15 only.

Maritime Province Lines.

Bedford Electric Co.—At the last session of the Nova Scotia Legislature M. Chisholm & others, of Halifax, were incorporated under this title, with power to build & operate an electric line in Halifax county, outside Halifax city, & with other powers. It was recently reported that the Co. had in contemplation the building of a line around Bedford Basin, through Dartmouth & down to Cow Bay.

Ontario Lines.

Brantford.—There has been a revival of the rumor respecting electric roads into Brantford, & it is possible something may be done next summer. The Brantford St. Ry., it is stated, would be willing to extend its Mohawk Park route to Cainsville for a consideration. The residents of this village & Echo Place, many of whom are employed in the city & prefer living in the suburbs, are very anxious that the electric road should be extended out there, & it is said that they would be willing to pay a bonus. Manager Barron stated to a Courier reporter that he had been approached on the matter, but had replied that it would take a bonus of \$10,000 to extend the line out the Hamilton road. He went on to state that the Hamilton & Chedoke Ry. Co. is still very anxious to build its line to Brantford, & it was possible it might yet do so. There is now a gap of only 16 miles between Brantford & Hamilton.

Brockville.—The Brockville Times says: "While we are not opposed to the town building an electric railway we believe that if the council would actively endeavor to interest capitalists in the matter it would be possible to secure the construction of an electric line by a company with an agreement that would guarantee a good service & low fares. A Brockville electric railway might in course