

## Calgary Municipal Railway Wage Schedule.

The Calgary, Alta., City Council has approved of a new wage schedule and agreement with the Calgary Municipal Ry. employees. The existing agreement expires in April, and the new agreement and schedule have been drawn up by the commissioners and by the committee of men representing the employees. The commissioners' report to the council sets out that the new wage schedule is the same as that now in force, except that there is a small increase in the case of men operating the one-man cars in the downtown district.

"The city has asked the men to forego the time and a quarter which has been paid for Sundays and time and a half for overtime. It has been a considerable burden to the system during these hard times having to pay this extra time on Sundays, consequently the service has been curtailed. In lieu of this concession made by the men we propose to operate a regular car service on Sundays (without extras), which should increase the revenue and will give the men six days work per week. This improvement of service will be of mutual benefit to the

## Lake Erie and Northern Railway Operation.

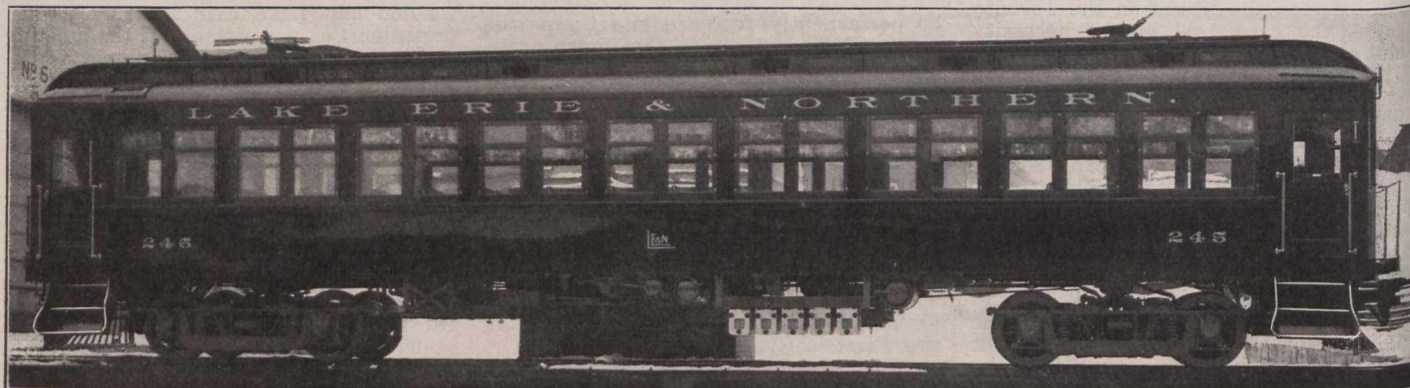
The L.E. and N. Ry. started operating the Galt-Brantford section of its new electric railway, Feb. 7, the first train leaving Galt at 7 a.m. The service at present is a two hour one, the cars leaving Galt on the odd hours and Brantford on the even hours. It said that as soon as a connection is made with the Dominion Power and Transmission Co's line from Brantford, which will probably be early in March, that the service will be made an hourly one. The service put in operation Feb. 7, was for passengers only, but it was expected to put a freight service in operation later.

The line starts at the Soap Works in Galt, and follows the Grand River to Paris, running more or less parallel with the Grand Valley Ry., the right of way of which has been acquired by the company from the city of Brantford. In Paris the line leaves the river valley and follows the top of the bluff overlooking Paris from the east. On this bluff is the Paris station, which is built to C.P.R. standard plans. From Paris to Brantford the line continues to follow the Grand River, although there are a couple

each meeting attended, but the total remuneration receivable shall not exceed \$800 in any one year, while the chairman shall receive \$15 for each meeting attended, but not more than \$1,200 in any one year. The board to have exclusive control of the whole of the public utilities; to appoint a general manager, submit monthly reports to the Council, and pass all necessary bylaws, but to apply to the Council to pass bylaws for the raising of money for additional capital expenditures. The report of the committee as adopted has been forwarded to the council for consideration.

The Mayor of Edmonton, Alta., called the attention of the City Council on Feb. 2, to the fact that the outstanding bonds issued in respect of the Edmonton Radial Ry., amount to \$56,041 a mile of track, whereas under the powers of the act of incorporation of the E.R.Ry., the amount of the securities issued is limited to \$10,000 a mile. The matter was referred to the city charter committee to take the necessary steps to have it set right by the Legislature.

The Edmonton, Alta., city commissioners on Feb. 2, increased the salary of Superintendent Moir of the Edmonton Radial Ry. from \$150 to \$200 a month and approved of the estimates for the



Lake Erie & Northern Railway Car.

The illustration above shows one of the eight full vestibule interurban passenger cars put in service recently on the L. E. & N. R. and which were fully described in Canadian Railway and Marine World for February, pg. 67.

patrons as well as the street railway men." The Council approved the recommendation that the new schedule go into operation Feb. 1, the commissioners estimating that the saving effected by it would amount to \$5,256 during the year. The commissioners' report as to the wage schedule is as follows: "To employees in the service on this date and from the date other employees enter the service, under this agreement, after one year employment under emergency contract at 26c. an hour in any capacity on the system, and are qualified conductors and motormen, the wage schedule until the end of this agreement shall be, including police duty, first year 28c. an hour; after first year 30c.; after two years 33c.; after three years 35c."

When in charge of one-man cars (not including trailers or Ogden extra service), operating from outside to any point within the boundaries of Eighth Ave., Eighth St. west, Seventeenth Ave., Second St. east, 40c. an hour will be paid. Pay day for the employees shall not be later than the 6th and 21st of each month. Fifty cents will be allowed all employees for their attendance at lectures on street railway practice once a month, and also extra half time on May 24, Dominion Day, Civic holiday, and Labor Day, Good Friday and Thanksgiving Day, and extra full time Christmas Day and New Year.

of stretches where the river is not to be seen from the car. As Brantford is approached the line again runs close by the stream. The entrance into Brantford is through the Holmedale section of the city, and the only Brantford street to be crossed by the line is Mill St. Just before reaching the present terminus of the line at Lorne bridge, there is a freight shed, built on the style of the C.P.R. freight shed in Galt, and also a brick car barn, in which are also located the transformers.

## Edmonton Municipal Railway Matters.

The Edmonton, Alta., Property Owners' Association, has adopted a resolution recommending the City Council to appoint a board of directors to administer the whole of the public utilities owned by the city. The report recommends that five directors be appointed by the city council from a list of 15 names to be nominated by the council of the board of trade and that these directors assume office Jan. 1, 1917. Of the first directors two it is proposed shall have office for three years and three for five years, directors subsequently elected to hold office for five years. Directors to be subject to removal without cause or a vote of ratepayers, and to receive \$10 for

current financial year. After all charges are met the estimates for the street railway provide for an anticipated deficit at the end of the year of \$95,829.77. A summary of the expenditures and revenue during the year is as follows: Revenue \$546,656; expenditure, operation, maintenance and power charges, \$356,778; capital charge, \$228,846.72; depreciation, \$25,557.05; bank interest and overdraft, \$31,200. The salaries of the permanent staff last year were \$38,857.30, and the sum asked for this year by the Superintendent was \$27,402, but the commissioners reduced the estimate to \$26,931.50. Motormen's and conductors' salaries amount to \$164,198.70, against \$156,163.84 last year. Power charges last year were \$97,516.05, and the estimate of \$97,600, as submitted was passed by the commissioners. The estimated cost of maintaining rolling stock was reduced from \$26,423.67 actually expended last year to \$20,000.

**Hamilton St. Ry.**—E. P. Coleman, General Manager, Dominion Power and Transmission Co., is reported to have informed the Hamilton City Council railway committee Feb. 15, that the relaying of the tracks on Herkimer St., between Queen and Locke Sts., will be strated in the spring, but the company cannot see its way clear to lay new tracks on King and York streets.