

which might still further prejudice the business interests and general welfare of the community, the company has decided to accept the recommendations of the majority of the board. The board recommended that the new wages schedule and working conditions should take effect on Sept. 1. Realizing, however, that the company has only today notified your committee of its intention to accept the award, it has been decided to continue the existing wages schedule and working conditions for one week. Should you finally decide not to accept service on the terms laid down by the majority of the board, which will, therefore, come into effect on Sept. 8, your decision will be received by the company with great regret, as we much prefer employees who have been for many years upon our pay rolls to continue the operation of our system. At the same time your decision will not in any way affect the company's intention of adhering literally to the terms of the recommendation signed by the majority of the board.

"In the event of your refusing to continue the performance of your duties, the following course will be pursued by the company: Forty-eight hours will be given you in which to reconsider your decision. If during this time you should present yourself for duty, your services will be accepted at the rate and under the conditions laid down by the board of conciliation, but should you not during this time be willing to accept service, your name will be erased from the company's books. In the event of your deciding to leave our employ, you will be instructed to hand in, within 48 hours referred to, your badge, pass, punch, change-fund and any equipment which may be the property of the company. All seniority rights will expire within 48 hours of your failure to appear for duty, and any man afterwards engaged to carry on the company's service will have a seniority standing dating from the acceptance of his application. All men so engaged will be treated as first-year men and paid accordingly. The company has arranged, as far as possible, to pay to all employees who present themselves within the 48 hours, for the purpose of returning their equipment, all moneys which may be due to them.

"I place these matters before you clearly so that you may, before taking any steps which you may afterwards regret, have no excuse for saying that you did not understand the true facts of the case, or the true intention of the company concerning this matter, and although, as I have said, the company much prefers, for the sake of peace, to operate under the award with its old employees, yet it cannot and will not under any circumstances deviate from the conditions herein described to you."

The men met at their several centres at midnight, Sept. 1, at which the employees' committee presented a report, which it is said stated that the international executive refused to endorse a strike, mainly on account of adverse industrial conditions prevailing in Western Canada, due to trade depression and the effect of the war; and that while the executive sympathized with the men, they could only advise that the majority award be accepted under protest. The committee further reported that during the day the company had consented to certain amendments being made in the majority award. These consisted in making the agreement to run for a minimum period of 12 months and a maximum period of 22 months; and providing that employees should become and remain members of the union. The fact, however, that an employee ceases to be a member of the union does not, the understanding is, entitle its executive to demand

that he be dismissed from the service. In such cases the General Manager shall give a decision on the point, and if this is not considered satisfactory the matter shall be settled by arbitration. The meeting adjourned without ordering a strike, and on Sept. 3, a ballot was taken, when the majority report as amended was adopted, and the agreement was signed Sept. 4.

Calgary Municipal Railway Results.

In the annual report of the City of Calgary, Alta., for 1914, the Commissioners state that the street railway department has suffered more from financial conditions than any other of the city's departments, the earnings having decreased considerably as compared with former years. The operating and overhead charges were reduced to a minimum, with the result that passengers are being carried at as low a rate, or lower than in any other Canadian city, length of haul being considered. The auditors report that the Superintendent of the railway, T. H. McCauley, had long urged that the depreciation charged against the railway was excessive, and after a consultation and examination, a few unimportant adjustments were made in the rates, some being made fractionally lower and some fractionally higher. The rate which had been fixed for track and road way at $7\frac{1}{2}\%$, was reduced to 5%, but only temporarily, in view of the greatly diminished traffic and resulting wear and tear, but it was stipulated that as soon as the traffic increases, the rate is to revert to the old figure. The rate fixed for depreciation on the power plant machinery was also reduced from $7\frac{1}{2}\%$ to 6%, as it is not being used to its full capacity, and the same stipulation was made in this case. The reduction in the depreciation rate on track and roadway resulted in a saving of approximately \$27,000, and on the power plant machinery, of over \$11,000, while reducing the cost of the current to the railway permitted a refund to the railway on the cost of its power, of \$9,383.26.

The balance sheet of the street railway department for the year shows total assets of \$2,404,281.26, with liabilities of \$2,325,429.12, the net revenue account showing a credit balance of \$78,852.14.

Quebec Railway, Light, Heat and Power Company's Annual Meeting.

The annual meeting was held at Montreal, Sept. 14, when the report for the year ended June 30, showed a total revenue of \$1,784,074, an increase of \$17,076; operating and maintenance expenses \$465,817, an increase of \$11,715; fixed charges and taxes \$735,482, leaving a net surplus of \$114,775, which added to the surplus brought forward from the previous year, makes a total available surplus of \$347,444.45.

The President, Sir Rodolphe Forget, stated that an announcement would be made shortly thereafter regarding the sale of a section of the Quebec and Saguenay Ry., which has been a heavy loss to the company.

The retiring directors were re-elected and five new ones were added, as follows:—President, Sir Rodolphe Forget; Vice President, L. C. Webster; other directors, D. O. Lesperance, J. N. Greenshields, Hon. Robert Mackay, P. Galibert, L. J. Tarte, A. Berthiaume, A. Terement, T. Bastien and L. Morin.

Answers to Questions on Electric Railway Topics.

Following are questions submitted to the American Electric Railway Association's question box, with replies thereto by W. F. Graves, Chief Engineer, Montreal Tramways Co.:—

Will any member company having a large number of plans to care for, both of its own and of foreign make, which has perfected a system of filing and indexing the same, briefly describe the system and method of keeping it up?

In our system of filing drawings, the foreign prints are kept separate from our own drawings, the foreign prints having a consecutive number given to them and catalogued under the title of the drawing by means of a card system. Our own drawings are divided into different classes, such as Intersections, Right of Way, Cars, etc., and each class is given a distinguishing letter A, B, C, etc., corresponding to the drawer letter; drawers A, B, C, etc., are then divided into different sizes, and the record of these drawings is kept in a loose leaf book, numbered consecutively under the class heading, and also in a card index under the title of the drawing, thus—Intersection—St. James & McGill would be numbered 160 N. F., which would indicate that it was in drawer N and the size of the drawing was 17 x 33 ins., while drawing of Track Bolts numbered 160 L. D. would indicate that it was in drawer L and the size of the drawing was $8\frac{1}{2}$ x 11 ins.

Standard Drawings.	Rolled Drawings.
$8\frac{1}{2}$ x 11 ins. = D.	11 ins. Wide = J.
11 x 17 ins. = C.	17 ins. Wide = K.
17 x 22 ins. = B.	22 ins. Wide = L.
22 x 34 ins. = A.	33 ins. Wide = M.
17 x 33 ins. = F.	44 ins. Wide = N.

To what extent is salt used in connection with keeping the track clear during snow storms or immediately afterwards? Is its use confined mostly to special work, or is it used upon the straight track?

Our average snow fall during the winter is 120 ins., resulting in the use of large quantities of salt, principally around switches and curves. During severe snow and freezing weather, we use salt at the approaches to intersections, also use salt and sand mixed, applied by hand, on important hills, of which we have a number on this property. In a milder climate, I have used salt brine, ranging from a saturate solution up, according to the temperature, and applied from barrels at the special work.

Does it pay to inspect manufacturers' special work?

My opinion is that it is essential that special work be inspected at the manufacturers. The amount of money involved in making such an inspection is small compared with the expense of the layout.

What is the best foundation for special work, crushed stone or concrete?

Crushed stone, owing to its resiliency, facilities for drainage, ease of resurfacing and repairing, is the best foundation for special work.

Does the track well ballasted with crushed stone require a longitudinal drain pipe?

In an impermeable clay soil, a farm tile drain should be installed, either in the centre between tracks or in the track space and the excavation sloped toward such drain, which should be connected with the sewer at stated places, whether the track foundation be concrete or stone.

In large construction work, is it more economical to contract car house wiring or should the railway company do the work?

In my opinion, the railway company should do its own wiring in and about car houses.