

Edmonton Municipal Railway Results.

Engineering and Commerce Reports, the official organ of the Engineering and Commerce Efficiency Society of America, Inc., had in a recent issue an article, "Municipal System of Edmonton," by S. C. Reab, of Calgary, Alta., which deals with the street railway department as follows:—"On Nov. 8, 1908, Edmonton instituted the street railway trolley system, the largest venture in the municipal ownership programme, and at present the gravest problem. It seems impossible for this utility to be operated without incurring a big deficit each year. Edmonton has the difficulty to contend with of a large area and a relatively small population. The population is about 40,000, scattered over an area of some 27,000 acres. The establishment of a jitney service has affected somewhat the street railway earnings, but as this service was not established until the spring of 1915 its competition need not be taken into account in this review.

"The trackage of the Edmonton street railway system consists of 43 miles of double track (figured on a single-track basis) and 11 miles of single track. The utility had 258 employees and paid \$284,159 in salaries during 1914. Its debenture liability as of Dec. 31, 1914, was \$3,004,429. The cost of the system to that date totaled \$3,063,784, the buildings, track, and equipment having cost \$2,887,866, discount on debentures \$115,876, Strathcona franchise \$10,000, and land \$50,042. The sinking fund amounted to \$174,691. The year's expenditures were: Operating, \$535,430; maintenance, \$80,828; other, \$251,958; a total of \$867,670; against which were receipts aggregating \$642,109, leaving a deficit for the year of \$225,561.

"In 1914 the Edmonton street railway had one fatal accident and 10 suits for damages, all of which were successful, the department paying \$11,182 in damages."

London & Port Stanley Ry. Operating Results.—The London Railway Commission, which is operating the newly electrified line, claims that it is already a success. It is stated that the gross revenue for three months to Sept. 30 was \$71,000. At first several steam locomotives had to be hired for the freight traffic, and in August the operating expenses were about \$18,000, but in September, with complete electric operation, they were reduced to about \$10,000. The Commission has paid the city of London \$13,885.54 for the three months, which includes interest on the city's money used during that period, together with sinking fund and rental at the rate of \$20,000 a year. It is stated that these results were obtained in spite of the withdrawal of the Grand Trunk Ry.'s coal traffic, and without the Michigan Central trains which were formerly run over the line between St. Thomas and London.

A Motor-Bus Feeder Service for the municipal railway line of Portland, Ore., has been inaugurated. The city council has approved a contract for the operation of motor buses between 13th Ave. West and Nickerson St. and Ballard Ave. and Market St. The contractor receives 3c. for each adult carried and 1.5c. for each school pupil. The city will receive 2c. and 1c. respectively. The contractor is required to furnish an indemnity bond and has the right to extend his route to 20th Ave. and West 65th St.

The City of San Francisco has completely constructed 20 miles of electric railway. The city has acquired, constructed and equipped 43.6 miles of single track and has under consideration the immediate construction of an additional 5 miles.

Electric Railway Notes.

The Toronto Ry. gave \$1,000 to the Toronto Citizens Recruiting League on its tag day, Nov. 9.

The Calgary Municipal Railway is, according to a press report, starting to run one-man cars in the downtown section.

Arrangements are being made for the organization of a unit of the 6th Regiment in Vancouver, to be composed entirely of British Columbia Electric Ry. employees.

About 400 out of the nearly 7,000 members of the Street Railway Men's Union in Canada have enlisted for overseas military service. Their dues are being carried by the order during their period of service.

The Toronto Street Railway Men's Union had a membership of 2,000 when war started and 306 of its men have enlisted. All members who enlist are kept in good standing and the union looks after the wives and children.

The Montreal city council passed a resolution, Nov. 11, calling upon the Montreal Tramways Co. to establish a new five minute car service connecting the north and east ends of the city, via St. Denis and St. Catherine St. East.

The British Columbia Electric Ry. is negotiating with Point Grey and other suburban municipalities round Vancouver for a reduction of the number of cars to be run, and for a general rearrangement of schedules, in order to meet decreased traffic.

C. W. Keats, of Toronto, has been awarded \$3,800 as compensation for injuries received by his three year old son, in the International Ry. accident at Queenston, Ont., recently. The company had previously settled a claim, by paying \$750, on account of the death of a daughter of the same party.

The Toronto & York Radial Ry., through its Bulletin, which is distributed in its cars, asked its passengers recently to say whether they were in favor of smoking in the rear vestibules of the radial cars or not. Coupons were supplied for answering on and the result was a vote of two to one in favor of allowing smoking. It was therefore decided to continue to permit smoking in rear vestibules of cars not provided with a smoking compartment.

Saskatoon Parcels Delivery.—The Saskatoon, Sask., City Council is considering a proposal for a daily delivery of goods by street car between Saskatoon and Sutherland. It is proposed for a car to leave Saskatoon at 4 p.m.; parcels to be charged at from 5c. to 15c., according to weight; parcels to be delivered on to the car at Second Ave., Saskatoon, any time after 3 p.m., and to be called for at the Sutherland end. The maximum limit of weight to be 50 lbs., and the maximum size to be 3 x 2 x 2 ft., or 6 ft. long by 2 ft. wide. The person in charge of the delivery depot at Sutherland to be paid 30% of the total receipts. All parcels to be conveyed at sender's risk.

The Toronto Motor Bus Co. applied to the Toronto City Council, Nov. 1, for permission to operate a system of motor busses on 13 of the principal city streets, covering the greater portion of the city, for five years from Jan. 1, 1916. The vehicles the company proposed to use would be built with a centre aisle and have accommodation for 14 persons each. The company offered to commence business with 25 vehicles within 60 days, and pay \$5,000 a year for the privilege, and in addition 5% of the net earnings. Bain, Bicknell, Macdonell and Gordon, a local legal firm, represented the company.

Ontario Railway and Municipal Board's Jurisdiction Over Hamilton, Grimsby and Beamsville Electric Railway Confirmed.

The Ontario Railway and Municipal Board on May 10 ordered the Hamilton, Grimsby and Beamsville Electric Ry. to file within 30 days complete plans and specifications for sanitary conveniences on its passenger cars and in its passenger station at Grimsby. At the hearing the company contended that the Board had no jurisdiction over it, but that it was under Dominion jurisdiction. (See Canadian Railway and Marine World, June, pg. 226), and it appealed against the order.

On Nov. 9 the Appellate Division of the Ontario High Court of Judicature, gave a unanimous judgment dismissing the appeal with costs, so that the Board's order is confirmed.

Lack of Passenger Shelter at Sunnyside, Toronto.—In commenting on the lack of shelter for passengers while waiting for Toronto and York Radial Ry. cars at Sunnyside, Toronto, D. M. McIntyre, Chairman of the Ontario Railway and Municipal Board, is reported to have said recently: "We ordered a shelter to be built two years ago. The city has taken over the line, but is not operating it, and I understand has not even paid for it. We cannot order the railway company on an expiring title to build a station. Although the city has practically bought the line it will not assume the title. Last year the company offered voluntarily to place a lighted and heated car there for the convenience of the people. This winter there is nothing, and people wait as long as twenty minutes in the cold. It is a shame. I have endeavored to have the city provide a shelter, and have had the matter up over and over again. But the Board of Control refused recently to recommend the necessary expenditure."

Destruction of Suburban Shelters.—The British Columbia Electric Ry. has about 40 shelters and platforms on its line along the Fraser Valley to Chilliwack. It is reported that practically all of these are in a "deplorable state," owing to the breakage of windows, the smashing of doors, and the destruction of platforms. This is a condition of affairs that prevails on nearly every suburban line in Canada, and the companies are practically powerless to prevent it. These shelters are erected for the convenience and comfort of travellers, and ought to be protected by the public authorities from the ravages of hoodlums and others.

Vandalism in British Columbia.—Vancouver newspapers report that considerable damage has been done to Canadian Northern Pacific Ry. station and other buildings in the Fraser River Valley. Windows have been broken, floors torn up, electric light fixtures removed, and other damage done. The British Columbia Electric Ry. stations in the same district have also suffered similar damage.

New Siberian Railway.—Traffic on the Altai Railway, in Central Asia, says a Petrograd despatch to the London Times, has been opened, 14 months earlier than the date contemplated. The railway, a private line 500 miles long, will open up an immense and rich region of Siberia which has been without means of communication.

The 650 men recruited in Canada for railway construction work in Russia, 300 of whom were got together in Vancouver, B.C., are reported to have arrived in Archangel, after an uneventful voyage from New York.