

### Calgary Municipal Ry. Finances.

The financial condition of the Calgary, Alta., Municipal Ry. is again attracting attention, and the Calgary Herald of Mar. 6 said editorially:—

"The deficit for January was very much larger than appears to be healthy, and at the same time there seems to be no remedy in sight. The internal management of the system, as far as the Herald can see, has always been excellent. Mr. McCauley has proved an efficient as well as an economical superintendent, and his reports show that he is keeping his expenses down to the lowest possible figure. The whole trouble is that the railway has been loaded up with outside extensions, due to the rapid spreading out of the city in more prosperous times. Many of these extensions are such as a private company, if it had a franchise in Calgary, would most certainly have refused to build. It is true that they are a great convenience to those citizens who live in the outlying sections, but it is equally true that when they were built they brought little or no additional revenue to the system. But having built these extensions, the city is now morally bound to continue to operate them, even if there is a loss in doing so. . . . The commissioners are now faced with the problem of either doing away with the working men's tickets during the early morning and the evening hours or of reducing the amount annually charged to depreciation, so as to swallow up these constantly recurring deficits. . . . It is quite a serious problem which the commissioners and the city council have to deal with and one that will require a good deal of consideration before a decision is reached."

### Jitney Traffic Notes.

The Sargeant Jitney Association of Winnipeg put in force Mar. 1, a rate of 6 rides for 25c, good on any of its 28 cars, in place of the former straight 5c fare.

The municipality of Oak Bay, near Victoria, B.C., proposes to regulate motor and jitney traffic and on Mar. 1 took up the consideration of a bylaw framed on similar lines to that in force in Victoria. The amount of the bond which each licensed driven will have to put up is \$5,000. The Victoria Jitney Association is assisting the jitney men of Oak Bay in an endeavor to have the bylaw modified in a number of its details.

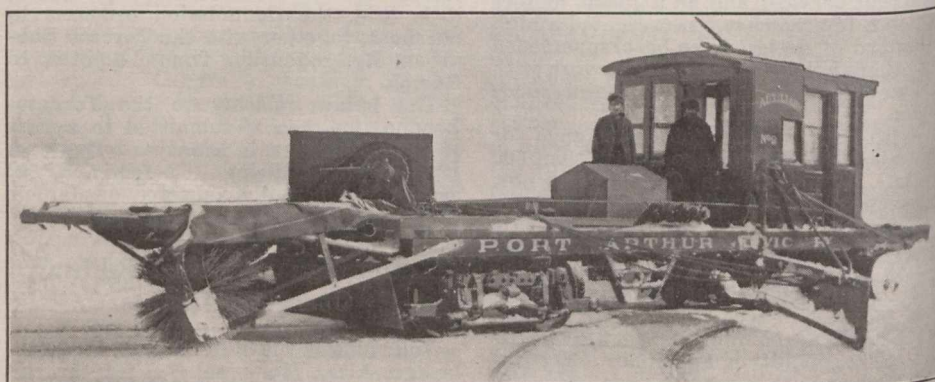
**Rates for Special Cars.**—Responding to questions in the American Electric Railway Association's question box, G. Gordon Gale, General Manager, Hull Electric Co., Hull, Que., states that his company has only one rate for special or private cars. It is based on the seating capacity and no standing passengers are allowed, and for the first fare zones of four miles, is \$5 one way, \$8 return; for the second fare zone, \$6 one way, \$10 return; for half an hour, \$1 per hour or portion thereof, and for a directors', or so called parlor car, the charge is \$2 a trip additional. In all cases there is a fixed limit as to the number of passengers allowed.

**Toronto Civic Ry. Deficit.**—A Toronto alderman has given notice that in order to reduce the present large annual deficit in operation he will move that the fares be as follows: Cash fares—Adults, 3c. each; children, 2c. each; infants in arms, free. Tickets good every day in the year. Adults, 10 for 25c.; children's, 6 for 10c.

### Work Car, Snow Plough and Sweeper, Port Arthur Civic Railway.

The accompanying illustration shows a combined work car, snow plough and sweeper designed by the Master Mechanic, F. Philp, and built in the Port Arthur, Ont., Civic Ry. shops. It is 45 ft. long over all, and 31 ft. with plough and sweeper removed. It is mounted on no. 27 G-i-e-trucks, equipped with 4 Westinghouse 101 B2 500 volt motors, Westinghouse air brake equipment and hand brake.

The plough is lowered and raised by means of a hand brake, its own weight holding it in position when lowered. The wing is operated by a 3½ h.p., 500 volt motor, and when out to its fullest extent cleans off a strip 14 ft. outside of track. The wing can also be raised to a height of 8 ft. of the extreme end, which has a great advantage in cleaning down heavy snow drifts. The broom is operated by a Westinghouse 12a-500 volt motor. Both broom and motor are on a special platform, which can be removed when not in use. All the appliances are operated from the cab, which is mounted



Work Car, Snow Plough and Sweeper, Port Arthur Civic Railway.

on the front end of the car, and the running of the machine and equipment can be controlled by two men.

### Toronto Civic Railway's Deficit.

The Toronto Daily Star says: "Toronto's Civic Ry. went into the hole to the extent of \$380,000 last year despite the fact that the revenue rose from \$166,990 to \$199,300, an increase of 19.3%. The new Toronto transporting commission will have to face the problem of civic car fares as one of its most important duties. With civic revenues failing on all hands, and expenditures going up by leaps and bounds—largely due to Toronto's solicitude for her sons who enlist and those who are quartered within her gates—it is agreed that the time has come when every revenue-producing service should be made to stand on its own feet.

"The T.C.R. is already becoming known as the Toronto Charity Railway. The fare fixed upon by the city council, when the civic car line commenced operation, was 2c. cash, or 6 tickets for 10c. A glance at the average fare collected in 1913, 1914, and 1915, shows that very few passengers pay for their ride in cash. If everyone used the little green ticket, the average fare would work out at 1.66c. In 1913, the average fare was 1.71c.; in 1914, it was 1.69c., while last year it was 1.70c. The annual deficit has more than doubled in three years of operation. At the end of 1913, it totalled \$154,317.

"Works Commissioner Harris has always stood for a 3c. fare on civic cars, declaring that such a fare, while not returning a profit, would carry the system. The council, however, whenever it has been asked to vote on the question, has been overwhelmingly opposed to the increase. At this time last year when civic financing was causing some anxiety, the works committee, by a vote of 6 to 5, carried the Commissioners' recommendation. At the next meeting of council, however, the vote was so overwhelmingly opposed that it was impossible to record it.

"The patronage of the civic cars has increased by leaps and bounds. Last year nearly 2,000,000 more passengers were carried than in 1914. While the number of passengers carried by the Toronto Railway Company showed a marked decline, there was an increase of 19.1% on the civic cars."

### Electric Railway Notes.

The Toronto Suburban Ry. is going to erect an office building on Keele St., West Toronto.

The Sandwich, Windsor & Amherstburg Ry. is in the market for two cars, duplicates of the last ordered.

Over 500 Winnipeg Electric Ry. employees were reported, Mar. 31, to have enlisted with the Canadian Expeditionary Forces.

Express and freight services were established on the Lake Erie and Northern Ry., between Brantford and Galt, Ont., Mar. 1.

At the recent examinations of the British Columbia Electric Ry. first aid class the St. John Ambulance Association, 11 certificates were granted.

A London, Ont. Street Railway motor-man was fined \$5 and costs, Mar. 14, for running his car into the rear of the 142nd Battalion while it was on a route march.

The Winnipeg Electric Ry. expects to start running cars over Arlington Bridge, Winnipeg, early in April, under terms approved by the Manitoba Public Utilities Commission.

The city of Winnipeg, Man., is considering the question of abolishing the position of Traffic Superintendent. This officer looked after traffic on the Winnipeg Electric Ry. for the city council.

The Toronto Suburban Ry. is having two cars built for service between Toronto and Cooksville similar to those which were built there a short time ago for service between West Toronto and Woodbridge.

The Montreal city council is considering the construction of a subway under