

**Montreal East.**

Same tariffs as for Town of Montreal West.

**Local traffic:**

- (a) From midnight to 5 a.m., 5c cash fare.
- (b) From 5 a.m. to midnight, 2c cash fare.
- (c) School children from 5 to 16 years of age, on week days only and between 8 a.m. and 6 p.m., 1c cash fare or 6 tickets for 5c.

**Pointe aux Trembles and Laval.****TOWN OF POINTE AUX TREMBLES.**

- (a) From midnight to 5 a.m., 10c cash fare.
- (b) From 5 a.m. to midnight, 5c cash fare.
- (c) For school children from 5 to 16 years of age, on week days only and between 8 a.m. and 6 p.m., 7 tickets for 25c.

**Interurban Traffic.**

From Laval de Montreal to western limits of Pointe aux Trembles, and vice versa:

- (a) From midnight to 5 a.m., 10c cash fare.
- (b) From 5 a.m. to midnight, 5c cash fare.
- (c) For school children, from 5 to 16 years of age, on week days only, and between 8 a.m. and 6 p.m., 7 tickets for 25c.

From Laval de Montreal to eastern limits of uniform tariff territory and vice versa:

- (a) From midnight to 5 a.m., 15c cash fare.
- (b) From 5 a.m. to 8 a.m., 10c cash fare.
- (c) For school children from 5 to 16 years of age, on week days only, and between 8 a.m. and 6 p.m., 7 tickets for 25c.

From Pointe aux Trembles to eastern limits of uniform tariff territory and vice versa:

- (a) From midnight to 5 a.m., 10c.
- (b) From 5 a.m. to 8 a.m., 5c.
- (c) For school children from 5 to 16 years of age, on week days only, and between 8 a.m. and 6 p.m., 7 tickets for 25c.

**Extracts from Judgment.**

The Quebec Public Utilities Commission, in concluding its judgment, said:—"Should the present tariff prove inadequate at any time the fares can be raised, but, as we read the contract, they can only be lowered when the accumulated surplus reaches \$2,000,000, whereupon one-half will be for such reduction."

"We believe we have made ample allowance for all expenditure the company may be called upon to meet, and have not been more optimistic in our forecast as to revenue than the Tramways Commission. Taking the contract in its entirety, the benefit of any doubt should, in our opinion, be construed in favor of lower fares."

"It is far from an agreeable duty to a public body to increase the rates of a public utility. It is simply, however, a matter of maintaining the public utility in question, as an efficient and going concern. Urban transportation in this community is essential and it cannot be long maintained at less than cost. This has had to be recognized the world over and is a consequence of the abnormal conditions through which we are passing. In all spheres of activity, transportation among the rest, prices and rates have been increased, and we have not gone farther in this direction than necessity and the terms of the contract appear to demand."

The Chairman remarked verbally that

- (a) Day tariff, 2c cash fare.
- (b) School children, 1c cash fare or a ticket to be sold at the rate of 6 for 5c.
- (c) Night tariff, 5c cash.

**TOWN OF LAVAL.**

- (a) Day tariff, 3c cash fare.
- (b) School children, 2c cash fare or a ticket to be sold at the rate of 7 for 10c.
- (c) Night tariff, 10c cash.

Tariff applicable to persons travelling between eastern limit of uniform tariff territory to any point in Laval de Montreal.

- (a) School children, the combined cash fares or a ticket to be sold at the rate of 7 for 20c.
- (b) Night tariff, 15c cash.

**GENERAL.**

Day shall mean any time between 5 a.m. and midnight. Night, from midnight to 5 a.m., but nothing herein contained shall compel the company to run cars later than at present.

School children shall mean children between the ages of not less than 5 years nor more than 16 years, and fares for such shall only be good on week days and between 8 a.m. and 6 p.m.

All fares as herein provided shall apply in respect of municipalities as bounded and defined on Jan. 28, 1918.

Where not otherwise specified through fares shall be computed by adding together the local fare or fares and the uniform tariff territory fare in all cases where passengers pass from an outside municipality into the uniform tariff territory.

The Public Utilities Commission thought transfers had been abused a great deal, and they were going to take the question up with the Tramways Commission and the company, to see whether something could be done to prevent the abuses that have been in existence for some time.

The new schedule of fares goes into effect Oct. 3, and in preparation therefor, it is being advertised in Montreal papers, while the company is preparing its new forms of tickets and transfers. Under the franchise agreement tickets purchased at existing rates cannot be used after the new schedule comes into effect, but are to be redeemed by the company at the price at which they were sold. Under the new transfer plan, passengers, at the time of paying their fares, must state the first point at which a transfer is desired, and the transfer ticket will be punched accordingly. The new fare tickets will, it is said, be different from the old ones in color, and will have the value printed on the face. It is not expected that the new transfer forms will be ready for Oct. 3, and until they are, the present forms will be used.

The Sydney, N.S., Trades and Labor Council passed a resolution Sept. 10 opposing the adoption of one-man cars in the city by the Cape Breton Electric Co., and pledging itself to use every legitimate means within its power to oppose their introduction.

**Quebec Railway, Light, Heat and Power Co's Report.**

The annual meeting was held at Montreal, Sept. 10. Following are extracts from the report for the year ended June 30:

The gross earnings from operation for the year were \$1,797,852.83, against \$1,832,031.93 in 1917, a decrease of \$34,179.10. After adding miscellaneous income of \$230,088.32, there was a total revenue from all sources of \$2,027,941.15, a decrease of \$34,951.58. The operating and maintenance expenses were \$1,235,724.33, against \$1,155,969.25 in 1917, an increase of \$79,755.08. The fixed charges and taxes were \$696,909.92, leaving a net surplus of \$95,306.90.

After making provision for obsolete cars on the City Street Railway Division and portion of storage battery installed in Queen Street sub-station, there remained a total at the credit of surplus account of \$753,091.17. There was expended during the year \$243,225.48 on maintenance account, which was charged to operation, in order to maintain in a high state of efficiency the physical condition of the properties and plant of the company and its various subsidiary companies.

The assets are \$23,973,069.40, and the liabilities \$23,219,978.23, the surplus being \$753,091.17.

The directors for the current year are: Sir Rodolphe Forget, President; L. C. Webster, Vice President; C. A. Lavigne, L. J. Tarte, A. Picard, J. T. Donohue, P. Galibert, L. G. Morin, C. Donohue, T. J. Stewart and A. E. Labelle. W. J. Lynch is General Manager, and A. LeMoine is Secretary.

**One Man Cars for Saskatchewan.**—The Regina City Council has decided to apply to the Saskatchewan Government asking that the Railway Act be so amended at the next session of the legislature as to give permission to operate one-man cars on electric railways. The cities of Saskatoon and Moose Jaw are being invited to co-operate in securing the legislation. The operation of one-man cars is at present specifically forbidden—the section in the Railway Act expressly providing that all cars shall have two men in charge—and an attempt to have the section amended last year was not pushed beyond the committee stage.

**Jitney men in Vancouver.**—A fine of \$20 and costs was imposed in the Vancouver police court Sept. 12 on L. Shaw for an infraction of the city bylaw passed recently, for the elimination of jitney traffic. The cases of 16 other offenders were postponed until a later date, when it was stated fines would be inflicted. A large number of additional summonses have been issued since Sept. 12, the jitney men continuing to operate upon the advice of counsel, who has given notice of appeal.

**The Detroit United Lines,** which serve 159 cities in Michigan within 75 miles of Detroit, have been authorized by the Interstate Commerce Commission to charge 2c a mile plus a 5c fare on the street car lines in Detroit. All mileage and reduced fare tickets are withdrawn, with the exception of school tickets and children's rates.

**Montreal Tramways Co.**—The annual meeting of shareholders called for Aug. 29, was postponed to Sept. 27.

The Ottawa Electric Ry. announced Sept. 16, that it had decided to stop running night cars at 1 a.m. instead of 2 a.m. as formerly.