

Operation of cars	\$240,264.27
General expenses, etc.	\$ 39,879.21
Ratio of operating expenses to gross earnings	70.08%
Ratio of operating expenses and taxes to gross earnings	70.62%
Total car mileage	2,822,699
Total car hours	298,185
Fare passengers carried	14,073,273
Transfers	5,000,000
Average per revenue passenger	4.216c.
Average all passengers	3.058c.
Passenger earnings per car mile	21.328c.
Miscellaneous earnings per car mile	0.347c.
Total earnings per car hour	\$2.05
Operating expenses per car mile	15.191c.
Operating expenses and taxes per car mile	15.308c.
Operating expenses per car hour	\$1.43

The Jitney Situation in Canada.

One feature of the jitney movement has brought considerable sums to the Red Cross funds in Canada. Private owners have loaned their cars for use to run from railway stations to golf grounds and summer resorts; from towns to the scene of garden parties, and in a few instances a regular service is given to make connection with electric car lines. In all these cases the total amount of the fares goes to the patriotic fund; the owners of the cars pay the bills, and some member of the car owner's family or friend runs the car. There are other so called jitney services in a considerable number of towns, competing with the railway town bus, and otherwise. Neither of these kinds of service, which are temporary, irregular and unlicensed, have any bearing on the organized and licensed jitney services in the cities.

In Toronto the jitney situation was not in any way complicated by the holding of the annual exhibition. A considerable number of the vehicles ran on routes to the exhibition and did a good business, but with the closing of the exhibition, the regular routes were resumed, and any extra vehicles that had been running dropped out. It is not definitely known how many jitneys are now actually in service, but there certainly are not so many as there were a month ago.

The Winnipeg city licensing committee took up, on Aug. 28, the question of the drawing up of a bylaw for the regulation of the traffic in that city, and met R. W. Craig, the legal representative of the Winnipeg General Jitney Despatch and other owners, to discuss its terms.

It was reported in Winnipeg, Sept. 14, that there were at that date 635 jitneys in operation in the city against over 800 about three months ago.

The Vancouver Chief of Police submitted suggestions for the amendment of the street traffic bylaw at a meeting of the City Council's Fire and Police Committee on Sept. 8. The suggested amendments are for the better protection of pedestrian traffic, which the Chief is of opinion is menaced by the changed and increased vehicle traffic since jitneys have appeared on the streets.

The Victoria, B. C., City Council failed at its August sitting to agree upon the terms of a bylaw to control jitney traffic, and decided, Sept. 4, to have the bylaw redrafted so as to give effect to some suggestions made by jitney owners.

Outside Toronto, Winnipeg and Victoria, the situation is apparently not under discussion in any way.

Statistical and other information gathered in the United States points to the conclusion that the average "jitney" driver stays in the business about 60 days, and that the highwater mark of the traffic in any city is reached in about five months. These facts seem to suggest, one United States paper points out, that the life of the movement is not going to be measured by the ultimate life of the cars put into the service, but rather by the number of the

drivers who can be induced to enter the service. It is pointed out that so long as the cars are in good condition and the cost of the upkeep at a minimum considerable apparent profits can be made, and that as soon as the overhead charges mount up the driver gets disgusted and disappears from the service, because the returns are not equal to the outgoings. This is found to be the experience even in Los Angeles, where restrictive regulations are practically nonexistent.

The City of Portland, Ore., grants licenses to operate jitneys at \$2 a month for a seven seated car and 25c. a month for every extra seat. The regulations provide among other things that the cars must operate on regular routes, and to provide for rush hour traffic must operate to the outer terminals between 6 and 8 a.m. and between 4.30 and 7.30 p.m. must operate as far as the corner terminals. The Oregon City Council proposes to charge jitneys operating from that city to Portland a prohibitory fee for a license.

The Elimination of the Running Board From Toronto Railway Cars.

For several months the Toronto Ry. has been experimenting with various types of cars with a view to the elimination of the running board from open cars. In a report made to the city by B. J. Arnold, of Chicago, in 1912, cross seated cars were among the recommendations made. It is, however, not deemed practicable to adopt this system as, owing to the narrow devil strip in Toronto, the cars are about 12 ins. less in width than those on most of the other larger systems in Canada and the U. S. The main difficulty is in planning the seating layout of a car to meet the requirements, and three suggestions have been made. First, the cross seated centre aisle car, second, the cross over cross seated cars with half cross seats and half longitudinal seats with a zig-zag aisle, both of which were described and illustrated in Canadian Railway and Marine World for April, and third, the centre aisle car with a longitudinal seat on the inner side, and cross seats on the outer side. The first mentioned was considered impracticable on account of the narrow devil strip, and the second was considered bad practice chiefly on account of the interruption in the aisle caused by the cross over. Regarding the third suggestion, the Toronto Ry. has equipped one of its standard semi-convertible cars with cross seats on the outer side, the side which is open in the summer being closed, the only entrance being at the rear end, with exits at both front and rear. This car has been running under observation for some time, and the Ontario Railway and Municipal Board has obtained a report on it from J. C. Royce, Consulting Engineer, Toronto, and it is probable that when certain alterations are made, the design will be approved by the Board, and cars of this type gradually placed in service.

The experimental car has a longitudinal seat the full length of the car on the inner side, with accommodation for 19 persons, and 10 cross seats and two short longitudinal seats, on the outer side, with accommodation for 24 persons. The inside width of the car is 7¼ ft., divided as follows,—cross seats 33 ins., aisle 37 ins., longitudinal seat 17 ins. The total length of the car is 44 ft. 10 ins. The body is off-set on the trucks to the extent of about 2 ins. to compensate for the slightly increased width on one side, and to allow for a more perfect distribution of weight in a fully loaded car. In the report made to the Board it is suggested that the number of

cross seats be reduced to 9, thus allowing more space between the seats, and a few other alterations will probably be made in the dimensions before the plans are finally approved. The seating capacity of the proposed car is 42.

The Electric Railway Accident at Queenston.

The charge against E. J. Dickson, Vice President and General Manager, International Ry., of criminal negligence in connection with the accident on the Niagara Falls Park and River Ry., at Queenston, Ont., July 7, when several persons were killed and a number injured, came before the local magistrate at St. Catharines, Ont., Sept. 2. After some of the evidence taken at the inquest was read, the magistrate stated, in dismissing the case, that the General Manager could not be held responsible for any negligence on the part of the crew of the car, or of the men in the car barns, as each division of the railway is operated under a separate executive head. All the evidence showed that all rules regarding safety had been complied with and the car had all the necessary equipment. The fact that there was no sand on the car, was not the fault of the General Manager. It is a set rule of the company, that sand shall be used. Regarding track construction and curves, he pointed out that plans and specifications of the road had been submitted to the Ontario Railway and Municipal Board, and no member of the Board, nor any one else had made any suggestions in regard to making any of the curves safer. The line had been operated for over 20 years without an accident, and the company was perhaps justified in thinking that an accident could not be possible at that point.

On Sept. 17, the case against S. Boyt, the motorman in charge of the car at the time of the accident, was heard before the magistrate at St. Catharines. The only witness heard was Jas. Milne, electrical and mechanical engineer in the City of Toronto service, who stated that he would have insisted on the use of sand both in descending and ascending the hill in question. He stated that he believed the cause of the accident was that some of the brake rods must have broken unknown to the motorman, as he had found one of the brake rods with a clean break in it. In such case, the use of sand would have been unavailing. In the face of this evidence, the magistrate held that it could not be contended that the accident was due to the neglect of the motorman, and the charge was dismissed.

Regina Municipal Railway Earnings, Etc.

Operating results for July, compared with those for July, 1914, are as follows:—

	1915.	1914.
Revenue	\$15,887.44	\$23,177.00
Operating expenses	15,018.87	19,821.00
Capital charges	9,137.53	7,476.52
Deficit	8,268.96	4,120.52
Expenses per car mile ... (excluding power) ..	14.19c.	16.45c.
Expenses per car mile ... (including power) ..	18.37c.	21.42c.
Power per k.w.h.	2.05c.	2.00c.
Platform wages per car hour ..	75.97c.	81.26c.
Expenses per cent. of earnings less capital charges.	94.53	
Expenses per cent. of earnings with capital charges.	152.05	

London & Port Stanley Ry. Traffic.—A London, Ont. press dispatch says that arrangements have been made between the L. & P. S. Ry. and the Wabash Rd., for an interchange of freight and passenger traffic.