

which is expected to be early in December, a 15 minute service will be given on the whole length of the line both in Sudbury and out to Copper Cliff. A motor car, which has been borrowed from the Toronto & York Radial Ry., is being used at present, but two motor cars have been bought in New York.

Toronto, Barrie and Orillia Ry.—Application is being made to the Barrie, Ont., Town Council for an extension of a year for the laying within the town of the tracks authorized by the franchise. (May, pg. 190.)

Regina Municipal Railway Operations.

The following figures are for September, compared with those for Sept. 1914,—

	1915.	1914.
Revenue	\$13,545.63	\$15,420.43
Operating expenses	\$13,257.97	\$15,453.47
Operating surplus	\$287.66
Operating deficit	\$33.04
Capital charges	\$9,137.57	\$7,476.52
Total deficit	\$8,849.91	\$7,509.56
Passengers carried	282,408	318,238
Expenses per car mile without power	13.37c.	14.12c.
Expenses per car mile with power	17.64c.	18.59c.
Power per k.w.h.	2.07c.	2.00c.
Power per k.w.h. per car mile	4.26c.	4.46c.
Platform wages per car hour	74.43c.	79.79c.
Expenses percentage of earnings, without capital charges	97.91%
Expenses percentage of earnings with capital charges	165.39%

London and Port Stanley Railway's Traffic Interchange Arrangements.

We are officially advised that while there are some details in connection with tariffs and divisions with connecting lines not yet completed, working arrangements have been entered into as follows: At Port Stanley, car load freight is interchanged with the Bessemer & Marquette Dock & Navigation Co.'s ferry steamboat plying between Port Stanley and Conneaut, Ohio, in connection with the Bessemer & Lake Erie Ry. Passenger traffic is interchanged at Port Stanley with Cleveland & Buffalo Transit Co. There are arrangements for freight and passenger interchange at St. Thomas, Ont., with the Canadian Pacific, Grand Trunk, Pere Marquette and Wabash railways and with the Michigan Central Rd. on traffic ex Port Stanley. There are freight and passenger interchange arrangements at London with the Grand Trunk, also inter-switching arrangements with all steam railways there, enabling the L.&P.S.R. to accept or deliver freight at industries located on competing lines' tracks.

Provincial War Tax in Ottawa.—Judge McTavish gave judgment at Ottawa, Nov. 1, on an appeal by the Ottawa Electric Ry. against being assessed for the Provincial war tax, amounting to about \$800. The judge held that the agreement exempting the company from taxation referred only to such taxes as the municipal authorities control; the war tax is a provincial tax, and not a municipal one, and as such is not covered by the exemption in the agreement. The company did not object to pay the tax on its real property assessment, nor did it object to the amount of the assessment otherwise, but appealed simply on the point of law as to whether it was not exempt under the agreement.

Thirty Million Passengers were carried on ferry boats in San Francisco Bay without injury through accident during the year ending June 30, 1915. In the last 25 years, it is stated, only two deaths have resulted from ferry mishaps.

Mainly About Electric Railway People.

H. N. Kittson, one of the members of the Ontario Railway and Municipal Board, has been elected a Fellow of the Royal Colonial Institute.

F. Morton Morse, Secretary-Treasurer, Winnipeg Electric Ry., and Mrs. Morse, have gone to England to be near their three sons who are on active service.

Patrick Dubee, Secretary-Treasurer, Montreal Tramways Co., has been appointed a member of the American Electric Railway Association's taxation committee to represent Quebec Province.

W. G. Ross, formerly Managing Director, Montreal St. Ry., now Chairman, Montreal Harbor Commission, applied for \$50,000 of the Dominion Government war loan issued in November.

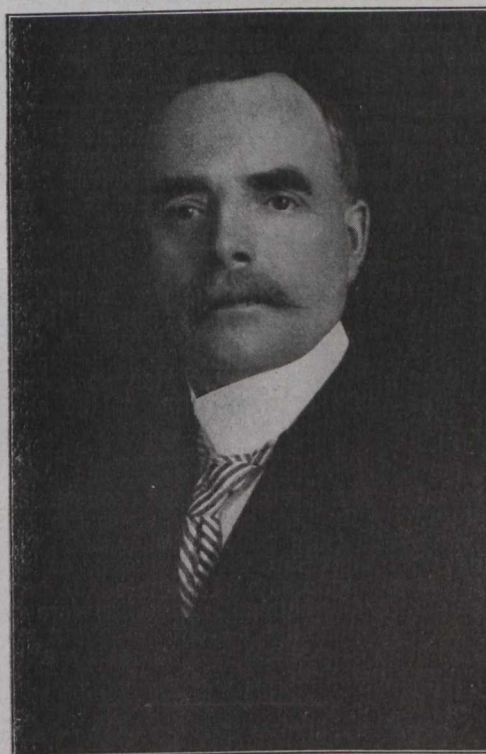
Lt.-Col. E. W. Rathbun, of Deseronto, Ont., President, Oshawa Ry., who is now on over-

will probably go to the front in the near future.

Capt. Guy Boyer, who has been appointed to the command of B Company, 22nd Battalion, Canadian Overseas Expeditionary Forces, vice Major A. V. Roy, killed in action, was at one time Superintendent of Construction, Montreal St. Ry., and on leaving that company's service went into business in Montreal as a general contractor.

S. Walter Mower, General Manager, Otsego and Herkimer Rd., Colliers Light, Heat & Power Co., and Hartwick Power Co., of Cooperstown, N.Y., has resigned due to change in ownership of the properties. Prior to his connection with the Otsego & Herkimer Ry. in October, 1912, he was General Manager of the London & Lake Erie Ry. & Transportation Co. at London, Ont. He was born at Grand Haven, Mich., Aug. 13, 1876. In 1890 he moved to Detroit, and in 1900 he became Assistant to General Manager, Detroit United Ry. In 1905 he became Assistant Superintendent, Port Huron Division, Michigan United Ry., and in June, 1906, he was appointed General Manager of the Southwestern Traction Company, which afterwards became the London & Lake Erie Ry. & Transportation Co. From 1903 to 1908 he was Secretary-Treasurer of the American Electric Railway Engineering Association.

George Lorne Guy, whose appointment as Engineer, Manitoba Public Utilities Commission, Winnipeg, was announced in our last issue, was born at Portage du Fort, Que., Apr. 14, 1883, and educated at Camden East, Newburgh, and Queen's University, Kingston, Ont. From 1899 to 1902 he was armature, transformer, meter and test operator, Canadian General Electric Co., Peterborough, Ont.; 1902 to 1907, chief electrician construction and operation, Graves, Bigwood and Co., at Byng Inlet, Ont., and during the winter months of these years was attending Queen's University. From 1907 to 1908 he was engaged in contract construction work at Camden East, Yarker and Newburgh, Ont.; 1908 to 1910, Engineer of Rolling Stock, Winnipeg Electric Ry., Winnipeg; 1910 to 1912, Engineer, Winnipeg City Electrical Department; 1912 to 1914, Sales Manager, Electrical Department, Canadian H. W. Johns-Manville Co., Winnipeg; and from Mar. 1, 1914 he has been in private practice as a consulting electrical engineer, which he will continue, in addition to his duties under the Manitoba Public Utilities Commission.



H. W. Cooper,
Manager, Oshawa Railway and Thousand
Islands Railway.

seas service, is in command of the 6th Reserve Brigade of Field Artillery, which forms the Canadian artillery depot of the training division of the new Canadian Army Corps.

Duncan McDonald, formerly General Manager, Montreal Tramways Co., will have to go up for re-election next spring if he wishes to continue as one of the Montreal city controllers. In a draw to decide which two of the controllers must retire from office, Controllers McDonald and Hebert lost.

Frank Harris, for the past four and a half years Publicity Agent, British Columbia Electric Ry., at Vancouver, has resigned. He went to Vancouver from New York in 1904, and served for several years on the Vancouver daily press before entering the B.C.E.R. Co.'s service. After having a rest he will again take up work.

Major C. W. W. McLean, who has been decorated with the Distinguished Service Order for skill in commanding his battery during a recent engagement, is son of Col. H. H. McLean, K.C., M.P., President, St. John Ry., who has been in command of the 7th Infantry Brigade at Valcartier, and who

Toronto Ry. and Overcrowding.—The appeal by the Toronto Ry. against a conviction for maintaining a public nuisance by overcrowding its cars, was dismissed by the First Division Court of the Appellate Division, at Toronto, Nov. 10, and the conviction confirmed. R. J. Fleming, General Manager, Toronto Ry., is reported to have stated that the conviction could have no real effect on the matter, as the question of the type of cars to be adopted was still before the Ontario Railway and Municipal Board, and until this had been decided, the company could do nothing to remedy overcrowding so far as it existed.

Railway Lands Patented.—Letters patent were issued during October in respect of Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

	Acres.
Calgary and Edmonton Ry.	1,606.00
Canadian Northern Ry.	487.79
Edmonton, Dunvegan and British Columbia Ry.	10.34
Grand Trunk Pacific Branch Lines Co.	11.26
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	2,398.00
Total	4,513.39