

### Jitney Traffic Notes.

A number of jitneys are operating in London, Ont., the number having been increased owing to the suspension of Sunday operation by the London St. Ry.

The Esquimalt, B.C., Town Council has approved a bylaw respecting the operation of jitneys. A provision requiring a bond of \$5,000 for each car was held over for further consideration, as jitney men claim its enforcement will put a number of them out of business, for the summer traffic. Their interests are being looked after by the Victoria Jitney Association.

The jitney licenses in Vancouver, for the half year, expired May 31, and since then very few of the owners of cars have had them renewed owing to the bonds put up not being acceptable to the City Council. The license inspector has been instructed not to accept any bonds under the bylaw unless they are issued by a company doing business with the Dominion Government's approval. Most of the jitney bonds hitherto accepted were issued by a company which is unable to comply with the requirements in this respect. The jitney men were given a short time to obtain new bonds, and instructions were given to prosecute under the bylaw any jitney men who were operating cars without licenses. The bond issuing company in question is interested in an action taken to quash the council's resolution as to the bonds.

The New York Public Service Commission, second district, has issued a regulation, prohibiting jitneys operating on routes parallel to existing car lines in Rochester. In the course of the investigation some interesting figures were given to show how the presence of jitneys would congest traffic on street. C. R. Barnes, electric railway inspector, made checks to show that 450 vehicles ordinarily passed through Main St. in the evening rush hour. If jitneys were used to take off the passengers who now stand in the trolleys, 304 machines would have to be operated, increasing the traffic 70%. If jitneys were substituted entirely for street cars, Mr. Barnes showed that some 2,000 jitneys would have to be in operation from 5.4 to 37.8 seconds apart. Through Main St. more than 6,500 jitney movements an hour would be necessary. The summing up of the commission was that the existing electric railway of Rochester, viewed as a public agency rather than as a money-making machine, was distinctly worth saving, in the interest of the people of Rochester. It had performed very valuable service in the upbuilding of the city. As a result licenses were refused to 60 jitney operators.

### Electric Railway Notes.

Saskatoon, Sask., Municipal Ry. employees are applying to the city council for an increase of wages.

The Saskatoon Municipal Ry. inaugurated a Sunday car service between Saskatoon and Sutherland, Sask., May 28.

Moncton Tramways, Electricity & Gas Co., Moncton, N.B., will change to one-man-car operation in the near future, as soon as the cars are equipped with the Coleman Fare Box Co.'s no. 4 stationary fare box.

A complaint against the Quebec Ry., Light & Power Co., before the Quebec Public Utilities Commission, relative to a cash fare charged for transfers on the

sillery line within the city limits, was heard on May 30, and was adjourned to June 15.

The Oshawa Ry. has ordered one 25-ton electric locomotive from Ottawa Car Manufacturing Co. It will be about 23 ft. long, mounted on trucks and equipped with 4 Westinghouse 101-B-2 motors, L-4 controller, and Westinghouse ET 6 air brake equipment.

Brantford, Ont., Municipal Ry., employees were, on June 2, granted an increase of 2½c. an hour. Stools are to be provided for motor men and conductors, and the conductors are to be supplied with change by the Commission. The union is not to be recognized.

The City Commissioners operating the Edmonton, Alta., Radial Ry. have reported against a proposition to discontinue operation of the cars on Sundays. The surplus revenue from the operation of the cars on Sundays from Jan. 1 to April 30 of this year was reported to be \$4,462.25.

The Hamilton, Ont., City Council has under consideration a revision of the city bylaw affecting the Hamilton St. Ry. traffic. The matter has been under the Street Railway Committee's consideration for some time, with the result that it is recommended that the present clause in bylaw 679 be dropped, and a new one substituted.

The litigation arising out of the attempt to pass the Hebert project for the granting of a new franchise to the Montreal Tramways Co. June 22, 1915, has been called off. The result of the whole matter is that the city is in the position it was before the application for an injunction, and is once more able to take up the question of the franchise with the company.

The Three Rivers Traction Co. has ordered one combination freight car and snow plough from Ottawa Car Manufacturing Co. It will be about 29 ft. long over end sills, equipped with a heavy nose, or wedge plough at the front end and a heavy wing plough at one side. The body, etc., will be mounted on 76-E trucks and equipped with 4 Westinghouse 101-B-2 motors and Westinghouse S-M-E air brake equipment.

### Sunday Car Service in London.

The arrangement for the operation of cars on the London St. Ry. on Sundays expired June 6, and the service was discontinued. For some time prior to that date, negotiations were carried on between the company and the city regarding a renewal of the privilege. In return for the renewal, the city demanded the immediate construction of some extensions, some double tracking, the provision of additional cars and a general improvement of the service. The company advised the council that it was prepared to purchase certain second hand cars, of which the City Engineer declined to approve, and also pointed out the difficulty of obtaining steel for new lines. The Board of Control, on June 9, decided to recommend the city council to remain firm in the position it had taken. Negotiations were however continued, and on June 16 a special meeting of the council was called for the following day to complete arrangements for a continuation of the Sunday service. Further negotiations and considerable discussion took place at the meeting on June 17, but without any satisfactory arrangement being arrived at, and the service on Sunday remains suspended.

### Cost of Track Weeding on Interurban Railways.

The cost of track weeding on 16 electric interurban railways is given in the American Electric Railway Association's official journal, from a compilation made by E. Karow, Assistant to Vice President, Twin City Rapid Transit Co., Minneapolis, which appeared in reply to a question as to the best method of weeding. The figures of annual cost per mile of single track are as follows:

Company no.	Manual Labor	Chemicals	Weed Burner
1 .....	\$37.50	.....	\$6.25
2 .....	50.00	\$23.90	.....
3 .....	.....	.....	7.50
4 .....	.....	6.00	.....
5 .....	20.00	.....	15.00
6 .....	27.04	.....	.....
7 .....	52.50	.....	.....
8 .....	.....	.....	4.66
9 .....	.....	36.54	.....
10 .....	18.30	.....	.....
11 .....	58.00	12.00	12.00
12 .....	55.00	25.06	.....
13 .....	50.00	43.55	.....
14 .....	75.00	25.00	.....
15 .....	50.00	33.00	.....
16 .....	70.00	28.80	.....
Average ..	\$47.00	\$26.00	\$9.00

Some companies clean their track to the end of the ties and others for a considerable distance beyond. Where manual labor is relied on, the track has to be weeded from one to three times per year; but the track is left in the cleanest condition. Burning is the cheapest scheme; but the track is left unsightly, and the work has to be repeated as often as hand weeding. Chemical treatment is the most effective; the cost is high in the first year, but lower in the second and third years.

### Toronto Suburban Ry. Wins Case.—

The Ontario Railway and Municipal Board decided June 22 that the Toronto Suburban Ry. has the right to connect its existing line at Lambton, Ont., with its extension to Guelph. The City of Toronto opposed the company's application. If the Toronto Suburban changes its existing gauge of 4 ft. 10½ in. to the standard, 4 ft. 8½ in., which is the gauge of the Lambton-Guelph extension it will be enabled to run through cars from Guelph to Lambton, thence along Dundas St., Keele St. and Davenport road to Bathurst St. and down that street for some distance in Toronto.

### Telegraph, Telephone and Cable Matters.

The Great North Western Telegraph Co. has opened offices at Valcartier Camp, Que.; Camp Borden, Ont.; Richlea, Sask., and Stanmore, Alta., and has closed its office at Chandler, Sask.

The following changes have taken place in the C.P.R. Telegraph Department: W. M. Godsoe, heretofore Superintendent, Atlantic Division, St. John, N.B., has been appointed Commercial Representative in Nova Scotia, Halifax; A. C. Fraser, heretofore Superintendent, Eastern Division, Montreal, has been appointed Superintendent, Atlantic Division, St. John, N.B., vice W. M. Godsoe; W. D. Neil, heretofore Superintendent of Traffic, Eastern Lines, Montreal, has been appointed Superintendent, Eastern Division, Montreal, vice A. C. Fraser; W. M. Thompson, heretofore chief operator, Montreal, has been appointed Superintendent of Traffic, Eastern Lines, Montreal, vice W. D. Neil; J. G. Davies has been appointed chief operator, Montreal, vice W. M. Thompson; E. W. Clayton, heretofore Agent, Nelson, B.C., has been appointed Agent, Victoria, B.C.