

8, Sir Adam Beck is reported to have stated that the Mackenzie and Mann interests had offered to sell the Metropolitan section of the Toronto and York Radial Ry. to the city, and that those interests and the Commission have discussed an agreement whereby the Commission may possibly purchase their interests in the province. While nothing has been definitely settled, he stated that arrangements have reached the point where both parties have practically agreed on a price. The Toronto Board of Control passed a resolution, Dec. 15, to the effect that the Commission be requested to negotiate for the purchase of the Metropolitan Division of the Toronto & York Radial Ry., under the provisions of the Hydro Electric Railway Act.

Saskatoon Municipal Railway Finances.

The report of the City Commissioner of Saskatoon, Sask., on the city finances for 1915, contains the following information respecting the operation of the municipal electric railway: During the first 10 months the revenue showed a considerable falling off as compared with the same period of 1914. The total number of passengers carried was 2,099,360, against 2,083,408; the operating expenses, excluding fixed charges, were \$85,938, against \$105,229.02, the principal reductions being made in wages and the cost of power. The loss was \$31,748, against \$26,743. It is estimated that the total loss for the year will not exceed \$33,000. The following statistics are added:

	1914.	1915.
Miles of track	14	14
Miles of track reduced to single	16½	16½
Miles run	579,583	590,876
Traffic receipts per car mile	22.27c	17.72c
Operating expenses	19.27	15.53
Average miles per car per day	150	165
Average cars operating daily	14	12
Percentage operating expenses to receipts	86%	87½%
Average fare per passenger	4.518c	4.93c
Average number of employees	90	84

The average daily receipts for the first 14 days of Nov. were \$442. With respect to the Sutherland line the report says: "For the first nine months of the year the traffic showed a considerable falling off, but the receipts now show a decided improvement. For the first 10 months of the year the total operating expenses on this line were \$6,782.39 and the receipts \$6,056.32, a loss of \$726.07."

The Jitney Situation in Canada.

The number of jitneys operating in Toronto shows a considerable diminution, and it may be said that with the exception of certain of the more crowded thoroughfares, they have ceased to be a factor in city traffic. We are advised that there were recently 21 or 22 cars operating in competition with the Toronto and York Radial Ry.'s Metropolitan Division, and a somewhat larger number operating on Yonge St., in competition with the Toronto Ry. This does not mean that there are 50 or more jitneys operating on Yonge St., but that slightly over 20 of those operating extend their routes so as to come in competition with the suburban electric railway service. The Lake Shore road and the West Toronto-Weston jitney services appear to have been abandoned.

The only other part of Canada in which there appears to be any activity in the jitney business is on the Pacific Coast. The jitney operators in New Westminster are applying to a British Columbia court to have the by-law prepared by the City Council recently, quashed. The action is being taken by the Big Five Jitney Co., which alleges, among

other things, that it is being discriminated against in favor of the Blue Funnel Motor Co.'s cars, a new company running cars between New Westminster and Vancouver started operating Dec. 5, cutting the fare from 25c to 20c. Only five cars were put in service on Dec. 5, but C. Gowan, who is managing the new line, is reported to have said that 20 will be put in operation, on a 5 minute schedule, and with a return fare of 25c. It is reported locally that the British Columbia Electric Ry. is interested in the new venture. The South Vancouver municipal council took up the question of the regulation of jitney traffic, Nov. 30. A jitney service was started Dec. 7, from the Hollyburn landing place of the Fourteenth St. ferry to Dundarave.

Three Rivers Traction Company's New Line Opened.

The electric railway which has been built in Three Rivers, Que., recently has about 3 miles of track and forms a belt line, starting at the C.P.R. station, passing through the residential district, thence along the river front, and returning to the station, via the main business thoroughfares. An extension to the Wayagamack Pulp and Paper Co.'s plant is nearing completion, and will be in operation early in January. This line will connect the Wayagamack, and other industries situated at the mouth of the St. Maurice River, with the city. Next it is intended to build a line of 2.5 miles to Cap de la Madeleine, a popular pilgrimage centre.

The roadbed is of crushed stone, and on the important streets the roadway is of concrete, and was laid at the same time as the railway track. A 60-lb. T rail is laid on cedar ties on the tangents and hemlock ties on the curves. The overhead material equipment is standard. The construction is of the span wire type supported on steel poles. The steel poles carry, in addition to the tramway trolley circuit, the lighting distribution wires, both primary and secondary, and also street lighting series circuits. The poles are placed in such a way as to serve both the Shawinigan Power Co. and its subsidiary, the Three Rivers Traction Co.'s needs wherever possible. Some of the steel poles are perhaps somewhat unusual, being 55 ft. high at points where they carry wires over running road bridges. The trolley wire is grooved 3.0 B. & S. wire. The size is larger than actually required, and as there are no feeders on the system it is larger than usual, but this was installed because of the fact that no feeders were provided.

Power is obtained from the North Shore Power Co. from its central station. To take care of this load it installed two 250-k.w. 600 volt d.c. motor generator sets. The power is generated at Shawinigan and taken into Three Rivers at 50,000 volts over 4 transmission lines, and transformed down to 2,200 volts.

The car barn is of steel, brick and galvanized iron construction, and provides for 7 cars. The repair shop, of brick, is incorporated in the same building, and will accommodate two cars. It is provided with a single track constructed over an inspection pit. The shop is equipped with the usual small tools; power and lighting being furnished at 110 and 220 volts. It is electrically heated. There are also the Superintendent's office, store room and carmen's room.

The 6 single end, single truck, one man, rear fill cars, and the single truck combination sweeper and tower car, with which the line is equipped, were fully described and

illustrated in Canadian Railway and Marine World for December.

The city belt line was formally opened Dec. 11, the first car being run nominally Under the direction of Hon. J. A. Tessier, M.L.A., Mayor of Three Rivers, and Minister of Roads for Quebec. At a subsequent reception to the company's officials at the city hall, the Vice President, Julian C. Smith, spoke on the company's behalf, and Hon. Jacques Bureau, M.P., and W. Y. Soper, of Ottawa, also spoke. Among the company's officials present were Howard Murray, W. S. Hart, and G. C. Hiam, of Montreal.

The Lake Erie and Northern and the Grand Valley Railways.

A bylaw is to be voted upon by the ratepayers of Brantford, Ont., Jan. 3, to ratify the sale of the section of the Grand Valley Ry., from Paris to Galt, 13.07 miles, for \$30,000. We are officially advised that the agreement to sell was passed by the railway committee, which comprises a majority of the city council. The property to be sold consists of the right of way and tracks for the mileage named, the city council to have the right to lift the tracks, etc., from the Blue Lake branch. This agreement was ratified by the city council, Nov. 30, with the condition that the bylaw be ratified by the ratepayers. The council also decided to allow the Lake Erie & Northern to repair the track from the diamond to the south of Galt, where the L.E. and N.R. tracks cross, about 3,500 ft., which will enable that company to operate the line as soon as it is ready to do so. The company is electrifying the line between Brantford and Galt, and will also electrify the line from Brantford to Port Dover, 31.4 miles, the track laying on which has just been completed. This work is being done as part of the consideration involved.

The Grand Valley Ry. was part of the property acquired by the city, on the winding up of the G.V.R. Co. The city retains the lines within Brantford, and the section of the G.V.R. from Brantford to Paris, 7.68 miles. The Paris-Galt section is in a bad state of repair, and it was estimated that it would cost \$43,000, with a further outlay in the immediate future of \$30,000 for new steel rails, to put it in a position to meet the competition of the L.E. and N.R. This section of the line is being operated by three passenger cars and one freight car, entrance being obtained into Galt over the Galt, Preston and Hespeler St. Ry. tracks. The revenue for the six months ended June 30 was \$6,675, and the operating expenses were \$8,230. After making provision for interest, sinking fund and depreciation, the total deficit for the six months was \$2,674. The value of the section, as estimated by J. C. Royce, consulting engineer, is, exclusive of right of way, \$21,000.

In connection with the operation of the line, it is understood that connection will be made with the Galt, Preston and Hespeler St. Ry. (which is also leased to the C.P.R.) at Galt, and that an agreement for the issue of through tickets has been made with the Brantford and Hamilton Ry. It is further said that the company has entered into an agreement with the Brantford and Hamilton Ry. for the erection of a union terminal at the foot of Lorne Bridge, Brantford.

The Montreal Tramways Co. informed the city council Dec. 7 that a through service, without transfer, from the city to Cote St. Paul, would be run during the winter, but would be discontinued as soon as navigation was reopened on the Lachine Canal.