

The Montreal Tramways Co's Franchise.

The Montreal Board of Control is giving a general consideration to the Montreal Tramway Co.'s franchise in the city. The matter came before the board, in its present form in a letter from E. A. Robert, President of the company, dated July 14. A report on the position of affairs, and dealing with the letter was prepared in the City Engineer's Department, and is the basis of the board's deliberations. The terms of the new franchise which Mr. Robert suggests should be given the company, are: The present franchise to be extended for 30 years, and privileges granted to carry freight, and to construct and operate an underground electric railway system. In exchange for these privileges the company will agree: To make the extensions to be presently agreed upon between the city and company. The future extensions to be made by the company as agreed upon from time to time, or in event of a disagreement between the city and the company as to the extensions asked being justified, the question to be decided by the Quebec Public Utilities Commission. The necessary right of way in all cases to be provided by the company.

The company will agree to surrender all its franchises affecting the territory now forming part of the city, and its franchises in the territory now outside of the city limits, when such territory shall form part of the city of Montreal.

The company will agree to give a uniform rate of fare of 5c on its surface line in the territory now forming part of the city of Montreal and such territory as becomes part of the city of Montreal comprised within the eastern limits of the city of Lachine, the eastern limits of Mercier Ward, the River St. Lawrence on the south and the Riviere des Prairies on the north. The company will also agree to sell on its surface lines, good for all days except Sundays and holidays, 8 tickets for 25c between 6.00 and 8.00 a.m. and between 5.00 and 7.00 p.m. and 10 tickets for 25c for school children. The fare on the underground system shall be 5c straight.

In consideration of above being accepted, the company will pay the city annually \$200,000 for the first five years, \$300,000 annually for the next five years and \$500,000 annually afterward while the contract remains in force. The exemption of taxes, enjoyed by the company in all the territory wherein it may operate to remain during the life of the contract.

A press report states that a syndicate is being formed in New York to submit a proposal for building a system of elevated railways in Montreal. Duncan McDonald, formerly General Manager Montreal Tramways Co., is said to be identified with the syndicate.

Calgary Municipal Railway Earnings.

Following are the earnings, expenses, etc., for August, and for eight months ended Aug. 31:—

| | August. | 8 months to Aug. 31. |
|--|-------------|----------------------|
| Car earnings | \$57,242.58 | \$390,653.55 |
| Miscellaneous earnings .. | 870.93 | 7,186.09 |
| Total earnings | 58,113.51 | 397,839.64 |
| Operating expenses | 31,242.96 | 237,406.51 |
| Overhead and fixed charges .. | 16,583.01 | 131,952.71 |
| Construction and maintenance, Sarscee line | 594.45 | 14,504.31 |
| Total expenses | 48,420.42 | 383,863.53 |
| Surplus | 9,693.09 | 13,976.11 |

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

Following are extracts from the report for the year ended June 30, presented at the annual meeting in Montreal, Sept. 12: The gross earnings from operation for the year were \$1,731,732.49, compared with \$1,548,096.35 in 1915, an increase of \$183,636.14. Adding miscellaneous income \$236,868.93, makes a total revenue from all sources of \$1,968,601.42, an increase of \$184,527.10. The operating and maintenance expenses were \$1,029,750.96 against \$924,817.22, an increase of \$104,933.74. The fixed charges and taxes of all kinds were \$723,447.26, leaving a net surplus of \$215,403.20, which, added to the previous surplus, leaves a total surplus to date of \$562,902.65. The properties and plants of the company and its various subsidiary companies have been maintained in the same high state of efficiency as heretofore, as evidence of which there was expended during the year on maintenance accounts \$220,602.51.

| Assets. | |
|--|-----------------|
| Investments—stocks, bonds and interests in other corporations..... | \$19,181,389.43 |
| Treasury bonds | 1,742,700.00 |
| Advanced to controlled companies for construction, etc. | 1,165,251.48 |
| General construction, etc. | 528,413.29 |
| Cash on hand and in banks..... | 167,456.55 |
| Accounts and bills receivable | 297,637.89 |
| Stores and supplies on hand | 155,319.33 |
| Prepaid expenses | 12,089.21 |
| | \$23,250,257.18 |

| Liabilities. | |
|---|-----------------|
| Capital stock | \$10,000,000 |
| Less: Unissued | 500 |
| | \$9,999,500.00 |
| Bonds | \$14,600,000 |
| Less: In escrow to redeem bonds of subsidiary companies | \$3,659,000 |
| Less cancelled .. | 144,000 |
| | 3,803,000 |
| Bills payable | 10,797,000.00 |
| Accounts payable, etc. | 175,492.59 |
| Sundry loans | 412,222.01 |
| Accrued interest | 495,293.51 |
| Deferred and unclaimed interest.... | 129,638.87 |
| Accrued charges, etc. | 548,818.21 |
| General suspense and reserves | 47,733.30 |
| Surplus .. | 82,016.04 |
| | 562,902.65 |
| | \$23,250,257.18 |

The directors for the current year are: Sir Rodolphe Forget, President; L. C. Webster, Vice President; J. N. Green-shields, K.C., Hon. R. Mackay, L. J. Tarte, L. G. Morin, D. O. L'Esperance, Paul Galibert, C. A. Lavigne and C. Donohue. The number of directors has been reduced by one, A. Berthiaume, T. Bastien and A. Ecrement retiring, and C. A. Lavigne and C. Donohue being added.

Jitney Competition with Winnipeg Electric Railway.

During the hearing by the Manitoba Public Utilities Commission on Sept. 12 of the Winnipeg City Council's application to compel the Winnipeg Electric Ry. to build and operate an electric car line on Sargent St. from Arlington St. to Wall St., evidence was given as to the effect of jitney competition on the electric railway earnings. Wilford Phillips, General Manager and Chief Engineer, said: "We haven't the money and material to do it. The jitney business has cut the earnings of the Sargent Ave. line by nearly 40%. I would like to see the jitney business done away with altogether. It is an unfair competition to the street railway. Our franchise does not anticipate such a competition. It would cost \$10,000 to build the extension the city is asking, and we can't afford it."

R. R. Knox, Traffic Superintendent, presented a statement showing a decrease of \$550.93 in the earnings of the Sargent Ave. line during the first week in Sept., 1915, compared with the same period of the previous year. This he attributed to the activities of the jitneys. On Sept. 6, last, 46 different jitneys were in operation on this line, between 5 p.m. and 6.30 p.m. These made 188 trips and carried 474 passengers. "We have tried to combat the jitneys," said Mr. Knox, "by increasing the number of our cars, but without success. Very few of our car lines are paying."

The Commissioner reserved his decision.

A press report says that the Winnipeg Electric Ry Co. is preparing to institute suit against the city for damages, alleging that failure of the municipality to stop jitney traffic has deprived the company of half of the normal annual income. The company claims to operate under an exclusive transportation franchise.

Mainly About Electric Railway People.

Jas. Anderson, General Manager, Sand-wich, Windsor and Amherstburg Ry., is convalescent after a short illness.

Lieutenant Colonel G. C. Royce, General Manager, Toronto Suburban Ry., has been appointed Brigadier of the 9th Infantry Brigade, at present at Camp Borden, Ont.

E. S. Hughes, Traffic Manager, Windsor, Essex and Lake Shore Rapid Ry., returned to his office at Kingsville, Ont., Sept. 18, after two weeks absence through illness.

Sir Max Aitken, M.P., associated with several Canadian enterprises, and formerly living in Canada, but latterly in England, has been elected a director of the British Columbia Electric Ry. Co.

A. E. Pickering, heretofore Manager, Sault Ste. Marie, Ont., Water and Light Department, has been appointed Manager Great Lakes Power Co. and International Transit Co., Sault Ste Marie, Ont., succeeding F. E. Kruesi.

C. P. Van Norman, formerly Resident Engineer, Toronto & York Radial Ry., who enlisted for overseas service last autumn, is now a lieutenant in the 127th Battalion, York Rangers, and is stationed at Camp Borden, Ont.

Miss A. M. Grace, only daughter of J. C. Grace, Secretary, Toronto Ry., was married at Sturgeon Point, Ont., Aug. 30, to Lieut. C. J. Mitchell, of the 170th Battalion, C.E.F., of Kirkfield, Ont., and nephew of Sir Wm. Mackenzie.

G. R. G. Conway, M.I.C.E., M.Can.Soc. C.E., formerly Chief Engineer and Assistant General Manager, and now Consulting Engineer, British Columbia Electric Ry., who has been living in Toronto for the past year or two, left there Sept. 21 for Mexico City, to represent the bond holders' committees of Mexican Light and Power Co. and Mexico Tramways Co. Mrs. Conway and her family are remaining in Toronto for the present.

J. A. Everell, Superintendent, Montmorency Division, Quebec Ry. Light & Power Co., which division is to be taken over by the Dominion Government, has been appointed District Passenger Agent, Canadian Government Railways, Montreal, vice D. McDonald, deceased. The circular issued by the Canadian Government Railways' General Passenger Agent, announcing his appointment says: "Mr. Everell will also retain his position as