

Vancouver's Electric Railway Service and the Jitneys.

C. A. Abraham, who went from Winnipeg recently to manage the Vancouver Sun, has written home impressions of the latter city, in the course of which he says: "A very striking feature is the street car service and the jitneys. The street car service leaves little to be desired. It is, in fact, one of the best in the Dominion and far surpasses the transportation provided in most of the other large cities. The company has invested capital of \$48,000,000 on the mainland and on Vancouver Island. Probably it gets less for it and gives more than any other traction concern having a similar investment. In Vancouver the service is rapid and seems to meet the requirements of the people. The jitneys, at the same time, practically control the situation. They run where they like and when they like and into whom they like. Rarely anyone protests. A reverend gentleman did protest against their immorality in being unlighted, and the city has passed bylaws and restrictions—but the jitneys go on as ever. They take passengers from the street cars in fine weather, and then leave the whole business to the company when the weather is not good enough for a delicate auto driver to venture out. The street car company pays a percentage of its earnings to the city. It has to provide a certain service—which it does; it has to keep up streets and tracks and a hundred and one other things, while the jitney merely pays an auto license and gathers up passengers and takes in the money, apparently without restriction.

Brantford Municipal Ry's Report.

The Brantford, Ont., Railways Commission presented the following report to the City Council recently:

On Jan. 26, 1916, service ceased over the Paris-Galt section of the Grand Valley line, consequent upon the sale by the city to the Lake Erie & Northern Ry. Co., but notwithstanding that about 14 miles less line were under operation by the Commission during 1916 than in 1915, the revenue increased from \$95,898.76 in 1915 to \$97,737.98 in 1916, the shrinkage on the Grand Valley Line being more than offset by the gain on the city lines. The passenger earnings per mile run increased on the city lines from 16.3c in 1915 to 20.7c in 1916, and on the Valley line from 25.9c in 1916 to 29.6c in 1916. The operating expenses on the other hand decreased from \$74,467.57 in 1915 to \$68,369.35 in 1916. The surplus of operating profit, being the revenue less all operating expenses, was, in 1915, \$21,431.19, and in 1916, \$29,368.63.

The interest and sinking fund required to be met was \$24,564 in 1916, against \$22,980.75 in 1915, the increase being caused by all the debentures having been disposed of and interest paid thereon. A new charge appears in the accounts of 1916 by reason of an agreement made by the commissioners with the council, and adopted Mar. 6, 1916, whereby they undertook to provide thereafter from revenue the annual sums necessary to meet the railway share of pavement instalments payable in the first instance by the city, such sums to be considered and treated as depreciation. This year \$6,000 was thus assumed. The net result of the year's operations is therefore a deficit of \$1,195.37, compared with

\$1,549.56 in 1915, notwithstanding the increased sinking fund and the assumption of the \$6,000 as above stated. The full amount of the interest and sinking fund has been paid over to the City Treasurer, and the full amount of the interest on the \$125,000 bonded debt has been promptly met. The city lines have been extended during the year to the new munition plant; a new snow sweeper has been procured and other minor improvement effected.

The special attention of council is called to the following matters arising from the commission's financial position: The sum invested by the city for property and the necessary supplies, stores, etc., for its operation, was on Dec. 31, 1916, \$435,549.57. The capital liability by way of bonds, debentures and maturing pavement instalments was, at the same date, \$422,897.47, leaving a balance, not covered by bonds or debentures, of \$12,652.10. The accumulated deficit of the operation since the commission took charge is \$2,739.93. These two sums aggregate \$15,392.03, and the council should provide funds for same in order to allow the commission to discharge its liability to the city treasury of \$10,328.83 and to the general public of \$5,068.20. Provision should be made by the council for funding the \$12,652.10, either at once, or by including it in any vote submitted to the people for further extensions or improvements to the railway system. The deficit might be allowed to stand for the present the commissioners hope the property is now on a self-sustaining basis.

OPERATING ACCOUNT FOR 1916.

Earnings—	
Passenger, City lines	\$63,916.38
Passenger, Grand Valley line	28,802.09
Freight	2,930.57
	\$92,718.47
Miscellaneous	2,088.94
	\$97,737.98
Expenditures—	
Power	\$19,839.68
Operating wages, maintenance and general expense	48,529.67
	68,369.35
Gross operating profit	\$29,368.63
Bond and debenture interest	\$19,750.00
Sinking fund	4,814.00
Instalment on pavement indebtedness, to be applied in lieu of depreciation*	6,000.00
	30,564.00
Deficit	\$ 1,195.37

*At the time of making this agreement it was confidently thought by the commission that the operating profit for the year would allow of the assumption of this item, but this expectation has not been realized, consequent upon the abnormal cost of supplies, increased wages paid car men and other employees, etc.

Passengers carried, city lines, 1,421,298; Grand Valley line, 180,011; total, 1,601,309. Earnings, city lines, \$92,718.47. Car miles run, city lines, 308,645; Grand Valley line, 97,376; total, 406,021. Earnings per car mile, city lines, 20.7c; Grand Valley line, 29.6c. Expenditure, exclusive of interest, sinking fund or depreciation, per cent. of earnings, all lines, 69.9, against 77.6 in 1915.

Guelph Radial Ry.—The auditor's report on the corporation finances for 1916 shows that the profits for the year received by the city from the operation of the G.R.R. were \$664.18.

The erection of a high level bridge between Windsor, Ont., and Detroit, Mich., is being advocated in those cities; the bridge to be used for foot passengers, vehicle and electric railway purposes.

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry. and allied companies:

	July 31, 1917,	July 31, 1916,
	to Jan. 31, 1917	to Jan. 31, 1916
Gross	\$627,130	\$591,949
Expenses	496,651	477,927
Net	130,479	114,022

Cape Breton Electric Co.:

	Jan. 1917	Jan. 1916
Gross earnings	\$38,581.01	\$34,120.37
Expenses	23,208.99	19,189.56
Net earnings	15,372.02	14,930.81

London & Port Stanley Ry.—Comparative statement for 6 months ended Dec. 31, 1916, and Dec. 31, 1915:

	1916.	1915.
Gross earnings	\$95,490.10	\$64,407.67
Passenger	74,999.71	69,534.63
Freight	7,721.94	5,228.70
Miscellaneous		
	\$178,211.75	\$139,171.00
Operating expenses	103,633.65	98,396.72
Gross income	74,578.10	40,774.28
Fixed charges	42,687.42	36,444.94
Net income	\$31,890.68	\$4,329.34

Toronto Civic Ry.—Total revenue for February, \$19,768.52, against \$16,714.38 for February, 1916. Car mileage for February, 105,639; revenue passengers, 1,174,585.

Toronto Ry., Toronto and York Radial Ry., and allied companies.

	Jan. 1917	Jan. 1916
Gross earnings	\$1,002,469	\$906,350
Expenses	531,568	472,293
Net earnings	470,901	434,057

Winnipeg Electric Ry.:

	Jan. 1917	Jan. 1916
Gross earnings	\$319,945	\$297,560
Expenses	231,423	189,085
Net earnings	88,522	108,475

The Ontario West Shore Railway Fiasco.

A request was made in the Ontario Legislature, Mar. 5, for a return of correspondence in the government's possession, relative to the Ontario West Shore Ry., and the enquiry made on behalf of the municipalities concerned, and also as to what steps the government had taken to arrest J. W. Moyes, against whom charges of fraud had been made. The railway was to have been built between Goderich and Kincardine, and four municipalities guaranteed about \$100,000 worth of bonds, with the idea that the trust company looking after the financial end of the transaction would see that the funds were not mishandled. They discovered later that about \$126,000 had been misappropriated, and it was stated that after the matter had been taken up with the Attorney General, J. W. Moyes had gone north from Toronto, apparently for his health, and had since disappeared. The Attorney General stated that to bring down the papers asked for would defeat the purpose in sight—the arrest of the person concerned. In his opinion there was no doubt that the money was obtained by fraud. The government had not been notified until Moyes had been away from Toronto for three days. He claimed that the parties interested should have moved sooner, and stated that they had been trying to get back the money from Moyes. Three days after that Moyes had left Toronto, the government was asked to keep him under observation, but that his arrest was not desired until the Ontario Railway and Municipal Board had reported on the investigation.