

Increases in Electric Railway Passenger Rates.

Cape Breton Electric Ry.—We are officially advised that in May, 1918, the company made an application to the Nova Scotia Public Utilities Commission for authority to charge a 6c. fare on all city lines, and a 6c. fare in each zone of the Sydney & Glace Bay Ry., the fares prevailing at that time being 5c. Public hearings were held in Sydney in July and Aug., 1918, and in Nov., 1919, and a decision was given by the Commission authorizing the company to put the 6c. fare into effect. This was done as of Mar. 15, 1919. In April, 1920, the company applied to the commission for authority to charge a 7½c. fare. If this increased fare is granted the company proposes to use metal tickets, similar to the ones now being used and would sell them 2 for 15c., 4 for 30c., 6 for 45c., etc. Each metal ticket would be good for one ride on any city line or in any one zone of the inter-urban line. The company feels it would be a hardship for anyone to buy so few as two tickets at a time and has therefore asked that in cases where a metal ticket is not tendered that the cash fare should be 10c., thus doing away with the use of copper coins. On the Sydney & Glace Bay Ry. the ticket fare in each zone would be 7½c., and the cash fare, if a ticket was not tendered, would be 10c. A person travelling through two zones would pay 15c. in metal tickets, or since it is no more trouble for passenger and conductor to handle a 10c. piece and a 5c. piece than it is to handle two metal tickets, the cash fare would be 15c. In three zones a passenger could pay by using three metal tickets or 15c. in cash or one metal ticket; in four zones he could pay either 30c. in cash or four metal tickets or 15c. in cash and two metal tickets. In other words, the ticket rate could be obtained at any time by tendering one or more metal tickets. The public hearing of the application was scheduled to come before the Public Utilities Commission on May 18. In preparation for this hearing the company's Manager, C. C. Curtis, waited on the councils of the various municipalities recently and explained the proposal. He is reported to have said that the fares should really be increased to 10c., instead of the 7½c. asked for. The company's pay roll for 1919 was 115% greater than for 1915, and 130% greater than for 1913, and certain repairs which cost \$220 a few years ago had cost this year \$590.

Levis County Ry.—The question of a proposed increase of fares necessary to meet the company's employees' demands for higher wages, came before the Quebec Public Service Commission May 11. Representatives of Levis and Bieuville municipalities stated that they would accept the Commissioners' arbitration of the matter, but it was stated that Lauzon and St. Romuald municipalities would stand by the terms of their contracts with the company. Counsel for the employees stated that the company had expressed its willingness to do something for them, but that its present resources did not permit it to do so; therefore they asked the Commission to take up the question of increasing fares. The commission decided to take up the matter and fixed May 19 as the date when the assent or refusal to accept the commission's arbitration be filed by all parties concerned, and fixed May 25 or 26 as the date for hearing the case.

A press report of May 20 states that in consequence of St. Rowuald and Lau-

zon municipalities having intimated to the Quebec Public Service Commission that they would not agree to a proposal to increase fares, the Levis County Ry. ceased to operate its cars in those municipalities on the night of May 19, the employees having refused to operate the cars in the municipalities on account of the refusal to allow higher fares, which would result in higher wages. The cars were reported to be running only to the Levis boundary on May 20. Lauzon municipal council has instructed its solicitor to take action to compel the company to operate its cars in the municipality.

Montreal & Southern Counties Ry.—Under the Board of Railway Commissioners' order 29,571, April 26, published in Canadian Railway and Marine World for May, pg. 253, the company filed its standard tariff of maximum tolls, cancelling standard tariff 10, as follows:—"The maximum passenger fare between Montreal and St. Lambert, Que., is 20c. Between all other stations on this company's lines, 3.45c. a mile. Fractions of 2½c. and under to be waived, over 2½c. and up to 5c., to be counted as 5c."

The new tariff became effective May 10. In connection with this increase of fares the company notified passengers that 55 and 46 ride commutation tickets sold prior to May 10 will be accepted until June 10; and that 10 trip tickets issued prior to May 10 will not be accepted but must be turned in for redemption. Ten trip tickets, good for three months; scholars' tickets, good for 40 rides in 30 days; and 55 trip tickets, good for 30 days, will be sold on the new basis for commutation fares.

Nova Scotia Tramways & Power Co.—The Nova Scotia Legislature was asked recently to pass an act authorizing the company to increase its fare to a flat rate of 7c. a trip, and to sell 4 tickets for 25c.

Regina Municipal Ry.—D. W. Houston, Superintendent, recommended recently that the fares charged on this railway should be raised, in the event of the proposition for the operation of one-man cars not going through. A bylaw to provide for the operation of such cars is to be submitted to the ratepayers at an early date; consequently the city commissioners have not taken any action on the suggestion to increase fares. The present fare schedule and that proposed is as follows:—

	Present.	Proposed.
Cash	5c.	6c.
Unlimited tickets	5 for 25c.	9 for 50c.
Book tickets	21 for \$1	None
Labor (6 to 8 a.m.)	8 for 25c.	None
Children	10 for 25c.	8 for 25c.

With the present travel the suggested new fares would give an increased revenue of \$1,000 a week.

Sarnia St. Ry.—A press report states that the Sarnia St. Ry. Co. has announced that it will make an early application to the Sarnia, Ont., City Council for authority to increase fares 6c. to 7c.

Woodstock, Thames Valley & Ingersoll Electric Ry.—The Board of Railway Commissioners passed order 29,620, May 12, approving this company's standard passenger tariff C.R.C. 1, effective May 24. The fare from Woodstock to Voreys, 3.05 miles, is 7c., and from Woodstock to Ingersoll, 10.20 miles, 25c. From Ingersoll to the park, 4.55 miles, the return fare is 20c.

London Street Railway Fares and Wages.

The questions of an increased fare on the London, Ont., St. Ry., and of an increase of wages for the employees are bound up together, and have been under discussion from various points of view for months. Early in 1919 the city council passed a bylaw authorizing the company to collect an increased fare. Action to quash the bylaw was taken and in Oct., 1919, Chief Justice Falconbridge declared it invalid, holding that the city had no power to pass such a bylaw. The company appealed against this decision to the Court of Appeal, which gave judgment April 9, four of the five judges deciding in favor of reversing the decision quashing the bylaw. The bylaw authorized the company to sell 6 unlimited or 8 limited tickets for 25c. instead of 7 or 9 as formerly.

The city in an omnibus bill introduced in the Ontario Legislature at its present session, asked for authority to grant an increase of fares, but this is reported to have been dropped when the bill was before a committee. Be that as it may, the company's employees pressed their demands for increased wages, and the company expressed its willingness to meet this demand if it could increase its fares permanently. The men demanded an increase of wages from the present rate, ranging from 39c. to 44c. an hour to from 60c. to 65c. an hour, according to length of service, together with certain working conditions. These terms not being agreed to, the men went out on strike on April 30. On May 3, efforts having failed to bring the company and its employees together, the city council authorized the Mayor to appeal to the Ontario Railway and Municipal Board to operate the line. Members of the board arrived in London May 4 and decided to operate the line, the service being resumed May 6. The men returned to work at the old rates, but were promised that from any balance remaining after meeting operating costs and bond interest were met, an increase of wages would be granted. One of the features of the operation of the line by the board is that cars are being operated on Sundays, notwithstanding the fact that the city bylaw granting such permission has expired. The board had an audit made of the company's books so as to prepare a report on the situation for presentation to the city council, and on May 19 a press report states that the board has advised the council that additional revenue was necessary if the line was to continue in operation.

A press report of May 24 stated that the employees had agreed to accept an increase of 8c. an hour, based on the condition that the city allow the company to charge a cash fare of 5c. and sell 6 limited tickets for 25c.

Port Arthur Civic Ry.'s Future.—A press report states that Hydro Electric Power Commission of Ontario engineers were expected in Port Arthur, Ont., May 18 to value the Port Arthur Civic Ry. with a view to its being taken over and operated by the Commission.

Moncton Tramways, Electricity & Gas Co.—The New Brunswick Legislature has passed an act authorizing the City of Moncton to buy the electric lighting plant, and electric tramways in the city from the Moncton Tramways, Electricity & Gas Co.