

British Columbia Electric Railway Bulletin.

The British Columbia Electric Ry. has commenced the issue of a bulletin for its patrons, from the first number of which the following is reproduced:

"Every Friday morning we expect to publish one of these little bulletins for our patrons' information and edification, and we hope that you will take one from the box, read it, and enjoy it.

"Our purpose is not hard to explain. We aim to give service, whether it is by way of a safe, speedy street car service or a reliable, efficient electric light service. But giving service is not so simple as it may seem, especially when Tom, Dick or Harry each wants a special brand of service different from the others. For instance, Tom, who lives at the end of one of the car lines, wants the car he is on to speed right through and wait for no one. Dick, who lives half way to town, waves at the motorman when he is half a block away from the track and wants to be waited on. Harry, who lives fairly close in, generally walks to work, but occasionally, when it is wet and disagreeable, he rides, and complains because the car is crowded with other persons situated similarly to himself. Now, it is impossible, in a system that is for all, for everyone to obtain exactly what he wants at all times, and so we try to strike a happy medium of service, intended to meet the wishes of as many persons as possible. If we did not run our cars by rule—or on schedule, as it might be put—we would not be giving service. You could not tell when you would get a car, or whether, having found one, it would take you to your destination.

"It is, then, one of the objects of this bulletin to acquaint you with your street car system and incidentally to help you to take the most benefit out of it. You are all anxious to get to your destinations as quickly and as comfortably as possible, and we, who are at your service, are anxious to comply with your wishes. There is just one thing lacking, namely, co-operation between company and patron.

"But why, you may ask, do you request co-operation, when your company owns and operates the street cars? We ride and pay the bill. What more do you want?"

"The answer lies in our desire to work for the benefit of the public. There are certain things—trivial in themselves, but of great importance in the aggregate—that can be done only by the public. Fast schedules, accurate timing, up to date equipment can do their part in getting the tired business man to his home quickly, but the final element, the assistance of the man himself, has been lacking.

"But how can I assist in making the cars run faster?"

"By having the right fare ready, by handing the conductor your transfer unfolded, by getting on board the car quickly, and in many other ways you can assist the service. Many minutes each trip can be saved by such means. We dare say that many persons never think how they are delaying the system, and incidentally themselves, by not having their transfers unfolded when boarding a car. We want to teach you how to save the seconds on the back platform and how best to use a transportation system that is for you.

"This will be our method of talking to our patrons, and if you have any suggestions to make as to running our car system we want you to make them. Your wishes are what guide us in giving ser-

vice. All we ask is that you be reasonable. Sometimes we are in a better position than you are to choose when there are several opposing wishes which cannot all be satisfied. You may ask why we did not begin this before. Frankly, we were too busy extending our lines into new territory and doubling and trebling our equipment to meet growing conditions. What person during the boom years was not fully occupied with the industrial expansion?

"We believe we can say truthfully that we have been a prominent factor in building up Vancouver and the surrounding part of British Columbia. In our position as a public utility company we are in as close a relation to the people as a government is. We are in a position of trust, inasmuch as we serve the public with transportation, light, heat and power, a continued breakdown of which would paralyze industry itself. There are, therefore a great many interesting things about supplying electrical energy and street railway service that the public has a right to and should know. It will be our endeavor to place such facts before you in an interesting manner, and we invite your criticism. Furthermore, we have many aims in common with the citizens of Vancouver and of the surrounding district. The prosperity of Vancouver means prosperity for us. Though it might seem from this statement that our service is actuated by none but business motives, there is a corollary that our prosperity means better service to you. The tourist brings money to us and to the storekeepers. The factory brings payrolls in which everyone benefits. Population begets traffic, which begets service, and so on. The officials and employes of our company are citizens of the district we serve. A large percentage of them own their homes. All but a small percentage of our earnings remains in this district. We want to convince you that we are just as much interested in the prosperity of Vancouver as you are, and hope to enlist your assistance in making it the city that it should be."

The company offered prizes for the three best suggestions for a name for the bulletin, \$15 for first, \$10 for second, \$5 for third, to be submitted by June 30. For the guidance of competitors it gives the names of bulletins issued by other companies, as follows: Seattle, "The Electrogram"; Tacoma, "Public Service Forum"; Portland, "Watts Watt"; San Francisco, "Transit Tidings"; Denver, "Tramway Bulletin"; Baltimore, "Trolley News"; Olympia, "Public Service"; Sioux Falls, "On the Cars."

The Great Lakes Power Co., which, as announced in our last issue, has purchased the International Transit Co., operating a street railway and ferry service at Sault Ste. Marie, Ont., has also acquired the water power rights owned by the Algoma Steel Corporation, Ltd. It is the intention to increase the plant to 30,000 h.p., under plans and specifications prepared by J. O. Heyworth, M. Am. Soc. C. E., Chicago, Ill., and to have the extended plant ready for operation by Jan. 1, 1918. The company's chief officers are: President, S. Insull, Chicago; First Vice President, M. J. Insull, Chicago; Second Vice President, J. A. McPhail, Sault Ste. Marie, Ont.; Secretary, P. L. James, Chicago; Treasurer, R. W. Waite, Chicago.

Montreal Tramways Co's Wages, Etc.

The Montreal Tramways Co. voluntarily increased its conductors and motormen's wages on June 1. Following is a comparison of the old and new rates per hour:

	Old rate.	New rate.
1st and 2nd year men	22c.	23c.
3rd, 4th and 5th year men.....	23c.	25c.
After 5 years	25c.	27c.

The arrangement regarding uniforms remains the same as before. For the first two years the men pay half the cost, after which the company furnishes uniforms free. There is no extra allowance for Sundays or overtime, but schedules are made out to allow for about time and a half for all extras and trippers. About 70% of the men have been over 5 years in the service.

A. Gaboury, Superintendent, issued a bulletin to conductors and motormen on June 1, containing the following letter from J. E. Hutcheson, General Manager: "The management has had under consideration for some time the question of increased wages for conductors and motormen, and it is with pleasure that I am able to announce that commencing July 1 the wages per hour will be 23, 24 and 27c. respectively, instead of the rate of 22, 23 and 25c. which is in effect at present. There will be no change in the arrangement regarding clothing. The management appreciates very much the loyal services of the staff in the past, and feels confident of faithful co-operation for safe and efficient service in the future. I trust that the end of the war will mean the return of prosperity. In the meantime, assure all the employes of your department that their welfare is ever considered."

Edmonton Radial Railway Earnings, Etc.

	April 1916.	March 1916.
Revenue	\$48,458.19	\$52,631.96
Expenses	54,196.90	56,380.76
Passengers carried ...	982,674	1,081,451

Results of operation from Jan. 1 to April 30:

	Expenditure.	
	1915	1916
Depreciation	\$10,979.16	\$8,617.76
Maintenance	17,420.23	15,226.78
Operation (including bank interest)	85,431.36	84,483.70
Power charges	34,547.66	36,677.10
	\$137,399.25	\$136,387.58

	Revenue.	
	1915	1916
Cash fares	\$143,942.30	\$170,657.15
Ticket sales	39,313.00	21,862.40
Advertising	1,040.95	1,290.29
Special cars	72.90	167.95
Miscellaneous	1,519.78	2,660.25
	\$185,888.93	\$196,638.04

Capital Charges and Depreciation.

	1915	1916
Debenture int.	\$47,853.64	\$47,331.92
Debenture redemption..	28,428.60	29,119.80
	\$87,282.40	\$85,068.76

In their report the Commissioners say: "Considering the city has decreased in population and that the citizens have received an improved service as compared with last year, the street railway is holding its own under trying conditions; that is, the street railway earned during the first four months of 1916, over and above its operating expenses, sufficient monies to pay all interest charges, as well as depreciation charges and leaving some \$4,500 on hand to apply on debenture sinking fund account."