

rolling stock to be bought will be as follows:—Grand River Ry., one 60-ton electric locomotive, four 60-ft. steel passenger cars, two trailer passenger cars,

one baggage and express car. Lake Erie & Northern Ry., three 60-ft. steel passenger cars, two trailer passenger cars, one baggage and express car.

The Port Arthur Civic Railway's History and Present Position.

The history of the inception and development of the Port Arthur Civic Ry. was debated before the Port Arthur, Ont., Rotarian Club recently by M. M. Inglis, Manager of the city's public utilities commission. After having dealt with matters affecting public utilities in general, he gave the following information regarding the Port Arthur Civic Ry. The railway was inaugurated in 1891, it being not only one of the oldest electric railways in Canada, but the first municipally owned line. An issue of \$75,000 of 5%, 20-year bonds was made in that year to finance the project. At present the line is capitalized at \$795,633.02. The original line was laid in Port Arthur, and subsequently an extension was made, under Port Arthur ownership, to Fort William, and the operation of the line in the two cities was continued under Port Arthur's management until 1908, when an agreement was made under which Fort William bought the lines within its own boundaries, and the lines were placed under the management of a joint board. This continued until 1913, when the management of the Port Arthur line was taken over by the city council, and in 1915 the management was handed over to the then newly formed Public Utilities Commission. The line was financed by debentures, of two types—sinking fund debentures, and serial debentures, the total amount issued from 1891 to date being \$940,184.

Mr. Inglis continued:—"The assets comprise chiefly 20 miles of track computed as single track; car barns and shed; 22 convertible cars, of which 5 are single truck, and the remainder double truck; 2 trailers; 2 combination work cars and snow plows and sweepers; one baggage car; one open trailer; and power plant machinery of the capacity of 2,000 h.p., as well as overhead construction, feeders, tools and equipment for the operation of the system. Compared with other systems, every attention has been paid to providing the best and most comfortable equipment that could be obtained. Each double truck car similar to those used on the main line service is equipped with four 40 h.p. motors, geared to the car axles and capable of maintaining a car speed of 25 miles an hour should it be found necessary in operation."

Mr. Inglis then pointed out that the electric railway might be regarded as an industry, on consideration being given to the capital invested; the revenue derived; the number of employes and the wages paid, and to the material bought. The revenue for 1919 was \$196,000; the amount paid in wages in 1919 \$88,000 approximately. The amount paid for materials in 1919, including insurance and other such items was approximately \$19,000. Power cost for the year was approximately \$20,000.

He continued: "Pressing needs to make ends meet has also awakened us to the fact that our street railway is a commercial enterprise, and that its function is not merely to run cars, but to sell service, and that like any other manufacturing concern. While not the foremost industry in the city, from point of view of the wages paid and other items men-

tioned, it, in addition to these influential elements, fills a place in our social life and development that cannot be measured in a pecuniary way, and would be difficult, if not almost impossible, to supplant."

Considering the future of the system, Mr. Inglis said: "We know now, if we did not do so before, that service is being sold at less than cost. In this we cannot altogether blame the representatives whom we elected to office, because they were merely responding to the will of the ratepayers in general. With what has been happening during these past five years or more, and the trend of current events, it is not surprising that we have not re-established our equilibrium, but progress of a material kind has been made in connection with the street railway system that reflects at least some credit. Credit is due particularly to the commissioners for the policy they have inaugurated since coming into office, and in no less degree to the co-operation of all departments and employes connected with the system."

"Briefly, the commission's policy is as follows: To render service at cost, and in so doing to provide for interest charges on all capital expended. Sinking fund, to retire all debentures at maturity, and, in addition, depreciation to replace all plant and other assets at the end of their useful life. It has so far been inconvenient to carry out the entire policy as above quoted, but the goal has been set, and it is not beyond attainment, and that without great hardship if the citizens will realize their full responsibility and assist. Just as the merchant or manufacturer sells his product and bases his cost on the unit system, so it is with the street railway. Our basis is that of the car mile, or the car hour, depending upon which is the more convenient, and in order to eliminate as far as possible the many variables that enter into the matter of costs."

Mr. Inglis claimed that the operating cost of the system compares very favorably with that of any other system in Canada. This is primarily due to the fact that the Port Arthur system lends itself to fast service when compared with other city systems. Port Arthur and Fort William have one of the fastest street railways in the Dominion; the main line cars make on an average 11½ miles an hour. This is a desirable feature to retain, if it cannot be improved upon. After touching on the question of the cost of frequent stops, the cost of labor, the proposal to combine the ownership of the two lines in connection with the Hydro Electric Power Commission of Ontario's railway plans; one-man cars, and zone system of fares, which he did not discuss in detail, Mr. Inglis concluded by saying: "To my mind three very essential things are necessary and should precede any of the aforementioned suggestions in order that the transportation system of these two cities can develop and keep pace with the future growth which we all anticipate. These essentials are: 1. Joint ownership. 2. Relief for the car rider from paying for those extensions which are inoperative

as well as relief from paving charges assessed against the street railway department. 3. The co-operation of every individual citizen in promoting the interests of the department and in this connection I could not do better than quote the Rotary Club's motto: 'He profits most who serves best.'"

Valuation of New Brunswick Power Co.'s Plant.

A judgment of the New Brunswick Court of Appeal, prepared by Sir Douglas Hazen, Chief Justice, in the New Brunswick Power Co. plant valuation case, was delivered at Fredericton, Mar. 1. The Currier Commission appointed in 1918, fixed the original cost of the plant used for street railway and other purposes, on which a return of 7% was to be earned, at \$2,800,000, and this sum was inserted in the act passed by the Legislature in 1919. As the city of St. John, contended that the value should be fixed at \$2,000,000, while the company contended for \$5,000,000, provision was made for a review of the valuation by the Court of Appeal. The arguments were concluded in January and the court took advantage of the power given it to employ expert assistance before reaching a decision as to the value. The judgment is a very lengthy one, reviewing the whole matter, and fixes the original cost of the plant at \$2,577,665.56. This amount, the judgment says, does not take into account any allowance for depreciation nor include any amount representing the proposed water power development on the Lapreux and Magaguadavic Rivers, or any amount representing working capital, including materials and supplies. The amount of which should not be in excess of the company's financial needs in carrying on the railway, electric and gas services.

Calgary Municipal Ry. Results for 1919.

A press summary of the Calgary, Alta., City Treasurer's report for 1919 contains the following information as to the Calgary Municipal Ry.: The surplus for 1919 was \$42,232.95, against a surplus of \$74,656.87 for 1918. There was a total capital expenditure to Dec. 31, 1919, of \$2,462,051.14 on track and roadway, equipment, etc. Holdings acquired otherwise than by the bylaw, such as Bowness Park improvements, land, sub-base and other items add another \$103,915.59 to the capital assets. Taking from this \$788,413.13 for sinking fund, reserve and depreciation reserve gives a total of \$1,777,553.99 to which is to be added the sinking fund bank account of \$370,726.08, and depreciation bank account of \$87,264.81, making the net capital assets \$2,492,476.97. During 1919 \$583,098.88 was expended for maintenance on ways and structures, equipment, transportation and general expenses, \$6,541.41 was expended for taxes, rental of land and conduits, and for debenture interest there was laid aside \$110,182.85, for sinking fund, \$4,507.87, for depreciation, \$652.44, for reserve against accidents and damages, \$15,447, bad debts, \$750, and surplus carried to net revenue accounts \$42,232.95, making the total expenditure for the year \$834,413.40. Against this were \$772,349.98 in passenger earnings, \$42,607.90 in miscellaneous earnings, and \$19,455.52 in bank interest.