The London and Lake Erie Ry. and Transportation Co's Financial Position. Etc.

This railway which was built by the South Western Traction Co., extends from London to Port Stanley, Ont., by a slightly circuitous route of 28 miles, passing on its way through a section of St. Thomas, where connection is made with the municipal electric railway there. The railway showed a loss of \$832 for the year ended June 30, 1915. Since the reopening of the London and Port Stanley Ry. as an electric line, the company's revenue is said to have declined considerably, one of the company's officials being reported to have said that the L. and L. E. Ry. and T. Co. was being put out of business by the L. and P. S. Ry. competition

P. Pocock, Vice Chairman of the London Ry. Commission, is reported to have said: "If we can buy the L. and L. E. Ry. and T. Co. for the price which we have offered for it, I think its purchase would be a sound business proposition. If the road goes out of business it would be a serious loss to the city, as it taps a rich district from which much business comes to the city. He added that he did not think any attempt would be made to use the L. & L. E. R. & T. Co.'s line as a substitute for double tracking the L. & P. S. R. It would be run rather, he stated, as a separate branch out of London, and that he believed that the L. & L. E. R. & T. Co.'s line holds great possibilities in the extension of the hydro radial scheme.

A report states that the difference between the price asked by the company and that offered by the London Railway Commission is about \$42,000; the company offering to sell at 35c on the dollar and the Commission offering to pay 30c. It is stated that in the event of the commission purchasing the line the engineers recommend the taking up of the line between St. Thomas and Port Stanley, and the substitution of a straight piece of line for the existing track between London and Talbotville.

A director of the company is reported to have made the following statement with respect to negotiations that have taken place with the London Railway Commission, or the Hydro Electric Power Commission of Ontario respecting the purchase of the line:—

'The price at which the directors offered the railway was 60c on the dollar the bonded indebtedness, which is \$840,000. The purchase price would be Sir Adam Beck did not wish \$504,000. the Commission to assume the whole payment, which resulted in discussion other means by which the sale could be effected. It was proposed that the commission should pay 40%, or \$336,000, that Westminster and Southwold Townships should pay 5%, or \$42,000 each, and that an application should be made to the Ontario Government for a grant to the City of London, in view of the great loss sustained by the city through the London & Port Stanley Ry. The city had prior to 1856 invested about \$1,000,000 and received no return whatever until 1872, when Sir John Carling negotiated a lease to the Great Western Ry. From 1872 until 1914 it did not pay half a cent. on the dollar. The debt carried by the city then represented over \$2,000,000. In 1914 it was electrified at an expense exceeding another \$1,000,000. The City of London has borne the whole load and Western Ontario has derived the benefit. When built it was a colonization road running

south to the lake. London should have received recognition for this expenditure when the municipal loan fund was distributed in 1873, but did not. It was agreed that if such an application was successful the London & Lake Erie should be paid a further 10%, making in all 60c on the dollar, or \$504,000. Less than that has not been discussed by the directors in Toronto, who hold the majority of the bonds. Sir Adam Beck made an offer of 35%. being 5% less than the commission's share would be if the price on 60% was distributed between it and the townships and the Ontario Government as suggested."

A proposition for the sale of the St. Thomas—Port Stanley section of the line, about 8 miles, was laid before the St. Thomas City Council, April 11. The price asked for that section of the line, together with 4 cars is \$168,000, which represents 60% on one third of the company's bonded indebtedness. It is suggested that the operation of this 8 miles of railway in conjunction with the city's own electric railway, which showed a deficit of \$7,327 for the year ended June 30, 1915, would pay expenses. The matter was taken into consideration and a joint meeting to discuss it was arranged.

Jitney Traffic Notes.

Residents of West Kildonan, Man., have organized a jitney service to run on Main St. from the Winnipeg city limits to the Kildonan Park, with a return fare of 5c.

The discussion during the passage through the Alberta Legislature of the City of Edmonton's bill, which among other things gives power to regulate jitney traffic, it was stated that it was necessary for the financial security of the municipal electric railway that the city should be able to control the traffic; and that the jitneys take the cream off the traffic during fine weather and did not go out on stormy days.

West Kildonan and Assiniboia munipalities, adjoining Winnipeg, are charging a license fee for jitneys operating in the municipalities. The City of Winnipeg owns and maintains two public parks, one in each of these municipalities, the privileges of which are enjoyed by the residents. The Winnipeg Parks Board is trying to arrange so that jitneys running to the parks from the city will not have to pay the extra license fee.

The New Westminster, B.C., City Council proposed to pass a bylaw to subsidize jitneys running from the city to points in the Fraser Valley the difference between the old license fee and the new, which was increased this year to \$15, so that jitneys plying to and from Vancouver might be forced to contribute a little more to the upkeep of the streets, and it was felt that this fee might be too high for the cars running to Fraser Valley points. The City Solicitor advised the council that it has no authority to do anything of the kind.

The Winnipeg City Council has passed a bylaw providing that no jitney shall use a card with the legend "Anywhere." The driver must in future carry a card showing his tariff rates. These cards must also show the name and address of the owner and the provincial license number. In case of a dispute the driver must give one of these cards to the passenger objecting. The driver must also inform his fare in advance what his charges will be when the run is off his regular route.

Fares on regular routes are 5c between 6 a.m. and 12 midnight, and 10c between midnight and 6 a.m.

Alleged Contempt of Court by the Toronto Railway's General Manager.

Under a judgment obtained on Jan. 15, 1903, the Toronto Ry. is required to sup ply the City of Toronto with a statement of values of its property, and the city claims that this has not been done according to the judgment. Action was taken some time ago, by the city, and the committal of R. J. Fleming, General Manager of the company to jail for contempt of court, for not supplying the informa-tion, as directed, was asked. This was granted, and an order made directing the sheriff to take him into custody, after April 6, and that he be imprisoned until April 6, and that he be imprisoned untihe had purged his contempt. The case
was taken to the Appellate Division of
the Supreme Court of Ontario, on the
grounds that the court had no jurisdiction, the matter being purely one for the
Ontario Railway and Municipal Board to decide, and also that it was not proper to commit the General Manager for the company's disobedience of the court's order.

In allowing the appeal, Apr. 3, Chief Justice Meredith stated that the Ontario Railway and Municipal Board had no jur isdiction, exclusive or otherwise, in the matter, but that no case had been made out on the material presented, for the committal of the General Manager. There was nothing in the evidence to show that he had anything to do with the compilation or furnishing of the information desired, except the mere statement that he was General Manager of the company, but, if it were shown that the disobedience of a court's order by a corporation was an act of its manager, then, no doubt, a committal order might properly be made. The Chief Justice expressed sur prise that the city had not taken the simple course of moving against the company by way of asking for sequestration,

pany by way of asking for sequestration, or a fine, and allowed the appeal, without prejudice to the city's right to renew its application upon further material. On April 10, the city again moved to have R. J. Fleming, General Manager, Toronto Ry., committed to the common jail for the County of York because the company neglected and refused to comply with an order made on Jan. 14, 1903, by Mr. Justice Ferguson, whereby he ordered the company to furnish the city with the statement referred to in the agreement between the city and the company, showing what details, if any, as might be settled by the senior judge of York County, or in the alternative for an order that a writ of sequestration might issue directed to certain commissioners be named, to sequester the property and effects of the company for contempt Mr. Justice Ferguson, or in the alternative for an order that the company may be fined, or such other order as the court may deem meet.

The British Columbia Electric Ry. has renamed its station, Eburne, on its Lulu Island line, Marpole, after R. Marpole, General Executive Assistant, C.P.R., Vancouver.

London and Port Stanley Ry. employes met in London, Ont., April 5 to perfect their organization in connection with the Amalgamated Association of Street and Electric Railway Employes of America.