

The St. John Railway's Sale.

The New Brunswick Investment Co., which bought out the St. John Ry. Co.'s property recently, was incorporated Feb. 2, 1917, for the purpose of carrying out the transfer, its members all being in the employ of Wm. Thomson & Co., steamship owners and fire and marine insurance brokers, St. John, N.B. The terms of the sale were fully detailed in a circular issued to the railway company's shareholders, and published in Canadian Railway and Marine World for March, pg. 113.

The property has since been transferred to the New Brunswick Power Co., which controls water powers at Maguadavic and Lepreaux. Its capitalization is as follows: First preference stock authorized, \$3,500,000, issued \$1,000,000; second preference stock authorized \$1,500,000, issued \$350,000; common stock authorized and issued \$2,000,000; first mortgage 5% bonds authorized, \$5,000,000; issued \$1,750,000.

L. R. Ross, Terminal Agent, Intercolonial Ry., St. John, is President; G. M. O. Peters, Treasurer, and H. M. Hopper, General Manager and Secretary. Messrs. Peters and Hopper held similar positions in the St. John Ry. Co. The Boston Safe Deposit and Trust Co., Boston, Mass., and the Royal Trust Co., St. John, N.B., are trustees for the bonds, the Boston Safe Deposit and Trust Co. being also registrar of the bonds.

Overcrowding on the Toronto Railway.

Canadian Railway and Marine World for March contained some information regarding the city's proceedings relative to the overcrowding of passengers on the Toronto Ry. cars. At that time a case was pending in the local police court, charging the company with maintaining a public nuisance. The proceedings were taken at the instance of the Medical Health Officer, under the local health act, and on behalf of the company it was maintained that the City Health Department had no jurisdiction in the matter, and that, in any case, a nuisance, as described under the health act, did not apply to a street car carrying passengers beyond its capacity. The magistrate eventually adopted this view, and the case was dismissed. A similar case, under a prior conviction by another magistrate, is now the subject of an appeal to the Judicial Committee of the Privy Council, and judgment has been reserved pending a reference to the Provincial Attorney General as to the jurisdiction in such matters. The company maintains that in regard to its operation as a public utility, it is under the Ontario Railway and Municipal Board's jurisdiction.

In 1914, the Ontario Railway and Municipal Board ordered the company, upon application of the city, to place additional cars in service, but these orders the company expresses itself as, owing to a variety of circumstances, unable to comply with. A further application made by the city recently has resulted in the board issuing orders, first, that the company shall place in operation on its system the remainder of 50 motor cars ordered by the board Nov. 6, 1914, 28 only having been so placed in operation by May 1, and further it orders as follows:

Upon the application of the City of Toronto for a reopening and a reconsideration of the board's order, Nov. 6, 1914, in respect of the number of addi-

tional cars to be furnished by the Toronto Ry. Co. to accommodate reasonably the passengers offered for transportation, and upon hearing the evidence adduced and counsel for the city and the company, it appearing that the equipment, appliances and service of the company in respect to the transportation of passengers are inadequate in that the company does not operate a sufficient number of cars; the board orders that the company place in operation 100 additional double truck motor cars by Jan. 1, 1918, and a further 100 additional double truck motor cars by Jan. 1, 1919; and to ensure the faithful and punctual performance of this order, the company shall from time to time on the request of the city inform the city of the things done by the company in and about the performance of this order, and that R. C. Harris, City Engineer, or his authorized representatives, shall from time to time have access to the company's premises, works and records in order that the city may verify the information so given, and may be fully advised as to the progress and efforts made in carrying out this order.

At the same time as this application was before the board, the city was applying to the Ontario Legislature on similar lines, but the section in the city's omnibus bill was struck out by the committee.

Owing to the recent fire at the company's car barn at King St. East, there is a considerable shortage of available cars for heavy traffic, and it is reported that the mayor stated recently that it was his intention to press for an addition of 500 cars immediately.

Jitney Traffic Notes.

A jitney bus service is being operated between the Post Office at Ottawa, Ont., and Hull, Que.

The Winnipeg Jitney Owners' and Drivers' Association started operating over some new routes Mar. 12.

Complaints have been made recently that jitney drivers in Hamilton, Ont., are charging higher fares, particularly in the late hours of the night.

After considering the appeal of the jitney men to amend the bylaw regulating the traffic passed recently, Vancouver City Council decided not to re-open the matter.

Several jitneys are being operated on Yonge St., North Toronto, to the point where the Toronto Ry. and the Toronto and York Radial Ry., Metropolitan Division, services end.

The California Railroad Commission has under a Supreme Court decision, taken complete jurisdiction over all jitney lines in the state operating outside incorporated municipalities. All jitney lines had to file schedules of service and rates by Mar. 1. The commission has asked the legislature to define clearly its power over jitneys.

Winnipeg jitneymen appeared before the city council's license committee, Mar. 15, and asked for amendments in the bylaw regulating jitney traffic. They desire to have stricter control exercised among other things in the direction of preventing "casuals" entering the field at busy seasons and then dropping out when the rush is over, etc.

The City of Edmonton is asking the Alberta Legislature to authorize it to make special bylaws as to motor vehicles carrying passengers, particularly in the direction of limiting the number of passengers and the weight of freight to be

carried, defining how passengers and freight shall be carried on the vehicles; defining the routes upon which they may run; limiting the hours within which they may operate and providing for the giving of bonds by owners or lessees.

Mainly About Electric Railway People.

J. B. Hardy has been appointed Chairman of the Public Utilities Committee of the Fort William, Ont., City Council, which operates the Fort William Electric Ry., succeeding A. E. Wodeman, resigned.

Charles A. Drummond has been appointed Assistant Publicity Agent, Detroit United Ry., and assistant editor of Electric Railway Service, the company publication, succeeding A. H. Sarvis, resigned.

The Hon. James Leitch, K.C., a judge of the Supreme Court of Ontario, and formerly Chairman, Ontario Railway and Municipal Board, who died recently, left an estate of \$19,903, to be divided amongst his widow, son and four daughters.

Martin N. Todd, President, Galt, Preston & Hespeler St. Ry., and General Manager, Lake Erie & Northern Ry., returned to Galt, Ont., early in March, much improved in health, after spending some weeks in New Orleans and other southern points.

Leonard Tait, whose appointment as Secretary Treasurer, London St. Ry., London, Ont., was announced in our last issue, was born at Hamilton, Ont., Aug. 9, 1882, an entered transportation service, Nov. 1, 1899, since when he has been, to May 9, 1900, clerk, Freight Department, Michigan Central Rd., London, Ont.; May 10, 1900, to July 21, 1901, clerk, Freight Department, G.T.R., London, Ont.; July 22, 1901, to Nov. 14, 1904, clerk and telegraph operator, Freight Department, M.C.R., London, Ont.; Feb. 16, 1905, to Sept. 16, 1912, chief clerk and cashier, Freight Department, same road, London, Ont.; Sept. 17, to Nov. 15, 1912, Travelling Freight Agent, New York Central Lines, Toronto; Nov. 16, 1912, to Feb. 14, 1917, Secretary Treasurer, London & Lake Erie Ry. & Transportation Co., London, Ont.

F. X. Couture, whose appointment as Superintendent, Railway Department, Sherbrooke Ry. and Power Co., Sherbrooke, Que., was announced in our last issue, was born at Quebec, Que., in 1875, and from an early age to 1895, was engaged on a farm, receiving only six months of school instruction. He entered the Sherbrooke St. Ry. Co.'s service in 1897 as a laborer, during the construction of the line, and later served as motorman and conductor. From 1900 to 1904, he was in Quebec Central Ry. service, as carpenter, and in the locomotive department, returning to the Sherbrooke Ry. service in 1904, as General Foreman of rolling stock and electric lines, and in 1910 when the property was taken over by the Sherbrooke Ry. and Power Co., was retained as General Foreman of Rolling Stock, and promoted to Superintendent of Transportation in 1912.

The City of Vancouver received \$2,029.25 as percentage on the earnings in the city, for February, an increase of \$375.05 over that for Feb. 1916. During February, 2,441,792 passengers were carried on the city and suburban lines, compared with 2,334,233 for Feb. 1916.