

one-man cars on the system, under the conditions of the period in which they have been operating, on the ground only that they have led to an economy in operation. Aldermen Broatch and Adshad opposed.

That the present one-man and two-man car routes be kept as they are, and that accurate records for one month of the cash and ticket fares on the whole system, route by route, be kept, and report made to this committee.

We recommend that consideration be given to the safety of the front entrance, and that the reflection of the light in the motorman's face be drawn to the Superintendent's attention.

That the rule that no car be in motion unless the motorman-conductor can give his whole attention to the running of the car be strictly enforced.

A Calgary press dispatch Sept. 26 says that the Calgary City Council adopted the Committee's majority report and that this means that the use of one-man cars on the municipal railways will be made permanent.

### Dismantling of London & Lake Erie Railway & Transportation Co's Line Probable.

The London & Lake Erie Ry. & Transportation Co.'s electric railway which runs between London and Port Stanley, Ont., 28 miles, has not paid any interest on its bonds for the past 2½ years and since the London & Port Stanley Ry. was taken over by the city of London and electrified, the L. & L. E. R. & T. Co.'s position has steadily grown worse. There is not sufficient business for two electric railways between London and Port Stanley and as the L. & P. S. Ry. is the shorter route, has the better roadbed, and makes quicker time, it gets the greater portion of the through traffic between London, St. Thomas and Port Stanley.

The L. & L. E. R. & T. Co.'s bondholders decided, at a meeting on Sept. 18, that if the municipalities through which the line runs will not come to its assistance financially, the franchise and property will be sold, either in block or in parcels. The President, G. B. Woods, of Toronto, John Purdom, of London, and Sidney Jones, of Toronto, were appointed a committee to negotiate with the municipalities and if the negotiations prove futile to dispose of the line without delay. It is believed that the line could be dismantled and the rails, wire, rolling stock, etc., sold for a higher price than the Hydro Electric Power Commission of Ontario was disposed to offer for the whole property a little while ago.

G. B. Woods is reported to have informed the London City Council, Sept. 26, that the company is willing to accept 60c on the dollar of its bonded indebtedness, or \$505,000, for the railway. Failing this, he stated, the road would be scrapped immediately, and its equipment disposed of. The offer has been referred to the London Railway Commission for a report, and if this is favorable, it is stated the matter will be submitted to a vote of the ratepayers in January.

The L. & L. E. R. & T. Co.'s line was opened for traffic about 12 years ago. The original company, the Southwestern Traction Co. went into liquidation in 1909, the present company taking over the property Dec. 15, 1909.

A large jitney bus, with seating capacity for 18, operated in Ottawa during the exhibition recently.

### Montreal Tramways Co's Annual Report and Meeting.

Following are extracts from the report for the year ended June 30. The financial statements show the following results:

Gross earnings	\$7,725,498.88
Operating expenses	4,601,771.84
Net earnings	\$3,123,727.04
From which deduct:	
City percentage on earnings	\$491,430.95
Interest on bonds and loans	858,542.38
Interest on debenture stock	800,000.00
Taxes	98,400.00
	2,248,373.33
Net income	\$875,353.71
Dividends	337,880.50
Surplus	\$537,473.21
Less:	
Transferred to contingent renewal account	\$350,000.00
War tax (estimated)	110,000.00
	460,000.00

Transferred to general surplus \$77,473.21

The gross passenger earnings were \$7,374,295.79, compared with \$6,443,309.66 for the previous year, an increase of 14.45%, while the operating expenses increased \$894,718.80, or 24.14%. The ratio of operating expenses to passenger earnings was 62.40%, compared with 57.53% for the previous year.

Contingent renewal account was charged with \$567,082.66 during the year, representing expenditures made for special renewals, compared with \$313,575.99 last year. \$792,848.06 was expended during the year in the maintenance of properties, plant and equipment, and charged to operating expenses, compared with \$583,894.20 the previous year. This amount, together with \$567,082.66 charged to renewal account, makes a total expenditure during the year on the upkeep of the properties of \$1,359,930.72, compared with \$897,470.19 the previous year. During the year there was expended on capital account \$1,509,488.90, compared with \$320,872.17 the previous year. During the year the company issued \$3,000,000 of 5% 30-year gold bonds. From the sale of these bonds there remains at the company's credit at the Harris Trust & Savings Bank, Chicago, \$1,063,985.22, which is at the company's disposal for extensions and improvements.

While the gross passenger earnings show a satisfactory increase over last year, the operating expenses have increased in greater proportion, the ratio of operating expenses to passenger earnings being 62.40%, against 57.33% for the previous year.

The company has continued the work of placing its overhead feeder wires in the municipal conduit and has completed during the year the work commenced in the previous year on Bleury St. and Park Ave.

With reference to the rearrangement of system of power distribution referred to in the last annual report, the installation of the first unit of 17,000 h.p. is practically completed, and it is expected will be in operation in August. Work has commenced on the installation of an additional unit of 17,000 h.p.

The work on the contract for machining shells, referred to in the last annual report, is practically completed, but there still remains some final adjustments to be made. An estimated amount has been provided for the war tax on the results of the whole operations of the company, the present accounting period being the third and final period for this company under the Business Profits War Tax Act, 1916.

During the year the company placed an order for 100 motor and trailer cars, with the necessary equipment. These cars are of the very latest type, and contain every known device and improvement to assure comfort and safety to the travelling public. The first deliveries are expected shortly.

At the last session of the Quebec Legislature the government appointed a commission of five members, with power to make a new contract between the City of Montreal and the company, and the directors trust that this matter will be settled shortly, and result in enabling the company to develop and maintain its system to the best interest of the public and your company.

The property has been maintained in a high state of efficiency and is in excellent condition. **Statistical Statement.**

New construction during year	\$1,509,488.90
Expenses % of passenger earnings	62.40
Passengers carried	179,974,549
Car earnings per passenger	4.10c
Transfers	63,451,272
Total passengers carried	243,425,821
Car earnings per passenger, total carried	3.03c

At the annual meeting, Aug. 31, the directors were all re-elected. They are as follows: E. A. Robert, President; J. W. McConnell, Vice President; F. Howard Wilson, Vice President; W. C. Finley, Hon. G. G. Foster, K.C., P. J. McIntosh, J. M. McIntyre, W. G. Ross and Hon. J. M. Wilson. J. E. Hutcheson is General Manager and Patrick Dubee, Secretary-Treasurer.

### Jitney Traffic Notes.

Application has been made to the Winnipeg City Council by W. J. Tupper, K.C., on behalf of a company which desires to operate a motor bus service in the city. The company asks for a 10 year franchise, the right to fix tariffs, to use tickets and to operate a fast line and a slow line. The matter is under the consideration of the market and license committee, which, it was stated, Sept. 6, was preparing a bylaw for submission to the council.

Winnipeg jitney men, who, it was reported on Sept. 4, numbered 475, will under the bylaw adopted that day have to furnish a bond to the city to provide against damage to persons and property by accident. The amount of the bond is fixed at \$1,000 against personal damage to any one person, \$5,000 against personal damages in any one accident, and \$200 against damage to property. This bond will cost each jitney driver \$150 a year under an insurance policy. The new regulation became effective Sept. 20.

Judgment was given, Sept. 6, by Justice Murray in the application of J. L. Mackay for an order to compel the Vancouver City Council to restore his jitney license, which had been cancelled under a city bylaw. Mackay refused to conform to the regulation requiring him to select a route and to operate his jitney thereon only. The legal point reserved was whether the city's charter and powers under the act covering motor vehicles gave power to confine cars to particular routes. The judge held that such power had been expressly given in the amendments made in the act recently and refused the application.

The Winnipeg Electric Ry. in its current advertising is directing attention to points of interest reached by its suburban lines. The trip most recently described and illustrated is that to Lockport, for St. Andrews Rapids and the Indian mounds.