

were agreeable to making a grant divided proportionately among the municipalities to cover the deficit in the proceeds of five years, at the end of which time it was hoped some other solution of the difficulty could be found. London's representatives were non-committal, believing that a road which runs in competition with London's own line, the London & Port Stanley Ry., would never pay if operated as at present. Another meeting will be called in a few days, when President Wood's answer to the municipalities' proposal is received.

Electric Railway Finance, Meetings Etc.

British Columbia Electric Ry.:

	Aug. 1917	Aug. 1916	2 mths. to Aug. 31, '17	2 mths. to Aug. 31, '16
Gross . . .	\$454,425	\$423,738	\$892,803	\$835,585
Exp. . .	396,168	349,604	776,222	698,251
Net . . .	58,257	74,134	116,581	137,334

Cape Breton Electric Co.—

	Aug. 1917	Aug. 1916	2 mths. to Aug. 31, '17	2 mths. to Aug. 31, '16
Gross . . .	\$39,683.58	\$35,264.46	\$80,184.29	\$68,123.37
Exp. . .	26,667.13	19,184.77	51,960.40	38,356.07
Net . . .	13,016.45	16,079.69	28,223.89	29,767.30

Edmonton Radial Ry.—In a report issued by the City Commissioner, Oct. 14, it was stated that the deficit shown by the railway for the eight months ended Aug. 31 was \$11,524.35, against \$79,042.03 for the same period of 1916.

Regina Municipal Ry.:

	Sept. 1917	Sept. 1916	9 mths. to Sept. 30, '17	9 mths. to Sept. 30, '16
Revenue . . .	\$17,185.62	\$14,742.46	\$169,206.81	\$145,896.01
Operating . . .	15,112.93	13,737.96	145,896.01	125,050.02
Fixed charges . . .	8,005.56	8,022.96	72,050.02	72,050.02
Deficit . . .	5,932.87	6,977.15	48,739.22	48,739.22

At a meeting of the Regina, Sask., City Council, Oct. 16, it was reported that the loss on the operation of the Regina Municipal Ry. for the nine months ended Sept. 30 was \$48,958.95. The estimated loss for the whole year is \$55,874.76.

Toronto Ry., Toronto & York Radial Ry. and allied companies:

	Aug. 1917	Aug. 1916	8 mths. to Aug. 31, '17	8 mths. to Aug. 31, '16
Gross . . .	\$1,039,819	\$889,241	\$7,867,595	\$7,092,229
Exp. . .	591,013	462,179	4,172,715	3,634,674
Net . . .	448,806	427,062	3,694,880	3,457,555

Toronto Civic Ry.—Revenue for September, \$24,029.23; passengers carried, 1,426,775.

Winnipeg Electric Ry.—The net earnings for August were \$39,457, against \$85,935 for Aug. 1916. From Jan. 1 to Aug. 31, the net earnings were \$506,701 against \$791,030 for same period 1916.

	Aug. 1917	Aug. 1916	8 mths. to Aug. 31, '17	8 mths. to Aug. 31, '16
Gross . . .	\$248,457	\$249,795	\$2,164,624	\$2,193,057
Exp. . .	209,000	163,860	1,657,923	1,402,927
Net . . .	39,457	85,935	506,701	791,030

Toronto Civic Ry. Wages.—The Toronto City Council has adopted the Board of Control's recommendation that the following scale of wages, based on the finding of the board of conciliation in the recent Toronto Ry. strike, be paid to civic railway employees, as from June 16: Motormen, conductors and motor and truck repair men, first six months, to apply only to men employed after this date, 30c an hour; second six months, 32c; second year, 35c; third and subsequent years, 37c; shed men, foremen, 37c; operating shed men, men doing general shed work, 33c; shed men, men doing general shed work but not operating cars, 32c; car cleaners, 31c. Motormen and conductors engaged in train work on Sundays, 4c an hour platform time in excess of weekday rates. Emergency crews of motor and truck repair men to receive time and one-fifth.

Mainly About Electric Railway People.

C. C. Weldon has been appointed Superintendent, International Transit Co., Sault Ste. Marie, Ont., vice J. Summerhayes resigned.

D. W. Houston, Superintendent, Regina Municipal Ry., Regina, Sask., has been elected an associate member of the Canadian Society of Civil Engineers.

Geoffrey Porter, who has resigned from the position of Chief Electrical Engineer, British Columbia Ry., Vancouver, was presented recently with a mantel clock by the staff. It is his intention to take up private practice as advising and contracting engineer, but in the meantime he is visiting Japan, with a view to establishing connections there.

Owing to the resignation of G. Porter, Chief Electrical Engineer, British Colum-



A. W. McLimont
General Manager, Winnipeg Electric Railway

bia Electric Ry., there has been some rearrangement of duties, as it is not the Company's intention to make an appointment to that position at present. **W. M. Fraser**, Electrical Superintendent, has been given full charge of the operating end of the business, and **F. S. Easton**, Hydro-Electric Engineer, has been given full charge of the power producing plants, both with offices at Vancouver.

Martin Milne Todd, whose appointment as President, Galt, Preston and Hespeler St. Ry., and Vice President, Lake Erie and Northern Ry., Galt, Ont., was announced in our last issue, and whose portrait appears in this issue, was born there, July 22, 1891. He graduated from McGill University with the degree of B.Sc. in May, 1915, and was from June 1 to Dec. 31, 1915, Assistant Electrical Engineer, Lake Erie and Northern Ry., Preston, Ont.; Jan. 1, 1916, to Aug. 31, 1917, Assistant Superintendent, Galt, Preston and Hespeler St. Ry., and Lake Erie and Northern Ry., Preston, Ont.

A. W. McLimont, whose appointment as General Manager, Winnipeg Electric Ry., Winnipeg, was announced in our last

issue, was born in Quebec, Que., and after leaving high school, was for some time in the Bell Telephone Co.'s service. He was subsequently Electrical Engineer for the Public Service Commission of the First District, New York, N.Y.; Vice President and General Manager, Michigan United Rys.; General Manager and Treasurer, Chicago and Milwaukee Rd.; Vice President and General Manager, San Francisco-Oakland Terminal Ry., and Vice President and General Manager, Georgia Power Co. He has also served for the General Electric Co. in the construction and operation of electric systems in Brazil, the Argentine Republic, Peru, Costa Rica and Mexico.

Wilford Phillips, whose retirement from the position of General Manager, Winnipeg Electric Ry., was announced in our last issue, has been elected a director of the company. Sir Augustus Nanton, Vice President, said recently: "Everybody connected with the company will regret Mr. Phillips' retirement. He remains in office at the board's request and will stay with the company in an advisory capacity. He came to Winnipeg about seventeen years ago from the Niagara Falls Park & River Ry., which he had managed with success, and to him is very largely due the past great successes of the Winnipeg Electric Ry. in all its branches. He extended the railway lines, completed its power plant, built substations, built a suburban line, extended its gas mains—in fact, the company's properties when he arrived were of a minor character and have all been developed under his management."

Edmonton and Regina Municipal Railway Deficits.

The Regina, Sask., Leader says: "The Edmonton municipal street railway is in a pretty bad way, according to the Bulletin, of that city. The system is carrying 25,000 passengers a day, and losing one cent on each passenger it carries. If the number of passengers per day could be increased to 35,000, it is estimated the railway would break even, but this is not regarded as possible while war conditions continue. The Bulletin says the unpleasant alternatives are, to raise the rates, to cut down expenditure by cutting down service, or to go on ignoring the sinking fund which should be put aside to meet the bonds. It urges the taking of definite steps to make the system a self-sustaining business proposition, declaring 'a city with millions of back taxes cannot afford to run chances on the indefinite continuance of a loss of \$250 a day on its street railway system.'"

"While Regina's showing is bad enough, it is not as bad as Edmonton's. According to figures submitted to the city council recently and certified to by the auditors, Regina's street railway loss for the nine months ended Sept. 30 was \$48,958, or an average loss of about \$180 a day."

Transportation of Postmen in Cape Breton.—Following the Nova Scotia Board of Public Utilities' decision forbidding the Cape Breton Electric Co. to sell tickets for postmen at reduced rates, on the ground that it was contrary to the company's act of incorporation and the Public Utilities Act, the company ceased to accept such tickets on Aug. 27 and took over from the Sydney postmaster those he had on hand unused. The postmen are now paying regular fares, the same as any other passengers.