

years ago, the duties of Superintendent have been carried out by J. Pearson, one of the Chief Inspectors, who now resumes his former position, and will in addition act as Assistant Superintendent.

Electric Railway Finance, Meetings, Etc.

Brantford Municipal Ry.—The new cars commenced to run in Brantford on Dec. 17 and the revenue from Dec. 18 to Jan. 16, both inclusive, was \$4,188.24, against \$3,104.21 for the corresponding period of 1913-4. These figures are for the lines in Brantford only, and do not include the Grand Valley Ry. between Brantford and Galt, as a bridge at Blue Lake was down and there was other trouble, consequent upon the bad state of the line, which affected the traffic.

Brantford Municipal Ry.—Earnings for January for city lines and interurban line Brantford to Galt, \$6,676.94.

British Columbia Electric Ry.—Gross earnings for December, \$674,063; operating expenses and maintenance \$512,663; net income \$161,400, against \$793,219 gross earnings; \$548,535 operating expenses, maintenance, etc.; \$244,684 net earnings, for Dec., 1913. Aggregate gross earnings for seven months ended Dec. 31, \$3,998,899; net earnings, \$924,331, against \$4,553,726 aggregate gross earnings; \$1,221,405 net earnings, for same period 1913.

Berlin and Waterloo St. Ry.—The report for 1914 of this municipally owned railway shows total receipts of \$72,973.69. There was a decrease of over \$4,000 from 1913, but a net profit of \$405.70 was shown for 1914, of which 75% is paid to Berlin and the balance to Waterloo.

Calgary Municipal Ry.—Total receipts for January \$47,550.86 against \$55,827.05 for January, 1914.

Calgary Municipal Ry.—The financial condition of this railway has been under discussion for some weeks by the Board of Commissioners at Calgary, Alberta. Replying to a suggestion that the system should be run as if owned by a private company, Commissioner Greaves said it was impossible, as it would involve the cutting off of service over some 10 or 20 miles of track, which the citizens would not submit to. Commissioner Garden expressed the opinion that the railway was getting the better of a private corporation in escaping paving and other charges. The matter is still under consideration.

P. S. Fitter, Publicity Commissioner, in a communication to the press on the finances of the line, points out that although the loss on operation for the 11 months ended Nov. 30, 1914, was \$44,284, during the four years operation of the line, a surplus of \$300,000 had been built up over and above all fixed charges. The loss in operation is practically on two lines only, the Bowness Park line, which the city operates in consideration of a park site which had been granted, and the other the line to the C.P.R. Ogden shops. The present loss on this latter line is \$50 a day. (Aug., 1914, pg. 384.)

Detroit United Ry.—The Board of Street Ry. Commissioners has under consideration a proposition to acquire the system of electric railways in Detroit, Mich. So far as the proposition has been discussed only the lines within the city area are included. The company owns the Sandwich, Windsor and Amherstburg Ry., operating lines in and between Windsor, Walkerville, Sandwich and Amherstburg, Ont. It was stated at the annual meeting of shareholders, Feb. 2, that a definite announcement upon the question of the proposed purchase would be made as soon as possible after the meet-

ing of the directors of the D. U. Ry. and the Municipal Commissioners, Feb. 15.

Dominion Power and Transmission Co.—A Hamilton, Ont., press dispatch says that at the annual meeting it was announced that the company had a surplus of \$65,559 after paying dividends of \$461,392. The receipts of the street railway and radial lines fell off \$106,000.

Edmonton Radial Ry.—The estimates for this year submitted to the Edmonton, Alberta, City Council, Feb. 10, contain the following respecting the E. R. Ry. Estimated receipts, \$582,000. Expenditures, maintenance, operation and power charges will be \$444,000, leaving a surplus of \$148,000 of revenue over operation alone. Fixed capital charges, however, amount to \$240,000, leaving a deficit of \$92,000, without taking into consideration the depreciation charges of \$102,000. With this included the Superintendent estimates the total deficit of the railway for this year at practically \$200,000.

Edmonton Radial Ry.—The City Auditor's report that the operating expenses for 1914 increased \$45,000 while the revenue only increased \$13,000 as against the figures for 1913, has been questioned by Commissioner Harrison and Superintendent Larmonth. The Superintendent has been instructed to make a report showing in what respect he claims the auditor's figures are not correct.

Hamilton St. Ry.—The percentage paid to the city for the three months ended Dec. 31, was \$12,702.97. The total paid during 1914 was \$54,712.08, against \$59,290.56 in 1913.

Moncton Tramways, Electricity and Gas Co.—The Eastern Trust Co. received offers recently for the sale to it, under the terms of the trust deed, bonds to the amount of \$12,000 at a price not exceeding 5% premium. The \$12,000 is at the credit of the sinking fund, and failing to receive offers of bonds, the trustees will draw bonds for redemption to the amount necessary.

Montreal Tramways Co.—Three cheques aggregating \$508,665.51 were given by the company to the Montreal City Treasurer, at the end of January. The balance of the \$603,911.57, which was claimed to be owing at Dec. 31, is in course of adjustment, which involves the consideration of the merits of a counterclaim.

Regina Municipal Ry.—Unofficial reports in Regina, Sask., are to the effect that the deficit upon the operation of the electric railway for 1914 will reach \$96,000, including debenture interest and all overhead charges. The actual loss arising from operation was \$10,000 in May, but with economies effected this had been reduced to \$6,000 at the end of the year. The interest and other charges were \$90,000.

Sandwich, Windsor and Amherstburg Railway.—The report of the Detroit United Ry., which owns all the capital stock of the Sandwich, Windsor and Amherstburg Ry. Co., which in turn owns the capital stock of the Windsor and Tecumseh Electric Ry. Co., shows the mileage of these latter lines at Jan. 1, 1914, as 39,932, to which was added during the year, 0.3466 mile.

Statistics of the year's operations are as follows:—Revenue passengers, 5,068,191; transfer passengers, 679,015; employe passengers, 17,160; total, 5,764,366; receipts per revenue passenger, 0.0512c.; receipts per passenger, 0.045c. Car mileage, 1,037,467; earnings per car mile, 0.2582c.; expenses per car mile, 0.1663; net earnings, per car mile, 0.0919.

During the year \$110,577.16 was spent on extension to lighting plant, new track and additional equipment.

Sherbrooke Ry. and Power Co.—Gross earnings for six months ended Dec. 31, \$74,819.29; operating expenses \$44,617.97;

net earnings \$30,201.32, against \$75,914.87 gross earnings; \$46,337.61 operating expenses; \$29,577.26 net earnings, for same period 1913.

Earnings of Toronto Ry., for January, \$471,226 against \$501,843 for Jan. 1914.

Winnipeg Electric Ry.—Gross earnings for December, \$368,400; operating expenses \$230,719; net earnings \$137,681, against \$379,863 gross earnings; \$211,969 operating expenses; \$167,894 net earnings, for Dec. 1913. Aggregate gross earnings for 1914, \$4,101,302; net earnings \$1,685,093, against \$4,078,694 aggregate gross earnings; \$1,826,087 net earnings, for 1913.

The percentage payments to the city for 1914 were \$122,226.90.

Electric Railway Notes.

The Toronto Suburban Ry. is applying to the Ontario Legislature for power to operate cars on Sundays.

British Columbia Electric Ry. employes in Vancouver, New Westminster and North Vancouver, contributed \$839.12 to the local war relief fund for the month of December.

The City Commissioners of Saskatoon, Sask., received applications for the position of Superintendent of the municipal railway, to Feb. 25.

The Moose Jaw Electric Ry. has made a special issue of tickets, 8 for 25 cents, to the members of the 46th Battalion Third Contingent, in training at Moose Jaw, Sask.

A London, Eng., cable states that owing to the scarcity of labor in Great Britain the managements of a number of street railway systems are considering the advisability of employing women as conductors.

The Saskatchewan Supreme Court has awarded a Regina Municipal Ry. conductor named Schell \$2,000 damages against the city. He was knocked off the step of his car by coming in contact with one of the iron standards of the Broad St. subway.

One of the judges of the Ontario High Court of Judicature has decided that W. C. Hawkins, Managing Director and Secretary, Dominion Power & Transmission Co., must answer certain questions in a suit brought by C. W. Moodie, against the directors, who Moodie claims have voted themselves excessive fees.

The Brantford, Ont., Municipal Ry. Commission is preparing to issue school children's tickets at 10 for 25 cts. The council has authorized the commission to carry the liability of the employes under the Workmen's Compensation Act, and also to the general public, from the operation of the street railway, by setting aside annually a sum to provide a fund to meet claims.

The London St. Ry. is asking the city for a renewal of the agreement allowing the operation of cars on Sundays. It is reported that the Board of Control is looking into the question with a view to obtaining some concession from the company, either a percentage of earnings, or extra mileage payments. The company claims that Sunday cars do not pay, but are run as a public convenience.

The Calgary, Alberta, Street Railway Men's Association, Feb. 12, accepted the new wages schedule, which provides for a reduced rate of pay consequent upon war conditions. The new schedule comes in operation at once and provides as follows:—While operating on the spare list: First year, 28 cts. an hour; second year, 30 cts.; after two years, 32 cts. Regular runs—First six months, 32 cts.; second six months, 33 cts.; third six months, 34 cts.; fourth six months and thereafter, 35 cts. The new schedule is estimated to effect a saving of about \$10,000 during the year.