# TRAMWAY SERVICE IS PUBLIC CONCERN EVEN WHEN A PRIVTAE ENTERPRISE

Investors in Such a Company Should be Accorded Fullest Security Against Loss but the People of the Community at the Same Time Must Receive Adequate Consideration

The imminence of a new street railway arrange- higher dividends, they have not scrupled to divert citizens to form an organization to assist in securing devoted to maintaining a high standard of service. the best possible terms from the tramway company. of Trade Building; Theo. H. Wardleworth, 168 Cote to discard obsolete cars or worn parts thereof; St. Anthine Road; Rev. F. R. Grillin, so Iritalisal Tailure to meet reasonable, requirements in regard to Avenut H. J. Trihey, Merchants Bank Building: W. intervals of operation, seating accommodation, rational forms of the seating and ventilation, mitigation of phillips quare. These invite the participation of of noise, lighting, and safety of passengers. every citizen who has similar interests at heart.

the problem now under consideration. One is to intention for which a street exists, are exposed to wait and see what kind of franchise can be negotiat- inconvenience and annoyance from unnecessary ed between the Tramways company and the civic noises, from dust raised by heavy street cars in their authorities. The other is for citizens to put them- rapid motion, from the dilapidation of street suressential principles.

in all American cities have been instituted and, up other motive for disregarding the desire of the pub-

statement:

street railway service is always a public busi-

Full Security, Fair Return

Investment in a street railway should be accorded the fellest security against loss, just as if the money had been supplied on the credit of the community as well as for the service of the people in that com-

monopoly is thus assured against loss, cannot claim in important details, checked by data easily availan unlimited return on the capital invested, nor even as high a rate of return as would be fair in a pribusiness whose capital was under risk of be

The model arrangement, therefore, is one under which, absolute security for capital invested being assured, the highest grade of service that can be has been insisted upon by the people. The companided in exchange for a fair interest return on the the valuation be made. But the cities have had their capital invested.

Any such arrangement must contemplate. (a) known only when they arise in the future.

Present and Future.

conditions are the present volume of traffic to be handled; the area to be furnished with transportation facilities; the streets needed for street cars to meet these requirements; the cost of tracks, cars, equipment, superintendence, labor and power;

Unknown conditions are those which will arise peopled area; from increase of congestion at the ing regulation of service. traffic centres; from changes in cost levels; from the progress of invention.

Any community could make a business bargain to cover the unknown conditions as they arise.

Under private operation, a contract based on terprise known conditions must be modified by a provision so that the interest of the public may be protected and where the actual contract went into very minute when any change in essential conditions takes place. Continuous Control.

Provision for control must look forward to the cir-

whatever may be the service the community re- to pay operating expenses, interest on the company's quires, without departure from the first principles bonds, and six per cent, on the rest of the capital of security to investment and a fair return for the as established by initial agreement and subsequent tise of capital so invested.

In the event of any inherently reasonable demand being preferred on the part of the people or any sec-

No satisfactory answer can be given to that ques-(a) unless the public has absolute knowledge that the investment in the company actually is what its issues representing capital indicate that investment to be; (b) unless the public has the means, through access to and audit of the company's accounts, of arriving at a just view of the company's ed, as allowed and certified to by the board of su financial condition, and hence of its ability to support the new demands.

Always allowing for security of capital invested and a fair return thereon, the exercise of public cor- all should insist, namely, (a) the fundamental neces trol over a street railway company serving the pubsity of reasserting and retaining public control of the lic must be applied to two main objects; (a) certi-streets; (b) certainty about capital on which a re will add the following trains to its already existing fying as correct, on behalf of the public, the issues of turn should be allowed, and the pledge of the city's suburban service from Windsor Street Station keeping the company's actual street railway opera- a good service, as determined by these two, for a Como, Hudson Heights, Rigaud and Point Fortune, tion up to the highest standard of service to the pub-

capital. les strenuously object to submitting their issues of bond or share capital to a public authority for approval. But companies have made this interessary by the practice universal with pital investment, generally in multiples of I investment, all they have to be controll-seause they cannot be trunked to resist this

es equally object to being interfered with the sort of service to be given the public. here they have been free from such interfer-n the past, when it suited their purpose to pay

ment in Montreal has led a number of representative to dividend uses carnings which ought to have been

What Bad Service Is.

Those constituting the provisional committee are: Inferior service results from (a) failure to maintain Messrs, Alex. Falconer, 157 St. James Street; George the road bed in proper condition (b;) failure to keep Lyman, 17 St. John Street; J. C. Walsh, 336 Board rolling stock up to date in quality and numbers, and St. Antoine Road: Rev. F. R. Griffin, 53 Trafalgar failure to meet reasonable requirements in regard to

People living along a street devoted to street car There are two outstanding methods of approaching use, and people using the street according to the selves right about what are the main lines such an faces, and otherwise. The avoidance of these evils, arrangement should conform to, and then vigorously and their timely correction when observed, cannot oppose any proposals which involve deviation from safely be left to the uncontrolled action of a comsential principles.

The auccessful fights for good street car service of profits, increase of dividends, or which has any to a certain stage, carried on by organizations formlie to be protected in the legitimate exercise of its
by private citibens, rather than by official bodies.

Continuous control by some public authority the unimpaired exercise of the norma; rights of free

rights of Labor.

There are also certain phases of the relations because therefore, (a) monopoly: (b) comparise titien.

At first, the preference was for competition. Soon

At first, the preference was applied the law that where combination is be made with (a) one organization; (b) more than There are also certain phases of the relations beconformed to.

A ctreet railway service is always a public busi-ness, even when it is conducted as a private enter-the public and the street railway service, the line of being made in Montreal is not difficult to define. Area to be covered and present population are

The next requirement is to ascertain the present

assets now in use. ment has been made in recent years this valuation able as well to those rates as to the class rates.

Having done so, they promptly took measures to knewn conditions; (b) conditions which will be ensure that there would be no more overloading of

issues representing capital invested. Two Notable Examples.

Chicago established a board of supervising engineers, to which was given practically complete authority to control the company's contracts and expenditures, to supervise all construction work and certify all charges on capital account, and generally the revenues available, at a given charge of scale of to act as expert arbiters in any dispute that might arise between the city and the company. City and company were both represented on this board, which from increase of population; from extension of the was accorded the decisive voice in all questions touch-

The upshot of this arrangement is that the people of Chicago known, at all times, just what the value of concerning known conditions. No community can The right to take over the system. In case private make a business bargain that can be depended upon operation failed to give the service desired, or for any other reason, the people of Chicago made part of Under municipal ownership, changing conditions their contract; thus establishing, once for all, the can at any time be dealt with in the sole interest of principle that the operation of a street railway is a public business, even if conducted as a private en-

In the Cleveland case, where a settlement was arcontinuous control in the interest of the public, rived at after eight years of continuous struggle. details, the city nevertheless reserved itself the enules and routes, to determine the character of the were loaded and sent out from Timiskaming. cumstances under which it will be useful to the pub- cars, to increase or diminish service, on the sole conlition that the council may not require service to The object contemplated can only be to secure an extent which would not produce enough money

control. The starting point of the new Cleveland arrange ment was a valuation of the property, fixed at \$24, tion of them, the question must be. Can the company 091,600 after exhaustive examination before Judge existing bonds, \$14,675,000 to capital stock, and the income for March compares as follows:

rest to cover floating indebtedness. Similarly, in the Chicago case, the price at which the city may acquire the property is made up of the appraisal value of \$50,000,000 as at June 30th, 1906 plus the value of all capital sums afterwards investpervising engineers.

In this way both these cities established the princi ples upon whose application to a new arrangement onds and shares representing capital invested; (b) credit for the complete security of that capital; (c) Point Claire, Beaconsfield, Ste. Annes, Vaudreuil,

That, no more and no less, is what we require in

PORCUPINE IMPERIAL.

1

ed to continue this work.



In command of the 2nd Army Corps.

# EIGHTY-THREE CENT SCALE WAS

Washington, D.C., April 30 .- The Interstate Com Cities case" as follows:

"Upon the facts of record it is held that the pro-

tory as against Duluth.

and central freight association territories to the Twin business with the firm and the rest is plain sailing. and central freight association territories to the Twin business with the firm and the rest is plain sailing, and the Montreal Trus of the other part, will be Cities based upon a rate of 83 cents, first-class, is People who have been there have frequently been Francois Xavier St., in the the class rates.

spondents, however, took no action and of this much of an interview.

that point, and the commodity rates to the Twin Little based upon the differentials herein fixed."

Commissioner Harlan, concurring, said: "While I entirely agree that the class rates to the Twin Cities should be adjusted on a scale of differentials over the Duluth rates of not less than 21-cent scale resulting from our action in the Commercial Club of Duluth vs. B. & O. Railroad Co. I am satisfied that upon a very careful examination of the record that they should be somewhat higher than that in order to do substantial justice to the merchants of Duluth and to that point as a community."

Take and to tell quaint stories of the financial magnate's surprise at finding when he arrived at the bank wild animal collectors standing in the porch with rare exhibits for the inspection or that famous zoologist, the Hon. Walter de Rothschild, who succeeds to the title. One story, which had quite a run in the city was to the effect that one day Lord Rothschild was prevented from entering the bank by a bear of a newly discovered species that barred the entrance.

Mr. Jamrach, Britain's most famous dealer in wild then sixty (60) days prior in than sixty (60) days prior in than sixty (60) days prior in than sixty (60) days prior in the city was to the cfreet that one day Lord Rothschild was prevented from entering the bank by a bear of a newly discovered species that barred the entrance.

Mr. Jamrach, Britain's most famous dealer in wild the sound and one-half if

1915, totalled 6,834 carloads.

In the same period of five months there were shipwhen 24,014 cords, or about one-third of the total.

carloads of this commodity were dispatched from fice. different points.

## NORTHERN OHIO IN MARCH.

The Northern Ohio Traction & Light Company's

|                             | 1914.        | 1915.        |
|-----------------------------|--------------|--------------|
| Gross carnings              | \$274,198.33 | \$280,779.65 |
| Operating expenses          | 168,810.40   | 178,948,61   |
| Net earnings                | 105,387.93   | 101,831.04   |
| Bond and other interests    | 50,330.98    | 51,900.67    |
| Net                         | 55,056.95    | 49.930 37    |
| Preferred stock dividends . | 15,399.80    | 16,730,50    |
| Net income                  | 39.657.15    | 33,199.87    |

### LAKE SHORE AND TWO MOUNTAINS

Effective Saturday, May 1st. the Canadian Pacific fair price to the passenger and a fair return on the Leaving Windsor St. 12.15 p.m., daily, making all Point Fortune, returning from Point Fortune 4.45 p.m., daily, reaching Montreal 6.40 p.m. On Saturdays train will leave Windsor St. Station my new arrangement for street railway service in 1.20 p.m., stopping at Point Claire, Beaconsfield, Ste. Annes, Vaudreuil, and points beyond to Rigaud and Caledonia Springs.

Leave Windsor St. 11.20 p.m. dally for Rigaud. Toronto, Ont., April 30 .- H. B. Wills states that making all intermediate stops,

machinery is to be rapidly installed at the Porcupine Imperial, where it is expected extensive underground development work will be done this summer.

When the property was closed down a nice body

Minimals all intermediate stops.

Commencing May 3rd, a train will leave Rigaud at largest order ever placed in Canada for woven wire fencing has just been received by the Standard Tube & Fence Company of this city. The order covers the entire requirements of woven wire fence to be erect-order to the property was closed down a nice body.

Other trains will be added with the introduction

LADDER TO OFFICE

Enormous Crowd cut Financier off From his Usual Mode of Access

**OUIETNESS AND METHOD** 

Characterizes the Great House of Rothschild-Form or Head of Firm, Who Died only Recently, Was Best-liked Employer in London.

Yordon ? April 9 (By mail.)-With the death of London, April 6. London, Springer Standard Stand Lord Rothschild the lamous balls in the lamous way and the Amazon Steam Navigation Co. a Lane will not seem the same any more. After all these years visitors will miss the presence of the in Brazil, the British continue to secure fancy these years visitors with his short white beard and white dends from some of their conservatively hair, at the head of the long mahogany table where far eastern plantations. on the occasion of any momentous transaction the three brothers sat in conference—Mr. Leopold de three brothers sat in confere on the occasion of any momentous transaction the Rothschild to the left of his lordship and Mr. Alfred Malay States: de Rothschild at the further end.

A great contrast the three famous brothers used £30,000. Dividend based on 1914 crop of present. Lord Rothschild always looked so seripounds rubber, 175 p.c. Total dividends to date ous, as though he felt the responsibilities of his p.c. (from 1905.) merce Commission has decided the so-called "Twin great wealth; Mr. Leopold, on the other hand, had generally a smile and was geniality personified; Mr. dend based on 1914 crop of 614,199 pounds rubbe Alfred gave the impression of being delighted to p.c. Total dividends to date 1.500 p.c. (from 190

ed by private citibens, rather than by official bodies. rights. Continuous control by some public authority has not been justified by the respondents and that est importance. Lord Rothschild preferred that he The committee mentioned has issued the following alone assures to the public, suffering these wrongs, the 28-cent scale of differentials in the rates to the should see Mr. Alfred. Intentional or otherwise, it Deutchebank of Berlin says that the Twin Cities over the rates to Duluth is unduly dis- mostly happened that the great art collector and conmostly happened that the great art concerns and a solution of the trinity. Al-

At first, the preference was for competition. Soon there was applied the law that where combination is jossible competition is impossible.

Next, communities realized that instead of the proposed combination going to company shareholders in dividends they might as well go to the people in the dividends they might as well go to the people in the dividends they might as well go to the people in the dividends they might as well go to the people in the dividends they might as well go to the people in the dividends they might as well go to the people in the dividends they might as well go to the people in the dividends they might as well go to the people in the dividends they might as well go to the people in the public demands of combination of the public before its own the first and the attention of the public before its own the proposed command the attention of the public before its own the proposed command the attention of the public before its own the proposed command the attention of the public before its own the proposed command the attention of the public before its own the proposed command the attention of the public before its own the proposed command the attention of the public before its own the first and the first as alleged.

There is a tradition that it is difficult to obtain duministion into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the office of the Rothschids. I can diminist on into the future any class rates to the I can diminist on into the office of the Rothschids. reduced fares or improved service. Hence recogni- ultimate demands of comfort and convenience are than 21-cent first-class, will be unduly discrimina- be streaming into the famous financial house as they do into Westminster Abbey or any other London called "A scale of rates, rail-lake-and-rail, from trunk line show place. Satisfy the watchful janitors you have made

procedure to be adopted in the event of a fresh start prescribed for the future. Carriers will be expected amazed at the strangely mixed character of the peoto bring their commodity rates into harmony with ple waiting to see Lord Rothschild. Ambassadors, of Three o'clock in the representatives of South American republics, heads the class rates."

Concluding, the commission said: "In the Duluth case, supra, we indicated that our findings were aparant case, supra, we can approximate the case, supra, we can approximate the case, supra, we can approx Area to be covered and present population.

Known.

Concluding the commission said.

The books of the company will reveal, if opened for the purpose, all material facts as to earnings in general, and as to particular routes or districts.

Solution of the commodity rates as to the class of the class of the commodity rates as to t ciples of the case to their commodity rates. The re- agents of powerful States sat impatiently expectant the

nvestment value represented by the plant and other complaint has been made informally. We again hold There was nearly always the representative of with respect to commodity rates to the Twin Cities some Jewish commercial charity or institution eithe shall be at liberty that the general principles here advanced are applic- er with him or waiting to see him, for no step of importance in the community was taken without his "We shall therefore look to the carriers to propose advice being sought. The hours of his time Lord in the aggregate the furnished out of the revenues of the railways is proand to the Twin Cities in which due regard shall be were simply astonishing in a man who was one of bonds of the first given to the findings herein respecting the commodity the greatest figures in the city, and certainly the vided by said Clause 3 rates to Duluth based upon the new class rates to that point, and the commodity rates to the Twin Cities based upon the differentials herein fixed."

| Commodity | Leading financier. Yet such was the fine character of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstances of his trace and the claims of charity were ever as important provincing in the commodity of the man that with him the circumstance of his commodity and the commodity of the man that with him the circumstance and the claims of the commodity of the man that with him the circumstance and the claims of the commodity of the man

SHARE OF T. AND N. O. SHIPMENTS. Hon. Walter, and therefore may be expected to know, North Bay, Ont., April 30.—The official statement inclined to believe the story, laughed and replied, when I asked him not so long since whether he was of the Temiskaming and North Ontario Railway "Certainly not." It is true, however, that on one tions shows that the total shipments of lumber logs, pulpoccasion in order to get into the bank. Lord Rothsbe submitted to a wood and other forest products way-billed from vari- child had to climb a ladder. This was in the year to authorize and ous stations for the five months ending March 31st, 1889, when London went mad over the Burma ruby mines prospectus, which, issued from one house of and mortgage. Of these 1.388 were shipped last month, against 1,- Rothschild, led the public to believe it was the sure

In the same period of five months there were shipped to their respective destinations 72,559 cords of an enormous crowd of people desirous of subscribbing of from special to the control of the control When Lord Rothschild reached the city he found the pulpwood, the largest shipments being in February, ing to the shares, cutting him off from access to St. came necessary to procure a builder's ladder, and by ducing their be Pulpwood claimed by far the lion's share of the dint of climbing this and entering through a winshipments and altogether, in the five months, 4,903 dow his lordship was at length able to reach his of-

In later years Lord Rothschild relaxed his hours of titling the holders Next on the list, but trailing far behind, is lumber, business. Until quite recently it was his custom of which there were 775 cars, and third place is taken to reach New Court at 11 o'clock, lunch in the dining room in the bank, where the hock and the cold chicken have been sampled by so many celebrities in the spect of which such certificates political and financial world, and leave for home sued.

Certificates and proxies should be in the about 4 o'clock. He rarely varied these working forms or to the like effect Tyler, of which sum \$8,128,000 was assigned to meet statement of earnings, operating expenses and net hours. If they told you at the bank that he was expected at 11 o'clock you could be sure he would be there then.

Lord Rothschild was a great man for quietness and method. Beyond the tick-tack of the tape ma- Mortgage Bonds of 5 chines one was conscious in the bank of an impressive silence. If the various employes had anything to say they wrote it down on little white slips and handed them to him. Mostly what they had to tell concerned changes in the price of rare metals or fluctuations in oil shares, in which the Rothschild June firm hold extensive interests. Lord Rothschild would look at them, and if he had an instruction to convey it was given in as few words as possible. He nev

Yet if the head of the great firm never wasted words in his dealings with his staff, he was the

ed during 1915 along the various lines of the Canadian of ore had been blocked out on the 100-foot level and of the change in time to take effect the last Sunday Pacific Railway from Hailfax to Vancouver. The contract will cover hundreds of miles of fencing.

# ENGLISH RUBBER COMPANIES

Boston, Mass., April 30.—It is not gen ciated that the European war is not the sol perhaps not even the primary cause of the fir difficulties in which Brazil is now struggling. development of far eastern rubber is one of the tent factors which have been adversely affe

Brazil for several years and seriously for two During 1915 rubber experts estimate that the East will produce 85,000 tons of crude rubber age or 30,000 to 35,000 tons of Brazilian rubber. Three or on years ago Brazilian output far exceeded that of streets. And the prices of crude are seen as years ago Brazilian output far exceeded that East. And the prices of crude are so low-arou cents—that the profit in Brazilian production largely disappeared.

While the port of Para, the Madeira-Mamore

Patalling Rubber Estates Syndicate, Ltd.,

Selangor Rubber Co., Ltd., capital £30,000.

SECOND GERMAN LOAN. New York, April 30.—Private advices receiv

## SOUTHERN CANADA POWER COMP

day, the seventeenth day

The general nature of

posit of the Bonds with any of certificates

### FORM OF CERTIFICATE. May ..

The (Name of Bank or Trust Com-certify that Six Per Cent. Thirty-fiv Montgage Bonds of Southern Canada Pe dated the First day will remain so deposited until the 1915.

(Signature of Bank or Trust Company) Per..... Manager or Ca

FORM OF PROXY.

holder of the Six Per Cent. Thirty-fiv 

(Signed).....

Dated at Montreal, P.Q., April 28th, 1915.

SOUTHERN CANADA POWER LIMITED, By L. C. Haskell,