

of the stomach after returning home and died in the course of the night. He was born in Halton County, Ont., Aug. 19, 1872, and entered the advertising business, serving as advertising manager of the Hamilton Herald and subsequently of the Ottawa Citizen. He subsequently started the Canadian Street Car Advertising Co., which now controls nearly all the street car advertising in Canada.

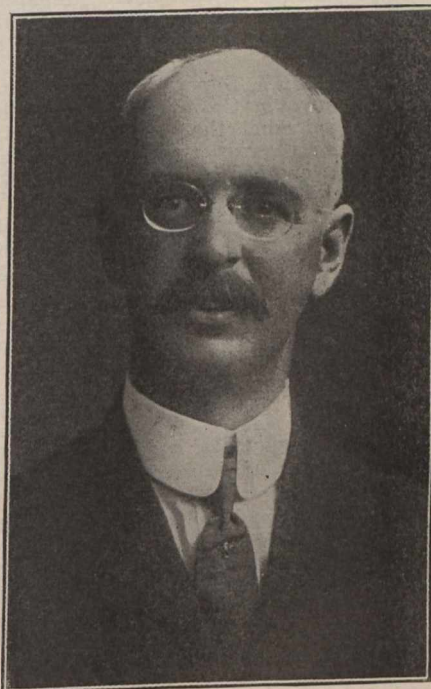
E. P. Coleman, whose election as President, Canadian Electric Railway Association, was announced in our last issue, was born at Taunton, Mass., June 14, 1867, and educated at the public schools there. He was from Feb. 9, 1885, to Feb. 9, 1896, in the Huber Printing Press draughting room at the shops of the Taunton Locomotive Manufacturing Co., with which his father and grandfather had been associated for many years; Jan. 1, 1896, to Sept. 1, 1900, Treasurer and General Manager, Attleboro Steam and Electric Co., Attleboro, Mass.; May 5, 1898, to Mar. 31, 1899, in U. S. service during the Spanish War as Second Lieutenant and Battalion Adjutant, 5th Massachusetts Infantry; July 1, 1899, to Sept. 1, 1900, General Manager, Plymouth Electric Light Co., Plymouth, Mass.; Sept. 1, 1900, to June 1, 1905, Vice President and General Manager, Consolidated Lighting Co., Montpelier, Vt.; June 1, 1905, to Mar. 1, 1907, in practice as consulting engineer, general, electric light, power, railway and quarry work, and Treasurer and Manager, Wetmore and Morse Granite Co., Montpelier, Vt.; Mar. 1, 1907, to Jan. 1, 1909, General Manager, Great Northern Power Co., Duluth, Minn.; Mar. 1, 1909, to Oct. 1912, Manager of Railways, and since Oct. 1912, General Manager, Dominion Power and Transmission Co., Hamilton, Ont. He has been a member of the executive committee of the association for several years, and was Vice President for 1915-16.

The Ontario Government and Hydro Railway Construction.

Some dissatisfaction is apparent among the member municipalities of the Hydro Electric Radial Railway Association, regarding the delay in preparation for the construction of radial electric railways, for which municipalities have already voted and entered into agreements with the Hydro Electric Commission of Ontario, to build. The executive committee of the association communicated with the Ontario Premier on the subject recently as follows:

"Railway Bill 167, of 1916, has one commendable feature in clause 4, in which the municipal corporations are prohibited from selling publicly owned railways, but outside of this and the legalization of agreements as between the municipalities and the Commission, the act seems to have been entirely uncalled for. While we agree with you that under the present conditions of labor and prices of materials it would be impossible actually to construct railways at this time, we believe, from personal investigation, that there could be no better time to purchase rights of way and complete surveys. It would appear to us that the general effect of the above bill and of other legislation enacted at the last session has been completely to paralyze, for the time being, the hydro electric railway programme, thus not only holding up the project temporarily, but completely defeating the wishes of the Ontario municipalities as evidenced by

the tremendous numbers representing these municipalities on the deputation, the enormous majorities piled up in favor of the agreements with the Commission, and the widespread interest and enthusiasm shown on every platform throughout the Province. We would especially call your attention at this time to the many resolutions, memorials and petitions presented to your honorable council during the last two or three years, asking for immediate action in regard to this project. We believe that, while nothing should interfere with the bending of every energy to the successful conclusion of the present war, we should still, at this time, have an eye to the future needs of the Province and prepare for the time when peace is finally concluded. We feel that this can be accomplished in no better way than by the passing of railway bylaws for such lines as the Commission assures us would be profitable, complete the surveys and purchase the rights of



E. P. Coleman
General Manager, Dominion Power and Transmission Co. Ltd., and President, Canadian Electric Railway Association.

way for same so as to be ready to commence construction as soon after the close of the war and the return of our soldiers as may be deemed expedient."

It is held that though the Commission has full power to deal with the matter of right of way purchase, it is necessary for an order in Council to be issued before such matters can be financed, and that the Government has indicated that nothing of this kind will be done until the conclusion of the war. The Attorney General stated Aug. 16, that in his judgment, a section of the act permits the Government to authorize the Commission to purchase right of way and do the necessary financing, but if there is a technical defect regarding the issue of bonds by the Commission, to cover the purchase, it would be easy to remedy it by the issue of a special warrant.

London & Port Stanley Ry. Operating Results, Etc.

Sir Adam Beck, speaking at the Irish Benevolent Society's dinner at Port Stanley on Aug. 16, gave the following comparative figures of the operation of the

London & Port Stanley Ry. for July 1915 and 1916 respectively:

Passenger revenue	\$12,365.95	\$24,000.00
Freight and miscellaneous revenue ..	11,076.00	17,000.00
Incline railway earnings ..		7,000.00
	<u>\$23,441.95</u>	<u>\$42,700.00</u>
Operating expenses	\$14,659.27	\$18,000.00
Fixed charges	5,340.00	7,000.00
	<u>\$19,999.27</u>	<u>\$25,000.00</u>

Net earnings	\$3,442.68	\$17,700.00
Passengers carried	63,739	165,074

Sir Adam also made the following statements:—The rates of fare in July, 1916, were 22% lower than in July, 1915, and the rate of wages has been increased 12%. The Pere Marquette Rd., during its last year's lease of the L. & P. S. R., carried 132,699 passengers, while the London Railway Commission for the 12 months just closed carried 548,316. At the January elections the people will have to decide whether they will proceed with the recently evolved plan to double track 12 miles of the road, in order that the greater traffic that is constantly coming to it may be accommodated. More equipment, including motor cars and trailers, are also required. The commissioners propose to erect before next summer a large modern bath house at Port Stanley, out of surplus earnings. Further lavatory accommodation will be provided on the hill, and refreshment booths, under the road's management, will provide for the people at prices that will protect pleasure seekers from being fleeced. Sir Adam is in favor of building a large grain elevator at Port Stanley.

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry., and allied companies:—

	June 1916	June 1915	June 30, 1916	June 30, 1915
Gross	\$ 529,078	\$498,093	\$6,602,624	\$7,306,563
Expenses	472,679	494,315	5,748,842	5,994,212
Net	56,399	3,778	853,782	1,312,351

The percentage paid to the City of Vancouver, on the gross earnings there during July, was \$3,473.68, a decrease of \$645.42 as compared with July 1915. The number of passengers carried was 2,242,448X against 2,325,686 in July 1915.

London Street Ry.—

	June 1916	June 1915
Gross	\$40,164.22	\$33,301.11
Expenses	28,335.93	23,473.71
Net	11,828.29	9,827.40

Toronto Ry., Toronto and York Radial Ry., and allied companies.—

	June 1916	June 1915	June 30, 1916	June 30, 1915
Gross	\$884,491	\$787,558	\$5,335,199	\$4,810,063
Expenses	436,635	388,013	2,735,760	2,540,137
Net	447,856	399,545	2,599,439	2,269,746

Toronto Ry.—

	1916	City percentage	1915	City percentage
Jan.	\$473,784	\$68,847	\$471,226	\$70,486
Feb.	470,764	70,614	440,313	66,047
Mar.	518,555	97,237	488,468	93,141
Apr.	496,172	99,234	467,701	93,540
May	500,314	100,063	468,953	93,790
June	467,086	93,417	450,582	90,116
July	469,845	93,969	449,108	89,821

\$3,396,521 \$623,381 \$3,236,351 \$596,941

In accordance with the terms of the trust deed, 79 currency bonds of \$1,000 each, issued under the first mortgage, Sept. 1, 1892, were recently drawn for redemption at par with interest to Aug. 31.

Winnipeg Electric Ry.—

	June 1916	June 1915	June 30, 1916	June 30, 1915
Gross	\$254,686	\$255,549	\$1,701,474	\$1,852,256
Expenses	167,115	170,904	1,070,966	1,130,612
Net	87,571	84,645	630,508	621,644