

the surplus which have accrued from operation during the past four years.

The additional double track work in St. Thomas is necessary to take care of the heavy freight and passenger business into and through that city. The work at Port Stanley includes some additions to the station, the erection of a freight shed, and the provision of a closed terminal at the beach station, to properly control and handle the crowds that are carried to and from that resort during the summer. It is proposed to extend the other buildings at Port Stanley in order to accommodate the patrons of the various concessions there.

A press report states that the new station near Talbot St., St. Thomas, is nearing completion. It is of brick, with tile roof, and is thoroughly modern in all its appointments.

### Appraisal of Winnipeg Electric Railway's Properties.

It was reported in Winnipeg, Dec. 2, that a copy of the appraisal of the Winnipeg Electric Ry.'s property and made at the instance of the Manitoba Public Utilities Commissioner in connection with the company's application for an order for the fixing of passenger fare permanently at 6c, was delivered to the city officials Mar. 30. The reports as to the figures contained in the document are to the effect that the present value of the company's holdings is estimated as \$12,934,293.85, and that it would cost \$15,724,501.16 to replace the plant. This valuation, it is pointed out, represents a part only of the company's property, and does not include rolling stock, land, gas property, the Winnipeg River Power property, and intangible assets. Press comments on the figures further set out that the J. G. White Co.'s valuation of 1915 put the valuation of the company's holdings at \$23,995,860, and that it would then have cost \$27,182,322 to replace them. The company's rolling stock, which is not included in present valuation, was valued at \$1,500,000 in the J. G. White Co.'s report, while the Public Utilities Commissioner, about a year ago, valued the company's gas plant at \$2,200,000 for rate making purposes.

At a meeting of the city council, Dec. 9, it was resolved that the City Solicitor, after using the services of such city officials as may be found suitable, and after consultation with the chairman of the transportation committee, appoint such expert assistance as he may require in connection with the valuation of street railway properties, the finance committee to provide sufficient funds for such purpose. The mayor informed the council that the idea was to show the actual cash put into the concern. There was a great discrepancy between the company's appraisal and the appraisal made by the Public Utilities Commission's experts, and the city wanted its experts to check over the different valuations.

The Toronto Board of Police Commissioners decided, Dec. 16, to make an allowance of 25c a day to all members of the Toronto police force who, during the period between the issues of the new police badges, which the Toronto Ry. refused to recognize, and the date of the issue of the present T.R.C. badges, paid their own street car fares. The amount involved is estimated at \$600.

## Increases in Electric Railway Freight and Passenger Rates.

**British Columbia Electric Ry.**—The freight and passenger tariffs filed with the Board of Railway Commissioners as given fully in Canadian Railway and Marine World for Dec., 1919, are, we are officially advised, the same as were in force under provincial jurisdiction, on city lines in Vancouver, New Westminster and Victoria and the interurban lines.

The Board of Railway Commissioners considered the question of its jurisdiction over the B.C.E.R. at a sitting in Vancouver in Nov., 1919, reserving judgment, which had not been delivered up to Dec. 26.

Burnaby Municipality's Solicitor was in Victoria, Dec. 16, to discuss the matter with the B.C. Government. He is reported to have said:—"The point to be urged against the Board of Railway Commissioners' jurisdiction is that while the Dominion Parliament has the right to declare any railway system to be for the general advantage of Canada, and as such under its control, those railways must be specifically named, and parliament has no power to insert an omnibus clause bringing lines under control without specifying them."

The British Columbia Premier is reported to have said in connection with the matter on Dec. 20:—"I am not, of course, in a position to judge of the legal side of that question, but the Attorney General is taking it up with the Board of Railway Commissioners, and the province's side of the case will be thoroughly investigated. It is not possible to state just now what the final outcome will be, but the Attorney General will not neglect any phase of this question."

**Grand River Ry.**—The Board of Railway Commissioners passed order 29,145, Dec. 12, 1919, as follows:—"Re Grand River Ry. application, for authority to file tariffs providing for a general advance in tolls for carriage of passengers for its lines, in the same manner and to the same extent as has been permitted by the board in the case of steam railways. It is ordered that the company be authorized to increase its standard maximum fare for the carriage of passengers to 2.875c a mile, such increased fare not to become effective until the company has complied with the requirements of the Railway Act, sec. 334."

**London St. Ry.**—London, Ont., rate-payers will vote Jan. 1 on a proposal to reduce the number of tickets sold for 25c by one. At present 7 tickets are available all day, and 9 limited tickets are sold for 25c.

**Quebec Ry., Light and Power Co.**—We are officially advised that the Quebec City Council passed a bylaw, Nov. 15, authorizing an increase in fares on the company's lines and a new contract was signed Nov. 25, the new rates becoming effective Nov. 20, remain in force for 5 years. The new tariff is as follows:—Cash fare, from 5 a.m. until midnight, 7c; cash fare after midnight, 10c; without privilege of transfer. Seventeen tickets to be sold for \$1, and 4 tickets for 25c. Six "limited employees" tickets, heretofore known as workmen's tickets, to be sold for 25c, good between 6 and 8 a.m., and 5 and 7 p.m., daily except Sundays; all employees in factories, offices, stores, etc., will be entitled to use

this style of ticket. School children 16 years and under, 10 tickets for 25c. Children, carried in arms with parents, and who do not occupy a seat, travel free; children under 7 years, 3c cash fare or 10 tickets for 25c. These rates replace those which had been in effect from June 22, 1918, as follows:—Cash fare, 5c; 21 tickets for \$1. Seven workmen's tickets for 25c, good between 6 and 8 a.m., and 5 and 7 p.m., daily except Sundays; school children's tickets, 10 for 25c, good for children attending school, 14 years of age and under. Children carried in arms with parents and who do not occupy a seat, travel free; children 7 years of age and under, 3c cash fare, or 10 tickets for 25c.

### Electric Railway Finance, Meetings, Etc.

**British Columbia Electric Ry. and subsidiary companies**—

	Sept., 1919	Sept., 1918	3 mons. to Sept. 30, 1919	3 mons. to Sept. 30, 1918
Gross .....	\$684,946	\$575,476	\$1,994,206	\$1,533,783
Expenses .....	503,135	444,928	1,496,478	1,295,634
Net .....	181,811	130,548	497,728	238,149

The net for Sept., 1919 includes \$23,612, being 1c out of each 6c fare collected in Vancouver, and held in suspense under the terms of the Public Utilities Act, pending the commissioner's decision.

**Calgary Municipal Ry.**—Earnings, expenditure, etc., for Nov., 1919:

Fares .....	\$74,985
Advertising .....	1,256
Total revenue .....	\$74,231
Expenditures .....	\$64,908
Profit .....	\$11,328

Statement for the 11 months ended Nov. 30, 1919, is as follows:

Revenue .....	\$736,559
Expenditures .....	713,182
Profit .....	\$23,377

#### Edmonton Radial Railway—

	Oct., 1919	Nov., 1919
Total revenue .....	\$59,294.52	\$65,733.16
Passengers carried .....	1,006,012	1,121,492

**Montreal Tramways Co.**—At a meeting of directors, Dec. 22, to consider the question of dividends on the common stock, which were deferred in 1918, it was decided to pay a quarterly dividend of 2½% at the rate of 10% per annum, for the year ended June 30, 1918, on the paid up capital stock of the company to shareholders on record Dec. 29, 1919. Financial circles takes this as an indication that the company will continue to pay regular dividends, and that a meeting of the directors will be held early in the new year to consider paying arrears.

#### Regina Municipal Railway—

Passenger receipts Nov., 1919 .....	\$29,503.75
Number of passengers carried .....	610,444

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

	9 mons. to Sept. 30, 1919	9 mons. to Sept. 30, 1918
Gross .....	\$1,124,159	\$1,119,925
Expenses .....	726,221	565,069
Net .....	397,938	554,856

**Winnipeg Electric Ry., and allied companies**—

	9 mons. to Sept. 30, 1919	9 mons. to Sept. 30, 1918
Gross .....	\$381,248	\$285,670
Expenses .....	316,037	207,477
Net .....	65,211	78,193

The surplus for October, after allowing for fixed charges, was \$44,661.57.