HYDRO ELECTRIC POWER COMMISISION OF ONTARIO

ELECTRIC LOCOMOTIVES

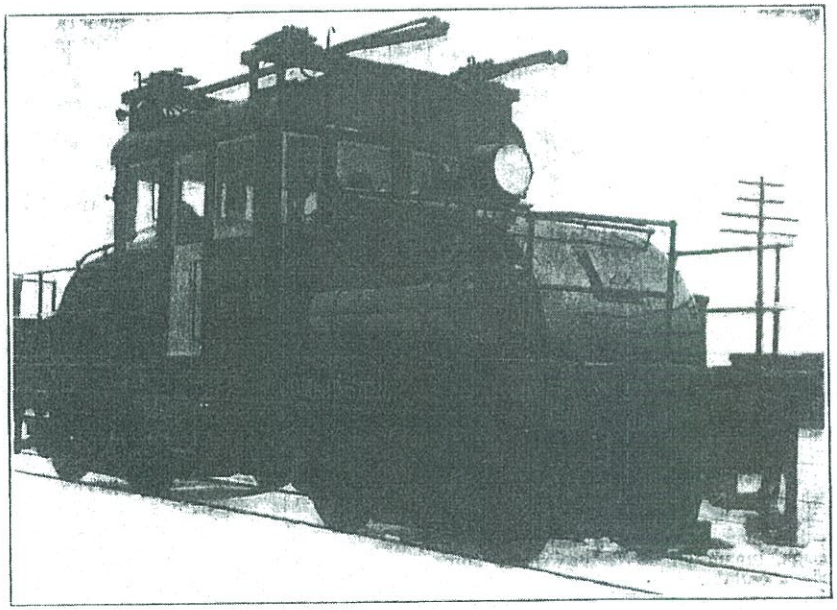
The London and Lake Erie Ry. and Transportation Co's Position.

The London & Lake Erie Ry. & Transportation Co.'s financial position has been dealt with in previous issues of Canadian Railway and Marine World, including the company's offer, in Oct., 1917, to sell the property to the city of London, for 60c. on the dollar, as represented by the bonded indebtedness. This offer was considered by the city and rejected on the report of Sir Adam Beck, Chairman of the London Railway Commission, operating the London & Port Stanley Ry., and who is also Chairman of the Hydro Electric Power Commission of Ontario. He is reported to have stated that he was prepared to advise the city that the road would be self sustaining if purchased at 35c. on the dollar of the bond issue. The company declined this offer, and it was then suggested that the company should scrap the portion of the line which parallels the London & Port Stanley Ry., the remaining portion to be linked up and operated with bentures would take debentures of the municipalities, bearing interest at 6%, in exchange for the total debentures and stock of the company. I do not know to what extent the Hydro Electric Power Commission would assist in the purchase, but as it injured the L. & L.E.R., which was a very valuable asset to London, it should certainly assist. By this proposition the municipalities would become the owners of the road, and it is certain that all the municipalities desire the road to be kept open."

Some further negotiations took place, and on Mar. 20, the President wrote the London City Clerk, as follows:—"Your letter of the 16th inst. was submitted to a meeting of the directors of the L. & L.E. R. & T. Co. held yesterday, and I was authorized to say, the lowest possible price we will accept is $420,000, for the bonds and capital stock of the railway. This price is 50c. on the dollar for the present company took over the property, Dec. 15, 1909. The company was authorized to issue bonds for $30,000 a mile of the line built, and these were issued to the extent of $840,000, bearing with interest at 5% per annum, payable half yearly. No interest has been paid on them since 1915.

The last operating results available are those for the year ended June 30, 1916, which show gross earnings from operation $82,410; miscellaneous earnings, $46; operating expenses, $85,594; taxes, funded debt, etc., $47,325; net deficit, $50,463; fare passengers carried, 403,717.

The St. Thomas, Ont., City Council is reported to have decided to notify the L. & L.E.R. & T. Co. that unless it pays up at once arrears of rental for track through the city, amounting to some $8,000, its running rights will be cancelled.



Electric Locomotive for Hydro Electric Power Commission of Ontario.
This is the first of 12 electric locomotives for the Hydro Electric Power Commission of Ontario's construction railway, in connection with its Chippewa-Queenston power development, which were fully described in Canadian Railway and Marine World for Dec., 1917, and which were ordcerd from the C. E. A. Carr Co., Toronto. The cabs and trucks are being built by the National Steel Car Co., at Hamilton, Ont., and the Canadian Westinghouse Co. and the Canadian General Electric Co. are each supplying electrical equipment for 6 locomotives.

Applications for Increase in Electric Railway Fares.

On account of the greatly increased costs of labor, fuel, rolling stock, materials, and everything else that electric railways have to buy, it is self evident that their passenger fares must be advanced, if the companies are to continue in business, and already, following similar action in the United States, there is a considerable movement for the purpose of securing a change in the rates of fare paid in Canada.

The Levis County Ry., Levis, Que., has applied to the four municipalities in which it operates for a change in its franchise, particulars of which are given elsewhere in this issue, and the application has been granted, at least in part.

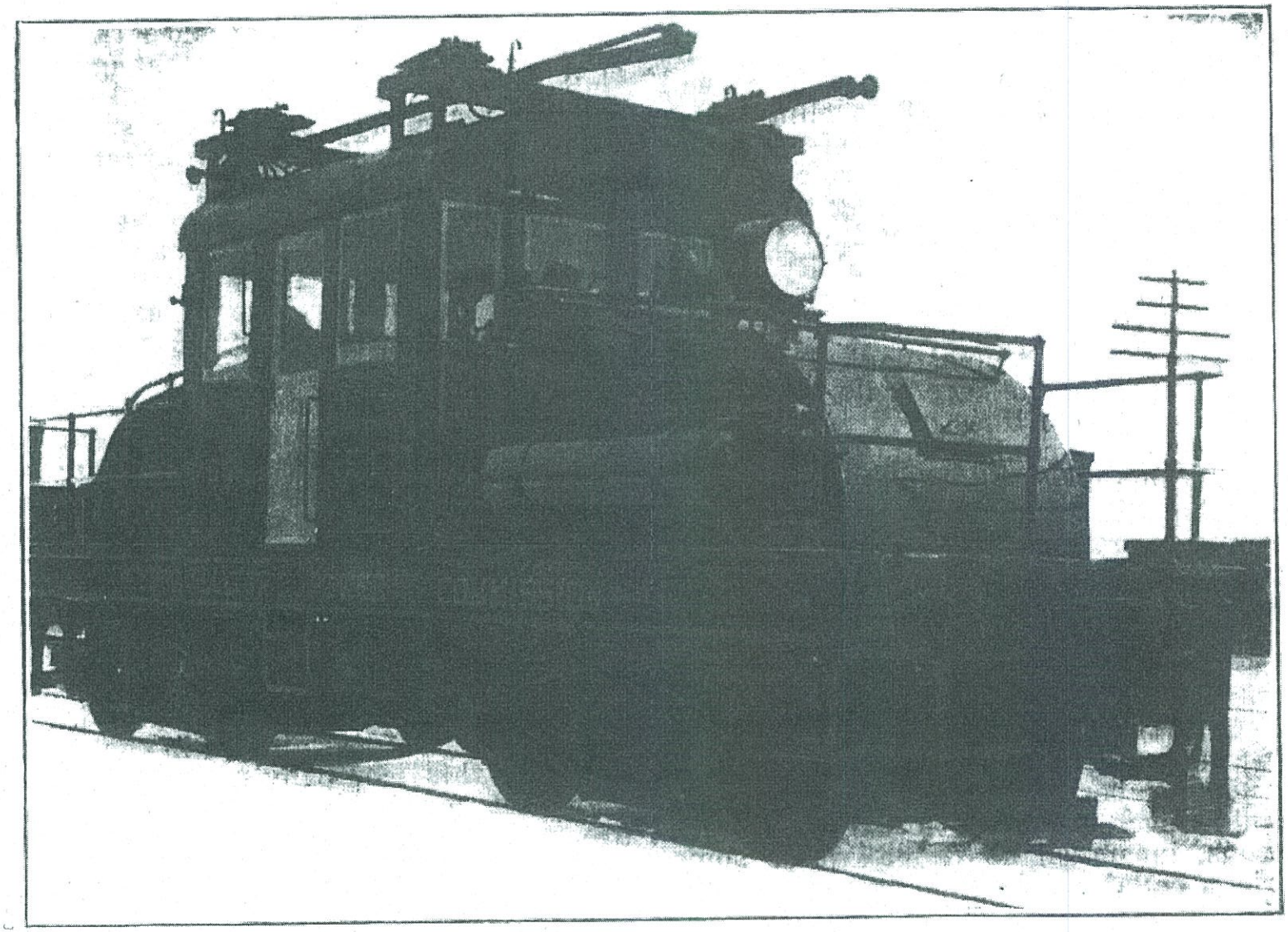
The London Street Ry. has applied to the London, Ont., City Council for a modification of its franchise "either by way of increased rates or otherwise." Its application was published in Canadian Railway and Marine World for March.

The New Brunswick Power Co., operating the St. John Ry., is applying to the New Brunswick Legislature, for authority to increase its passenger fares and electric light rates. It is probable that it will ask for a 6c cash fare, without tickets, and with 1c for transfers.

The Quebec Ry., Light & Power Co. has applied to the Quebec City Council for a change in its franchise, to enable it to advance its fares, particulars of which are given on another page.

Hamilton & Dundas St. Ry. Freight Traffic.—The Toronto, Hamilton & Buffalo Ry. is applying to the Dominion Parliament for the confirmation of an agreement dated June 17, 1890, made between

April 1918



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