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1929

### **Electric Railway Notes.**

The Sarnia St. Ry. Co. is arranging to add some additional cars to its rolling stock.

C. W. Graves has been appointed District

MARCH 1908

pg. 284.)

**Sarnia St. Ry.**—During the current construction season the company proposes to relay its double track main line with 70-lb. rails, for which the city will provide a roadbed of creosoted block. The extension made during 1908 was a line of 1.5 miles through the southern part of the city, on Vidal and Christina Sts., the purpose of which was to take over the passenger and baggage business from which the Pere Marquette Rd. was withdrawing. The P.M.R. ceased operating its trains up town Jan. 1, and since that date the S.S.R. has taken over the business. (Feb., pg. 197.)

**Stratford and St. Joseph Radial Ry.**—At a meeting of provisional directors in

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CANADIAN RAILWAY AND MARINE W<sup>t</sup>

Sarnia Street Railway Ceases Operation.

Early in February, the President of the Sarnia Street Ry. Co., Robert MacKenzie, communicated with Sarnia, Ont., City Council, pointing out that buses owned by a private concern were doing business on the city streets, and asking that a committee of the council meet company representatives to discuss the situation. Attention was drawn to the fact that in 1930 the company paid \$39,000 in wages, that it employed 28 men, and that it bought power from the city at a cost of \$7,886.69. A Sarnia press dispatch of Feb. 10 said:—"Alderman Lockhart stated that the buses apparently operated on a schedule which was 5 minutes ahead of the street car schedule, and therefore were able to pick up the passengers. Mayor Kirby claims the bus operators had paid for a license to operate on city streets and could not be restricted to any particular routes."

A dispatch of Feb. 18 stated that a meeting of Sarnia Street Ry. Co. shareholders had been called for Feb. 25, a memorandum issued by the company stating:—"The meeting of Feb. 25 is to consider the situation here, also the matter of discontinuing the service and the liquidation of the company. The

to Sarnia Street Ry. Co. operations furnished by the Dominion Bureau of Statistics, Transportation and Public Utilities Branch, are those for 1929. They show that in that year the investment in road and equipment was \$269,041.11; capitalization was: bonds, \$90,000, stock, \$89,200, total, \$179,200; total single track miles were 10.49, made up as follows:—first track, 8.75 miles; second track, 1.25 miles; sidings and turnouts, 0.49 mile. Operating statistics for 1929 were as follows:—passenger car miles, 205,694; freight car miles, 2,884; total car miles, 208,578; fare passengers carried, 807,974; transfer passengers carried, 56,095; tons of freight carried, 14,178; passenger revenue, \$52,138.30; baggage revenue, \$2,053; mail revenue, \$3,600; freight revenue, \$11,326.84; total revenue, \$69,118.14; revenue from sources other than transportation, \$5,588.18; total gross earnings, \$74,706.32; maintenance of way and structures, \$4,969.38; maintenance of equipment, \$8,535.47; transportation expenses, \$37,651.20; general and miscellaneous expenses, \$7,808.81; undistributed expenses, \$1,372.83; total operating expenses, \$60,337.69; net earnings from operation, \$14,368.63; taxes, \$3,438.47; interest on funded debt,

street car service has been run at a loss for many years. It is now 12 years since the stockholders received a dividend. The service has been maintained by the company's auxiliary revenues. Latterly these revenues have been insufficient for that purpose, and the winding up of the company is now to be considered."

At the shareholders' meeting on Feb. 25, it was decided to cease electric railway operation, and service was discontinued at midnight, Feb. 25-26. We are advised officially that there does not appear to be any chance of operation resuming. The company operated 9½ miles of track, with 10 passenger cars, serving the City of Sarnia from the Canadian National Rys. tunnel station to the Village of Point Edward, three miles north of the city. During the summer, it also operated to Lake Huron, where it owns an amusement park. Approximately 700,000 passengers were carried during 1930.

A Sarnia press dispatch of Feb. 26 said:—"The company's action has been threatened for several years, and recent competition of a small bus system from London served to cut in on the revenues of the railway sufficiently to call for a definite decision"

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Following cessation of railway operation three buses which had been operated by M. Neilson, formerly of London, within the Sarnia city limits, had their routes extended to take in Point Edward and the C.N.R. tunnel station, it having been announced at the time that on and after March 1 the bus fares would be increased to 7c for trips within the city and 10c for trips to Point Edward.

A meeting of the company's bond-holders was held on March 11, at which it was decided to dispose of all property at the earliest possible date. Bonds outstanding total \$90,000. We were advised March 13 that several persons were negotiating with Sarnia City Council for a bus service franchise. It was reported that F. W. Martin, promoter of the proposed Sarnia-Port Huron vehicular tunnel, was among those seeking bus operation rights.

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#### Ontario Hydro Electric Railways, Essex District, Operations, Etc.

An act passed by the Ontario Legislature in 1930, as chap. 17 of the statutes of that year, in regard to the Ontario Hydro Electric Rys., Essex District, lines, formerly Sandwich, Windsor and Amherstburg Ry., which was summarized fully in these columns at the time, provided for the formation of the Sandwich Windsor and Amherstburg Ry. Co., a body corporate and politic to become the financially responsible for the administration and operation of the railway lines, and to enter into an agreement with the Hydro Electric Power Commission of Ontario for their operation. The lines have heretofore been vested in the Commission, and operated by its Railways Department, and financing has been done by issue of securities by the Commission, carrying a Province of Ontario guarantee, and secured by bonds deposited by the municipal corporations served by the railway, viz., the cities of Windsor and East Windsor, towns of LaSalle, Riverside, Tecumseh, Amherstburg, Oshawa, Sandwich and Walkerville, and townships of Sandwich East and Sandwich West.

The railway company provided for by the legislation has now been formed, each municipality being represented therein by one member or director, who, subject to his removal by the municipality appointing him, is to hold office for three years and until his successor is appointed. As mentioned in these columns in recent issues, organization meetings have been held to discuss financing, future extensions, etc., and, more particularly, the operating agreement to be entered into between the company and the Commission, the Railways Department of which is to continue to operate the proposed Sarnia Port Huron vehicle, bound, was among those seeking bus operation rights. The latest complete figures in regard

fact that in 1930 the company paid 1930 act will be introduced in the Legislature. We are advised officially that debonairs outstanding in respect of the railway properties at Oct. 31, 1930, the end of the last complete fiscal year, totalled \$5,354,228.57. The H.E.P.C. of Ontario financial responsibility will remain, in respect of securities outstanding, now, but as regards all future financing the railway company, viz., the municipalities served by the lines and represented in the company, will assume complete responsibility.

**London and Port Stanley Ry. Investigation.**—It was reported from London, Ont., late in February, that Judge Wareing, of Middlesex County Court, before whom the investigation into L. and P. R.R. affairs, in accordance with the Municipal Act, R.S.O., 1927, chap. 233, sec. 267, is to be held, had stated that proceedings would not start before the end of March or the beginning of April at the earliest. The matters leading up to the demand for the investigation were dealt with in Canadian Railway and Marine World for February, pg. 107, and March, pg. 163, it having been stated in the first of the articles that the London Railway Commission, the administrator of the railway property, had expressed itself as not only willing to facilitate an investigation, but as being anxious to have one held, to give the people of London a clear understanding of the L. and P.S.R. position and clear up any existing misunderstandings. D. L. McCourt, K.C., Toronto, has been appointed counsel for the City of London in the proceedings; it is stated that his participation in the Amalgamated Builders' Council legal proceedings constitutes one of the reasons for the delay in getting the L. & P.S.R. investigation under way. Hamilton, Grimsby and Beamsville Electric Ry., connecting Hamilton and Beamsville, Ont., which came into the ownership of Hydro-Electric Power Commission of Ontario, following the taking over by it of the Dominion Power and Transmission Co. properties, was, as mentioned in Canadian Railway and Marine World for January, pg. 46, scheduled to cease operation at the middle of January. As mentioned in our March issue, pg. 167, the date for abandonment was postponed, while negotiations took place between representatives of the municipalities serving the railway and H.E.P.C. of Ontario officers. We were advised officially, March 21, that while negotiations have continued, they have been without tangible result, and that operation will be discontinued on May 1. It was pointed out to the municipalities that if they wished operation to continue, they would have to bear the deficits, but they were unwilling to do so. It was reported that the municipal representatives approached the Canadian Pacific Ry. with a view to having it take over and operate the line, but our advice is that negotiations did not reach a stage in which there was any prospect of an agreement being consummated.