

year was \$1,835.09, against \$1,414.21 for the same period of 1917, and \$1,199.20 for the same period of 1916. The amount spent for material during this year was

The Regina Municipal

Judge Hannon, who completed hearing evidence into conditions on the Regina Municipal Ry., at Regina, Sask., Sept. 16, presented his report to the city council Oct. 15. The extent and scope of the investigation were given in detail in Canadian Railway and Marine World for July, pg. 305. All the evidence available was secured prior to the close of the investigation, the only other possible witness, Dr. Rose, being overseas. In his report Judge Hannon refers to the fact that an effort was being made to get the evidence of this witness, and states "when that has been laid before me, I shall forward it to you with such further comment as is necessary."

The report, a lengthy one, deals in detail with the ten questions submitted for consideration. A summary of the answers to these questions shows that while there were three sources of suspicion, there was no evidence to show that tickets were improperly used; that there had been no gross carelessness in the handling of tickets, and that if there was any illegitimate use of tickets at all, it must have been of the smallest and

ordinarily advised that the templating building a small car barn for its Scarboro division, in the Scarboro Tp. (Jan., pg. 32.)

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to the management. In detail, the judge paid a very high tribute to the whole body of employees, and added: "Such men as these, loyally supporting the capable management, will give the best that can be given by the R.M. Ry., and I think the public should know the fact." Judge Hannon pays a special tribute to Superintendent Houston and Commissioner Thornton. Of the former he says: "From what I saw of him, and more particularly from what I gathered from the stories of his men, and from the evidence as a whole, I came to the conclusion that he is a very competent, careful, well-balanced, prudent and just manager, and I believe that the longer he remains in control the greater will be the trust and confidence reposed in him by his men and the citizens of Regina." In regard to Commissioner Thornton, the judge says: "The city possesses in him an invaluable man, of the purest motives and the highest qualities, who is rendering daily a quality of service for which he can never be adequately recompensed."

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been laid before me, I shall forward it to you with such further comment as is necessary."

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The judge points out that the situation offers an opportunity for a man who would appear great in the eyes of the ratepayers to start out and abuse everything about the line, and adds that if any of Regina's public men took this course and made the railway the football of municipal politics, they would be doing it all the harm they could possibly do.

No officer, servant or employee of the street railway, or anyone connected in any way therewith, has been guilty of dishonesty, negligence or incompetence in the discharge of his duties.

It was intended that expert evidence was to have been given, but this was not available, beyond what came from employees of the department. The judge expresses the opinion that upon the evidence laid before him a very excellent showing was made under very difficult circumstances in the effort to get the very largest revenue consistent with giving satisfactory service. As to possible improvements, he had no doubt such questions as one-man cars, skip stops, higher rates, etc., were under the careful consideration of the management and of the council.

In conclusion, he said: "There are numerous sources of legitimate pride in this utility. There is a good overhead system, well maintained; there is an excellent roadbed of superior construction; there is a good car equipment; there is an excellent, eminently trustworthy, capable management; there is a splendid body of employees; in adverse conditions a very fine and increasing profit over