CAPITAL VALUE - BUS LINES

CITY OF VANCOUVER,

AS AT JUNE 30/37

Garage at Point Grey Site) Building)		$ 14,203.80
Motor Equipment - Buses	24 pieces	265,548.41
Garage Equipment - Point Grey		1,074.72
Fareboxes - 24 at $150.00 ea.		3,600.00
		$ 284,426.93

July Aug & Sept.
6 Buses.

71 951.46

Revenue represents cash, and all classes of tickets honored at actual selling price - no credit for transfers honored - weekly passes @ 6¢ per trip

Buses. Started with 1 new Bus - using 2nd on trunk lines
In " 2 " for full service
In " 2 " using 3rd " "

Total motor Bus operating expenses all lines - July-June		133.255.30
	July	12851.30
		146.106.60

Expenses allocated on basis of total Bus Line Mileage for each month

July 1937. Total Mileage 71541
K.E. Lines " 7896 = 11.04% of total mileage

Expenses, other than wages, computed on monthly basis as are with total Mileage.

Wages - actual man power - as per pay roll - July 1937	661.94
" Holliday Allowance on hours 11.04% - on 259.27	28.62
" Garage Carstone Labor - " 754.71	83.32
	773.68
Less Cr rental of equipment	4.58
	769.10

Cambr St. Total Transfer Passgrs Carried.

3 Months Ending	Oct. 1936	9303		
		10743		
		12296	32342	
" "	Jan. 1937	11.297		
		13.317		
		11.968	36582	
" "	Apr. "	12.656		
		15.199		
		17.915	45790	
" "	July "	18.842		
		19.085		
		19.960	57887	
		Gr. Total		172581

King-Edward Ave Street Line - Granville T

	Total Revenue	Car Miles	Oper. Exp. 23.5 per c.m.	Loss.
1933	2372.26	18792	4416.12	2043.86
1934	2237.28	18596	4370.06	2132.78
1935	2154.16	18357	4313.89	2179.73
	$6743.70	55745.	$13100.07.	$6356.37

1/3rd = $2118.79

	Less N Wash		Depre	Receipts	Expenses
~~July~~ 1936					~~1097227~~
Aug		✓	1968.60	9716 45	1069428
Sept		✓	1956.10	8663 11	1043332
Oct		✓	2128.37	9634 16	1049321
Nov		✓	2128.37	9063 97	1081006
Dec	34370	✓	2216.14	8933.13 ~~9227.83~~	1095013
Jan 1937	74942	✓	2216.14	9019.63 ~~9769.00~~	1162343
Feby	72783	✓	2216.85	8990.92 ~~9918.75~~	1155900
Mar	80442	✓	2216.85	10152.37 ~~10906.79~~	1206796
Apl	80468	✓	2216.85	9522.97 ~~10327.65~~	1141057
May	84081	✓	2216.85	9018.07 ~~9768.88~~	1074176
June	84857		2216.85	8776.41 ~~9964.36~~	1169926
July			2160.79	10939.87	1285130
	511948		25858.76	117599.87	1353343.33
				loss 17734.46	
Aug			2812.03	10067.32	1285130
Sept			3122.53	10779.40	1215405

25858.76 ✓
17734.46
43593.22 ✓
511943 ✓
487126 ✓

117599.87
511943
112480.44

6267.50

4870
1948.0
4870
6818.0

487.10
146.1
48.9
62.3

161.19309
112.48044
487126 ✓

Percentages used monthly based on Total Mileage

to allocate certain Combie Business Cost

		Wages	% of Total	
1006 08	August 1926	410 30	direct charges	96608 ~~100608~~
1078 58	September	469 40	" "	103858 ~~107858~~
1036 33	October	393 01	" "	99633 ~~102633~~
1081 06	November	503 63	8.47	115917
1095 13	December	469 41	8.64	118463
1162 343	Jan 1927	441 75	8.98	122989
1155 905	Feb	462 56	8.90	120177
1206 796	March	532 62	9.03	128999
1141 057	April	670 57	11.41	165878
1074 176	May	659 44	11.40	158432
1169 926	June	752 93	11.48	168228
1285 130	July	769 10	11.04	172387
		6541 72		715
	Average		10.44 %	15 ~~835~~69

Aug	715 83	
Sept	660 23	9 | 9195 / 1022

Fava Bean	07	47	329
Hp 25	6 25	473	2956
Jubile	6.25	1	06
Red	6 25		
Pink	555	81	450
Blue	3 1/8	23	72
Lolac	2.5		
Torsalina	2.5		
Cherry	2.833		
N Vac Sw	7	2	14
Hasty Blue	7.5		
Stock	7		
Passes	6	74	444
		701	4271
			4270 ✓
			01

Railway Feeder Bus Lines:- Maitland.
ex. West. City.

Gross Earnings

August	1956	9716.45
Sept.		8663.11
Oct.		9654.16
November		9063.97
December		9276.83
January	1957	9769.05
February		9718.75
March		10956.79
April		10327.65
May		9768.88
June		9764.36
July		10959.87
August		10067.32
September		10779.40

G- 3 7 3 2 8 - L.

Vancouver, B.C. October 12th,1937.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Cambie-King Edward Railway Bus Line account.

Report #3668.

Referring to my wire 9th advising that examination of the above would be made today.

The Auditor handling that particular account is attending a meeting in Portland,Ore., and I was unable to obtain all required information from the Auditor in charge.

Will arrange to attend to this early next week.

Yours truly,
T.A.

FORM 102

PRINTED IN CANADA

CANADIAN PACIFIC RAILWAY COMPANY

CANADIAN PACIFIC
RAILWAY
STEAMSHIPS
COMMUNICATIONS
HOTELS EXPRESS
WORLD'S GREATEST TRAVEL SYSTEM

WJL:HDM

FILE OR CLAIM G - 3 7 3 2 8 - L

Montreal, Que. August 25th 1937

Mr. A. W. Tennant,
Travelling Auditor,
Vancouver, BC.

Cambie-King Edward Railway Bus Line account

Referring to your letter of the 17th instant.

As soon as your duties, which demand your undivided attention at the present time, come to a conclusion, you may undertake the work requested by Mr. McMullen.

Kindly notify that gentleman accordingly, giving an approximate date and notify me as usual when you commence.

W. Lemmon

Auditor of Agencies.

Memo. to Mr McMillan.

It would seem to me that the first consideration would be to arrive at the approximate maximum loss - Broadway to King Edward - during the three year operation proposed.

I would understand that regardless of such loss, the CPR will only contribute one third of it. The Car Line therefore assumes two thirds of the risk in establishing that particular service. It would appear to me that arriving at the actual loss - Broadway to King Edward - would be a very different matter, and their figures would have to be taken for granted.?

If we suggest that Land Sales during the 3 years total	$100 000.00
If all agreed payments are fully met by Purchasers 10% -	10 000.00
But you limit to 33⅓% of Car Line loss during the 3 year period and CPR would therefore only contribute	3 333.33
If Car Line went behind at the rate of $277.77 per month during the 3 years, their proportion of the loss would be	6 666.67

2/

Unless the venture met all operating expenses, they lose.
If the operation resulted in a profit, they won, but it will not cost the CPR a dollar in that event.?
I presume that Land Sales will be on basis 1/6 cash, balance 5 yearly Payments.?
If all purchasers met their payments on time, none paying all cash or more than the yearly instalment, our Coy would receive $50.000.00 during the 3 year period, which would provide a fund of $5000.00 to meet their share of operating loss during the period of operation - But you would only be obliged to use $3333.33 of this fund, and would not be called upon to contribute any part of the 10% on balance of $50.000.00 paid our Coy during the following 3 years.

3

Opf would only have to make sales totalling $33 333 33 in order to pay their 33 1/3 % of operating loss. On the other hand if sales be $500 000 00 their contribution would not exceed $3 333 33, equalling 2/3 of 1% instead of 10%

AOT

March 28/31

Item No.

STOPPING-IN-TRANSIT PRIVILEGES

POLES, PILING, POSTS, TIES, TIMBERS, LUMBER AND CROSS ARMS FOR CREOSOTING OR PRESERVATIVELY TREATING IN TRANSIT AT CALGARY, ALTA., FRASER MILLS, GALLOWAY, NEW WESTMINSTER, B.C., NORTH TRANSCONA, MAN., OR SWIFT CURRENT, SASK.

Application

1. Poles, Piling, Posts, Ties, Timbers, Lumber and Cross Arms, in carloads, originating in Alberta, British Columbia, (See Note), and Manitoba may be shipped to Calgary, Alta., Fraser Mills, Galloway, New Westminster, B.C., North Transcona, Man., or Swift Current, Sask., (hereinafter referred to as transit points), for creosoting or preservatively treating, when for reshipment in carloads via the Canadian Pacific Railway and connections:

(a) To points in Canada, Port Arthur, Ont., and West thereof;
(b) To points in Canada, East of Port Arthur, Ont.;
(c) To points in the United States (routed via North Portal, Sask., Emerson, Man., or junctions east thereof).

Note—Provisions of this item will apply on Poles and Piling shipped from Everett, Wash., to Calgary, Alta., and Swift Current, Sask., via Northern Pacific Railway, Sumas, Wash., thence Canadian Pacific Railway for creosoting or preservatively treating when for reshipment to points in Canada.

Expires with 31st July, 1937, unless sooner cancelled, changed or extended.

Waybilling Instructions and Transit Charge

2. Shipments to be billed to the transit point at full tariff rate and minimum weight, actual weight if greater, and on reshipment from the transit point will be rebilled at the balance of the through rate and minimum weight, actual weight if greater, in effect on date of original shipment from point of origin to final destination, plus the following transit charges:

(a) When reshipment is made to points in Canada, Port Arthur, Ont., and West thereof.....2 cents per 100 lbs.
(b) When reshipment is made to points in Canada, East of Port Arthur, Ont. .....2 cents per 100 lbs.
(c) When reshipment is made to points in the United States (routed via North Portal, Sask., Emerson, Man., or junctions east thereof) .....2 cents per 100 lbs.

195-A Cancels 195 ⊕

The transit privileges published herein will **not** apply on shipments which leave the point of origin or rate basing point prior to the date upon which the privilege becomes effective at the transit point.

Weight Transit Privilege Applicable on

3. The transit privilege will only be granted on the weight applicable on the inbound shipment to the transit point. In the event of the reshipment from the transit point weighing in excess of the inbound weight, such difference in weights will be charged for at the carload rate from the transit point to destination.

Time Limit of Reshipment

4. If reshipment is not made within twelve (12) months after date of receipt of Poles, Piling, Posts, Ties, Timbers, Lumber and Cross Arms at the transit point, regular local rates to and from the transit point will be charged.

Exception—Unexpired freight bills covering inbound shipments received on or after October 1st, 1931, but not later than ↓November 30th, 1936, will be granted an extension to ↓November 30th, 1937. (Applicable on reshipments to Canadian destinations only.)

C.F.A. 7881 94736

Shipments Hauled out of Direct Line of Transit

5. In the event of a car being hauled out of the direct line of transit from shipping point to ultimate destination a charge of 1 cent per ton per mile (minimum 20 miles), will be made for such extra haul, in addition to the transit charge. (See Exception.)

Exception—No out of line haul charge will be assessed on shipments stopped-off at Fraser Mills, or New Westminster, B.C., provided there is a through rate via the Canadian National Railways or Great Northern Railway from original shipping point to ultimate destination, equal to the rate via the Canadian Pacific Railway.

Cancellation Expense Bills

6. Inwards expense bills to be taken up and cancelled and reference to inwards waybills shown on outwards waybills covering the reshipment.

Record to be Kept by Shippers at Calgary, Alta., Fraser Mills, Galloway, New Westminster, B.C., North Transcona, Man., or Swift Current, Sask.

7. Transit privileges will only be accorded when shippers at Calgary, Alta., Fraser Mills, Galloway, New Westminster, B.C., North Transcona, Man., or Swift Current, Sask.—

(a) Produce evidence of correct weights.
(b) Keep a complete and accurate record acceptable to the carrier.
(c) Permit an authorized representative of the carrier at any time to have access to their records.
(d) When requested, make statements, and if required, affidavits as to the accuracy of such statements or records.

C.F.A. 6133 72459—89602—91893—94736—99324

Effective Between points in Canada, 1st December, 1936, in Supplement No. 4 to C.R.C. No. W. 3355.
To or from points in United States, 31st December, 1936, in Supplement No. 4 to I.C.C. No. W. 840.

⊕Change. ↓Reduction.

Vancouver, B.C. August 17th, 1937.

B. Arnum, Esq.,
Auditor of Agencies,
Montreal, Que.

Dear Sir:-

Cambie-King Edward Railway Feeder Bus Line.

Last August the C.P.R. entered into an Agreement with the B.C.Electric Rly. in connection with the operation of the above Bus Line in Vancouver. The arrangement was for the purpose of creating more interest in townsite lots for sale in that section, and the C.P.R. agreed to pay 40% of any operating loss.

The B.C.Electric has now submitted statement for the year ending July 31st, which shows a net loss of $4148.71.

Mr. McMullen thinks that the accounts in this connection should be examined before approving payment of C.P.R. proportion of loss.viz. $1659.48.

I have explained that present duties prevent my attending to this for some time to come, but agreed to ask your permission to look into matter as soon as possible.

Please advise your wishes.

Yours truly,

T.A.

Revenue Acct. Year to 30th June 1896.

Operating Expenses	2979996.83
Car Miles	10443633
Expense per C.M.	28.5
Less. Allowance for Re-mer. Car operation.	5.0
	23.5

22% on train and

Printed in Canada

FORM 101

CANADIAN PACIFIC RAILWAY COMPANY

INTER-DEPARTMENT
CORRESPONDENCE

FILE

3. J. E. McMullen, Esq.,

I would mention that six new buses were purchased since June 30th,1937, at a cost of $72,000.00, making a total of thirty buses in operation September 30th, and am told that this equipment is written off over a period of seven years. Depreciation account will therefore be much higher during the current year.

Yours truly,

Travelling Auditor

Form 2389

CANADIAN PACIFIC RAILWAY COMPANY

VANCOUVER WHARF

TONNAGE STATEMENT DISCHARGING / LOADING

STEVEDORE ACCOUNT

S.S. ..... VOYAGE No. ..... DATE .....

Manifest Sheet No.	Port	Commodity	To or from Shed Weight	To or from Shed Measurement	Weight	Measurement	Weight	Measurement	Lumber and Shingles 69	Heavy Lifts	Overside
	Earnings		Expenses Wages	All other	Total	Operating Loss		Mileage			
Aug-1936		56367	41530	55078	96608	40241	Overt	5430			
Sept		61228	46940	56918	103858	42630	"	5336			
Oct		70149	39301 43670	60332	99633 9524	29484	"	5734			
Nov		62482	50363	65554	115917	53432	8.47	5324 36			
Dec		71248	46941	71522	118463	47215	8.64	5693			
Jan 1937		71591	44175	78814	122989	51398	8.98	5613 57			
Feby		74662	46256	73921	120177	45513	8.90	5061			
Mar		82151	53262	75737	128999	46848	9.03	5792 52			
Apl		94833	67057	98821	165878	71045	12.21	7837			
May		93774	62944	92488	158432	64658	12.40	7661			
June		98795	75493	92735	168228	69433	12.28	7685 126			
July		107536	76910	95477	172387	64851	11.04	7896 45			
		944819	654172 46.70	917397	1571569	626750					
Aug		109831	71583	98880	170463	60632	11.39	7939			
Sept		110682	66023	97638	163661	52979	11.47	7647			

July 1937

Wages a direct charge from Payrolls for operators 661.74

" on mileage percentage bases covering holiday allowance 259.27 @ 11.04 2862

" " " " " Garage Clearance 75471 " 8332

77368

Less credits for rental of equipment 458

769.10

All other expenses covering all bus lines

Maint & Gas	324184	35790
Fuel	202466	22352
Steel Exp	46414	5124
"	32500	3598
Rental Equip	1989	765
Taxes	36167	3993
Depreciation	216079	23855
	859799	172387

Other Bus Mileage 71541

K.P.-Cambie 7896 = 11.04 of Other Mileage

2 Buses Aug 36 - with use of 2nd in Rush hours.

2 " Apl with use of 3rd in Rush hours

Motor Buses in operation 30 ~~28~~ 3 end aug 1937 -

22 " " 1936 -

Capital Expense Motor Buses as at ~~July~~ June 1937 284426.93 (24 Buses)

Written off 7 years

6 Buses Cost 71.951.46

Rush & Mt Collection July 17805

Transfers Removed 19960

21755

6 Purchased since June 30th

Garage at Mt Pleasant 14.20

Other Receipts all Motor Lines 112480.44

" Expense " 135334.33

" " % Depreciation 25858.76

161193.09

112480.44

Loss 48712.65

*

18.34
36.47
35.23
17.83
38.15
38.17
37.31
39.68
39.16
42.65
19.97
36.10
38.84
36.47
36.95
34.72
37.55
15.17
37.85
37.03
38.11
36.50
37.41
46.92
18.23
34.14
38.50
37.40
34.34
37.47
42.70

1,075.36 *

Form 2389

CANADIAN PACIFIC RAILWAY COMPANY

VANCOUVER WHARF

TONNAGE STATEMENT DISCHARGING LOADING

STEVEDORE ACCOUNT

S.S..... VOYAGE No..... DATE.....

Manifest Sheet No.	Port	Commodity	To or from Shed						Lumber and Shingles	Heavy Lifts	Overside
		July	Weight	Measurement	Weight	Measurement	Weight	Measurement			
Reserve		Passenger			Transfers						
1		310									
2		604									
3		389									
4		307									
5		628									
6		634									
7		625									
8		667									
9		652									
10		699									
11		335									
12		592									
13		639									
14		598									
15		611									
16		579									
17		618									
18		253									
19		624									
20		621									
21		633									
22		603									
23		619									
24		763									
25		308									
26		561									
27		638									
28		614									
29		265									
30		615									
31		701									
		17805									