

June 28, the street railway service had to be suspended. The S.S. Ry. secured a generator and a steam engine from the Detroit United Ry., and was able to resume its car service July 10. (April, pg. 197.)

Saskatoon, Sask.—Only one vote was cast recently against the project to build an electric railway in Saskatoon, Sask., as a municipal enterprise. The bylaw authorizes the expenditure of \$500,000 on the line, and the routes to be followed are to be practically the same as those laid out by H. M. E. Evans, under the charter given the Saskatoon Electric Ry. and Power Co., which was abandoned. The financing is being arranged through Stone and Webster, Boston, Mass., the construction being in charge of city engineer Locke, with O. A. McCormick, formerly general foreman of construction on the electric railway at Seattle, Wash. Construction was started July 1, and it is expected to have the first section of the line in operation by Nov. 15. (June, pg. 310.)

Toronto and York Radial Ry.—The order authorizing the diversion of the Metropolitan Division to a private right of way from Farnham Ave. to a new terminal near the C.P.R. tracks, North Toronto, was issued June 26; and the company started clearing part of the site July 1. The city has notified the company of its intention to appeal against the order, and this will be dealt with when the courts resume in September.

The taxpayers voted against a bylaw to permit the double tracking of the line on Yonge St., within North Toronto municipality, and in favor of the bylaw to merge the municipality in the city of Toronto. (July, pg., 368.)

Toronto Eastern Ry.—The Board of Railway Commissioners has approved of revised location plans for the line through Pickering tp. Ont.

This line is under construction from Bowmanville to Toronto, together with a branch line into the town of Oshawa, Ont. The general contractor is Gowan Mackenzie, Toronto, who has sublet the grading to the following: Wm. Yule, Bowmanville; Victoria Construction Co., Toronto; Robert Hill, Oshawa; E. Cook, Oshawa; and C. H. Cook, Whitby. The contract for fencing has been let. (July, pg. 368.)

Toronto Suburban Ry.—The first of the extensions of this line to be placed under construction is that from Weston to Woodbridge, Ont. The location is along private right of way, and the contract is being carried out by Ewen Mackenzie, Toronto. The general contractor's own outfit is working on a section of the line, and the grading on the balance has been sublet to S. O'Connor, Woodbridge, and W. Joplin, Woodbridge. The fencing contract has also been let. About half the grading has been completed, and it is expected to have the work completed early in September.

The line to Guelph is also under construction, the general contract having been let to Ewen Mackenzie, Toronto. This line is being built on a private right of way, and starts from the present Lambton line in the park there. It will cross the Humber River a little south of the C.P.R. bridge. The bridge to be built there will be large enough to be also used by the Canadian Northern Ry. line to Niagara Falls. The location from this point is parallel with Dundas St., partly on the north and partly on the south, through Islington, and Summerville, going down to the C.P.R. tracks just west of Dixie station, and keeping alongside of the C.P.R. as far as Cooksville station, where it turns northerly, and proceeds in nearly a straight line for Meadowville, thence through Churchville, Huttonville and Norval to Georgetown. Thence it parallels the G.T.R. to Acton and runs in a nearly direct line to Guelph, passing through Eden Mills. The exact location

for the entrance into Guelph has not been decided. Surveys are being made for an extension from Guelph to Berlin, and it is intended later on to proceed with the surveys to Stratford, which city has given the Mackenzie, Mann & Co. interests a franchise under the charter of the Stratford Ry. The contract let to Ewen Mackenzie, covers the line to Guelph, and it is expected to have it completed this year. A sub-contract for grading on the eastern portion of the line has been let to W. Maher, West Toronto, and other grading sub contracts are being arranged. E. T. Wilkie, is Chief Engineer.

The Ontario Railway and Municipal Board has ordered the company to reconstruct the line on Bathurst St., and Davenport Road, and to pave between the tracks and for 18 ins. on either side, the work to be done under the supervision of the Board's engineer. (July, pg. 368.)

Winnipeg Electric Ry.—A permit has been granted for the erection of a 14 story building to cost \$500,000, on the corner of Notre Dame and Albert streets, Winnipeg. Pratt and Ross are the architects, and the contract has been let to the Carter, Halls, Adlinger Co., Winnipeg. (June, pg. 310.)

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry.—Gross earnings for May, \$491,826; operating expenses \$313,469; net operating earnings \$178,357; renewal funds \$37,935; net earnings \$140,422; approximate income from investments \$25,000; net income \$165,422, against \$398,437 gross earnings; \$260,437 operating expenses; \$138,000 net operating earnings; \$29,770 renewal funds; \$108,230 net earnings; \$20,000 approximate income from investments; \$128,230 net income for May 1911. Aggregate gross earnings for 11 months ended May 31, \$5,251,343; aggregate net earnings including estimated income from investments, \$1,836,830, against \$3,839,170 gross and \$1,464,709 net for same period 1910-11.

Brantford St. Ry.—The National Trust Co. sued the Brantford St. Ry. Co. recently to recover \$125,000 and foreclosure of mortgaged premises in default. In the Trial Court at Toronto, July 18, Judge Kelly gave the following decision:—"On the opening of the trial, it was shown that on June 11, the defendant had paid to plaintiff all arrears of interest, and an undertaking satisfactory to plaintiff was given for payment of plaintiff's costs up to the time of such payment. A breach of the covenants did not entitle plaintiff to possession, or to have a receiver appointed. Their remedy is on the covenants themselves. Action dismissed with costs from the time of payment of the interest on June 11, the plaintiff being entitled to costs to that time."

Calgary Municipal Ry.—Passenger earnings for June, \$54,318.77; miscellaneous earnings, \$589.26; total earnings, \$54,908.03; operating expenses, maintenance, etc., \$32,058.38; net operating earnings, \$22,849.65; contingent fund, interest, etc., \$8,008.73; net profit, \$14,840.92 against \$31,526.35, passenger earnings; \$844.60 miscellaneous earnings; \$32,370.95 total earnings; \$13,742.95, operating expenses, maintenance, etc.; \$18,628 net operating earnings; \$4,334.43, contingent fund, interest, etc.; \$14,293.57, net profit for June 1911. Following are the operating statistics for June, revenue per car mile, 32.660c.; operating expenses per car mile 18.906c.; surplus per car mile 13.754c.; cost of power per car mile 4.570c.; proportion of expenses to revenue 58.3%.

Cape Breton Electric Co.—Gross earnings for May, \$28,577.95; operating expenses and taxes, \$16,192.34; net earnings, \$12,385.61; interest charges, \$4,495.83; balance, \$7,889.78; sinking and improvement funds, \$1,206.66; balance for

reserve, etc., \$6,683.12, against \$27,650.50, gross earnings; \$15,471.54, operating expenses and taxes; \$12,178.96 net earnings; \$4,512.50 interest charges; \$7,666.46 balance; \$1,141.67 sinking and improvement funds; \$6,524.79 balance for reserves, etc., for May, 1911.

Edmonton Radial Ry.—Revenue for April, \$32,158, against \$19,014 for April 1911. The number of passengers carried during April was 782,646, against 452,959 in April 1911.

London St. Ry.—Gross earnings, \$25,755.40; expenses, \$17,752.26; net earnings, \$8,003.14; deductions, \$2,371.25; net income, \$5,631.89, against \$24,501.91 gross earnings; \$16,841.63 expenses; \$7,210.28 net earnings; \$2,375.49 deductions; \$4,834.79 net income, for June 1911. Aggregate gross earnings for six months ended June 30, \$141,809.05; expenses \$101,502.05; net earnings \$40,307; deductions \$14,368.50; net income \$25,938.50, against \$127,801.83 aggregate gross earnings; \$94,193.01 expenses; \$33,608.82 net earnings; \$14,269.34 deductions; \$19,339.48 net income for same period 1911.

Moose Jaw Electric Ry.—The gross revenue for the first six months of operation, Sept. 4, 1911, to Feb. 29, is reported as \$16,205, with an expenditure of \$12,479. A meeting of shareholders was held at Moose Jaw, July 3, when it was decided to increase the capital stock to \$1,000,000.

Nelson St. Ry.—Replying to the offer of the Nelson, B.C., city council, to give par for the stock of the company, payable without interest in twenty annual instalments, the company showed a disposition to accept the price, but asked for 3% on the deferred payments. At a subsequent meeting of the city council, an offer was made of \$7,500 for the property and assets of the company to quote the words of the mayor, "lock, stock and barrel" in presenting the resolution.

Toronto Ry., Toronto and York Radial Ry., Toronto Power Co., and allied companies.—Gross earnings for May, \$693,015; operating expenses, maintenance, etc., \$342,545; net earnings \$350,470, against \$622,197 gross earnings; \$304,378 operating expenses, maintenance, etc.; \$317,819 net earnings, for May 1911. Aggregate gross earnings for five months ended May 31, \$3,315,738; net earnings, \$1,696,457, against \$2,934,018 aggregate gross earnings; \$1,471,281 net earnings, for same period 1911.

The gross receipts of the Toronto Ry. for June, were \$444,598.91 against \$401,185.88 in June 1911. The percentage paid to the city for June, was \$88,919.70.

Winnipeg Electric Ry.—Gross earnings for May, \$298,743; operating expenses, \$162,364; net earnings, \$136,379, against \$295,779 gross earnings; \$149,699 operating expenses; \$146,080 net earnings, for May 1911. Aggregate gross earnings for five months ended May 31, \$1,508,300; net earnings \$690,817, against \$1,576,252 aggregate gross earnings; \$761,488 net earnings, for same period, 1911.

Scenic Railway at Vancouver.—A new plan for the construction of a scenic railway up Grouse Mountain was submitted to the North Vancouver municipal council, July 8. A. Phillip proposes the building of a cable line from the end of the proposed extension of the B.C. Electric Ry. line to Essex St., up the mountain side. The first section of the proposed line would have a gradient of 15% and the second section a gradient of 28%, as against the 50% gradient proposed in the plan of the Grouse Mountain Scenic Ry., which was under consideration early in 1911. As no right of way would have to be acquired, the cost would be light, the preliminary estimate being \$50,000. Power would be obtained from the B.C. Electric Ry. The council appointed a committee to interview the promoters, the B.C. Electric Ry. officials and the district council.