

For September the C.N.R. shows a gross gain of 18.86 per cent. and the C.P.R. shows a gain of 11.92 per cent., the net returns being respectively 22.37 per cent. and 13.97 per cent., while for the three months the C.P.R. gained 19.87 per cent. in gross and 24.92 per cent. in net earnings compared with the increase of 31.18 per cent. in gross earnings on the C.N.R. and 33.11 per cent. net.

THE TORONTO STREET RAILWAY AND THEIR NEW BY-LAWS.

About ten days ago the Toronto Street Railway Company intimated that they were going to request the Ontario and Municipal Railway Board to sanction by-laws prohibiting smoking and spitting in the cars, and enforcing pay-as-you-enter. Upon formal application made to the Board two members approved and one dissented.

The dissenting member, Mr. H. N. Kittson, gives seven reasons why he cannot agree with his colleagues, the rolling stock is modern and designed for the purpose, and, while we approve of pay-as-you-enter system when we think that Mr. Kittson's objections are so well taken that we give them in full:—

In the matter of the application of the Toronto Railway Company, under Edward VII., chapter 30, section 153, for approval of By-law 36, my opinion is that the by-law as drawn should not be sanctioned by the Board on the following grounds:—

(1) The by-law as drawn, while it provides for unobstructed entrance to the cars, provides for no unobstructed exit.

(2) In any case exit by the rear door should be permitted when more convenient to passengers, especially as giving conductors the right to pack people in the front of the cars will obstruct exit by the front door.

(3) Conductors should not be compelled to remain on the back platform without protection from the weather.

(4) The power given to conductors to eject passengers is liable to lead to unnecessary breaches of the peace.

(5) The by-law as drawn, being intended to meet altered conditions caused by the introduction of pay-as-you-enter system, should not come into force until the company has provided proper pay-as-you-enter cars.

(6) The increased penalties sought to be imposed are, in my opinion, oppressive.

(7) The locking of front doors of trailers is, in my opinion, dangerous, and in case of accident people could not quickly escape from the cars.

TORONTO'S BUILDING BY-LAWS.

Some weeks ago a committee of the Engineers' Club, Toronto, organized a committee of forty to consider the suitability of the city of Toronto building by-laws for present conditions.

We understand the deliberations of the committee have been harmonious, and that their report will receive the support of almost the whole committee, and that the City Architect's Department has afforded the committee all the assistance that should be reasonably expected of them in connection with a matter of this kind.

At a later date we expect to devote some considerable space to discussions of the recommendations, but

just now we wish to draw the attention of the different engineering societies throughout Canada to the opportunities that are afforded them in most cities of improving the conditions under which structures, both small and large, are erected.

ELECTRIC LIGHT SITUATION IN LONDON.

The rejection by the London Electric Company of the offer of the city of London, who wish to buy for \$100,000 the poles, wires and good-will of the London Electric Company, brings to our attention a situation that is likely to be duplicated in a number of Ontario municipalities.

It is the people's money that is in the London Electric Company, and it is the people's money that has constructed the Hydro-Electric distributing system, and there is sure to be disaster following the waste that the competition between private enterprise and Government organization are bound to bring.

The city of London may have offered all that the whole lines were worth, and if the shareholders of the London Electric are content to meet competition rather than merge, we suppose it is nobody's business but their own, yet we do think that Government regulation in preference to Government interference in a number of municipalities would be much more acceptable.

EDITORIAL NOTE.

At a sitting of the Railway Board in Montreal last week Chairman Mabey spoke in no uncertain manner as to the relative responsibilities of railways and municipalities in connection with the level crossings. The chairman said it would be absolute ruin to saddle the companies with the whole cost of safety appliances, and that the municipalities would have to pay their share. Whether that share would be as much as one-third has not yet been decided.

Copies of the Canadian Engineer of October 6th, 1910, are wanted. For one copy, those sending in copies could have their subscription of the Canadian Engineer extended one month.

PRECIPITATION FOR NOVEMBER.

The amount of precipitation recorded during November was more than average over the larger part of Canada, but in Northern, and locally in the Peninsular of Ontario, the Kootenay Valley and Cariboo Districts of British Columbia, Alberta, Southwestern Saskatchewan, Eastern Quebec, and Southwestern Districts of the Maritime Provinces, the normal quantity was not reached. Snow fell in all parts of the Dominion and remained on the ground in many localities, the depth varying considerably with the district.

Depth of Snow on the Ground.

The depth of snow on the ground on the last day of the month has been reported as follows:—

Western Provinces.—Battleford, 4 inches; Swift Current, 1; Qu'Appelle, 6; Minnedosa, 10; Winnipeg, 5.

Keewatin.—The Pas, 12 inches.

Ontario.—Port Arthur, 5 inches; Emsdale, 12; Gravenhurst, 8; Barrie, 10; Meaford, 12; Southampton, 2; Clinton, 3; Lucknow, 5; Port Stanley, 2; London, 4½; Port Burwell, 1; Toronto, 1½; Uxbridge, 10; Kingston, 1.