

ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

(Continued from page 634).

12230—November 9—Directing that the C.P.R. Company comply with the terms of Order No. 7969, dated September 1st, 1909, made upon application of the municipal council of Whitton, Province of Quebec, to provide highway crossings on the line dividing Range 1, north-east, and Range 1, south-west, at mileage 2.9, and 3.5, from Megantic, and at its own expense provide and construct the highway crossing at mileage 3.5, from Megantic, within thirty days from the date of this Order.

12231—November 9—Reporting to the Governor-in-Council, for sanction, By-law No. 24 of the Quebec, Montreal and Southern Railway Company.

12232—November 9—Reporting to the Governor-in-Council, for sanction, By-law No. 24 of the Napierville Junction Railway Company.

12233—November 10—Authorizing the Canadian Light and Power Company to erect transmission lines across the wires of the Bell Telephone Company at Chateauguay River Crossing, Chateauguay, Que.

12234—November 10—Authorizing Emile Albert, of the Parish of St. Hilaire, County of Madawaska, N.B., to lay a water pipe under the Temiscouata Railway in the said parish.

12235—November 10—Authorizing Donat Sirois, of Parish of St. Hilaire, County Madawaska, N.B., to lay a water pipe under the Temiscouata Railway in the said parish.

12236—November 10—Authorizing the C. W. & L. R. Railway Company to open for traffic portion of its line running from a point on the main line opposite the Blind Line of the 4th Concession, Township of Dover East, to village of Pain Court, said township, provided that the company's trains over the said line be limited to a speed of 18 miles an hour.

12237—November 10—Authorizing the C.P.R. Company to construct an industrial spur for the Superior Fuel & Coal Company, in the city of Winnipeg, Manitoba.

12238—November 11—Authorizing the C.P.R. Company to construct an additional track across the road allowance between the south-east quarter of Section 29, and the south-west quarter of Section 28, Township 22, Range 23, west of 4th Meridian, at St. Mary, Alta.

12239—November 11—Authorizing the Government of the Province of Saskatchewan to construct a highway across the track of the C.P.R. Company in Section 25, Township 20, Range 11, west 2nd Meridian.

12240—November 11—Authorizing the Saraguay Electric & Water Company to erect its wires across the track of the Montreal Terminal Railway Company, on Prefontaine Street, Montreal, Quebec.

12241-42-43—November 11—Authorizing the corporation of the town of Maisonneuve, Quebec, to lay a gas pipe under the track of the C.N.Q.R. Company at Third Avenue, Maisonneuve, Quebec; at Fourth Avenue, Maisonneuve, Quebec; and at Fifth Avenue, Maisonneuve, Quebec.

12244 to 12248 Inc.—November 11—Authorizing the corporation of the town of Maisonneuve, Quebec, to lay water pipes under the C.N.Q.R. at five different points in Maisonneuve, Quebec.

12249—October 12—Authorizing the T. H. & B. Railway Company to construct branch lines or spurs from a point a short distance west of Grant Avenue, on its main line of railway, and running thence easterly across Grant Avenue, Wentworth Street, Sanford Avenue, and Sherman Avenue, to a point on the easterly limit of the east side of Wentworth Street, and south of said main line across Sanford Avenue, to a point a short distance west of Sherman Avenue, to a point a short distance west of the westerly limit of Prospect Street, Hamilton, Ontario.

12250 to 12254 Inc.—November 11—Temporarily approving the agreements entered into by the Bell Telephone Company, and the Brompton Pulp and Paper Company; the Bell Telephone Company, and the Tarentorous Telephone Company, Limited; the Bell Telephone Company and J. H. Rogers and Jos McLaughlin, of Norwich, Ont.; the Bell Telephone Company and the Urban and Rural Telephone Company, Limited; the Bell Telephone Company and the Metcalfe Rural Telephone Association.

12255—November 11—Authorizing the C.N.O.R. Company to construct its lines and tracks across the lines and tracks of the Thurlow Railway running from the Grand Trunk Railway to the Lehigh Valley Cement Works, Township of Thurlow, County Hastings, Ontario.

12256—November 11—Authorizing the C.P.R. Company to construct an industrial spur for Messrs. Perrault, Audy Co., Ltd., at mileage 8.64, from Place Viger Station, Montreal, Quebec.

12257—November 11—Authorizing the C.P.R. Company to construct and operate an industrial spur across Jarvis Street, and across Block 52, in the city of Winnipeg, Manitoba.

12258—November 11—Authorizing the G.T.P. Branch Lines Company to close the road allowance between Sections 24 and 25; and between Sections 25 and 30, within the right-of-way limits, Township 31, Range 24, west 4th Meridian.

12259—November 11—Authorizing the C.P.R. Company to construct an industrial spur for the Wilson Box Co., Ltd., at mileage 2.9, from St. John, N.B.

12260—November 11—Authorizing the C.P.R. Company to construct its main line tracks across the highway known as "Rama Road," in Lot 30, Concession 11, Township of Mara, County of Ontario.

12261—November 11—Authorizing the C.P.R. Company to construct an industrial spur for Charles I. Kilburn, Saskatoon, Sask.

RAILWAY EARNINGS: STOCK QUOTATIONS.

The following table gives the latest traffic earnings it is possible to obtain at the time of going to press:

Road	Wk ended	1910	Previous week	1909
C. P. R.	Nov. 7	\$2,267,000	\$3,117,000	\$2,113,000
G. T. R.	Nov. 7	902,420	1,392,043	902,197
C. N. R.	Nov. 7	357,200	556,200	340,300
T. & N. O.	Nov. 7	20,837	38,014	33,458
Hal. Elec.	Nov. 7	3,816	5,403	3,322

Figures showing the earnings of Canadian roads since July 1st, this year and last, are appended:

Road.	Mileage.	July 1st to	1910.	1909.
C. P. R.	10,326	Nov. 7	\$39,024,000	\$27,003,000
G. T. R.	3,536	Nov. 7	16,235,912	15,236,254
C. N. R.	3,180	Nov. 7	5,583,000	4,451,900
T. & N. O. ..	264	Nov. 7	843,175	632,251
Hal. Elec.	13.3	Nov. 7	82,803	78,235

Stock quotations on Toronto, Montreal and London exchanges, and other information relative to the companies listed in the above tables, are appended. The par value of all shares is \$100.

Co.	Capital.	Price	Price	Price	Sales
	000's	Nov. 11	Nov. 3	Nov. 10	last
	Omitted.	1909.	1910.	1910.	week.
C. P. R.	\$150,000	-184	-199	-196	868
Mtrl. St. ...	18,000	208-206	229½-229	224-233½	240
Hal. Elec. ..	1,400	120-119	130-129½	130-	...
Toronto St. .	8,000	123½-123	-120½	-120	85
G. T. R.	226,000	1st pfd. 107½; 2nd pfd. 51½; com. 24½.			

CALGARY STREET RAILWAY.

Report for October and First Ten Months of This Year.
Estimated Revenue for the Year, \$170,500.

Street railway gross revenue for October, \$9,642.53; street railway earnings for October, \$20,418.15; street railway earnings for first ten months of this year, \$170,500; estimated revenue for the year, \$170,500.

The figures given above show just what the revenue for the month of October, for the first ten months of the year, and the estimate that was made for the year.

Line Earnings Compared.

The detailed figures for each particular line of cars for the month:—

Line	Net Earn.	Pass'gers Carried	Miles Run	Earn. per Car Hour
Red	\$9,020.24	221,089	24,057	\$3.15
Blue	8,118.86	198,440	30,260	2.45
White	3,183.05	78,757	8,490	2.90
S. C.	96.00	356		
General	\$20,418.15	498,642	62,807	\$2.81

Revenue and Expenses.

The statement of the revenue and operating expenses for the month shows the former to be \$9,642.53 and the operating expenses, \$10,858.77. The total earnings were \$20,501.30. The operating expenses totalled \$398.99, maintenance of way and structure, \$398.99, of equipment, \$1,731.80, transportation, \$7,947.10, general expense, \$780.88.

The totals—Estimated operating expenses (12 months), \$115,400; operating (10 months), \$89,436.37; estimated profit (12 months), \$55,100; profits (October 31st, ten months), \$61,462.50; less fixed charges (ten months sinking fund and interest at \$2,715.88 per month), \$27,158.80; less 5 per cent. gross revenue (reserve account), \$8,345.04; net clear profit to credit of city council account, \$45,958.66.

C.P.R. SHOWS STEADY INCREASE IN SPITE OF HAVING TO MEET WITH DISADVANTAGE OF WESTERN WHEAT TRAFFIC.

Although the earnings of the C.P.R. are still under the disadvantage of having to meet reduced western wheat traffic as compared with last year, they are showing heavy weekly increases, as may be seen in the above weekly table. These increases are so much greater than those of any railroad operating in Eastern Canada, that it is plain the smaller harvest in the West, this season, has not affected business conditions to any extent. This position is the more marked in that the earnings of the road at this time last year were the greatest for last year, and also frequently made new records for the company, running well above the two million a week average. The heavy earnings now are due to the rush of goods to the West during the last period of lake navigation, and the large movement of western wheat to get to Montreal before the St. Lawrence closes for the winter.