

plant themselves. He held that in this respect the city had used good judgment.

Mr. Brown then took up the question of the street railway. This was started in the year 1909, when a by-law was passed for \$250,000, and the total raised by by-laws since that time brings the sum to \$2,711,053 and the total expended on capital of \$2,707,713. The net book value of the plant on October 31, 1920, is placed at \$1,848,158. The system now has 83 cars, one scenic car and fourteen snow sweepers; single track and trolley line, 83 miles, together with repair shops, barns and Bowness Park. Mr. Brown then went on to show the revenue and expenditures of the street railway. In the year 1909 the revenue was \$59,061, while in 1920, up to October, the revenue amounted to \$755,201, and the net surplus up to that date \$132,440.

He pointed out that the street railway department was at present facing a serious situation, as a certain part of its equipment, having lived out its natural life, now requires rebuilding. The city also has to face the matter of replacing a new foundation under the tracks in that part of the city where paved streets exist. While this was a serious situation and rather expensive, yet, he claimed, it was not serious enough to cause alarm.

The street railway finished November with a deficit of \$3,621 for the month. This makes the accumulated deficit for the eleven months \$31,875. In considering the probable \$30,000 deficit for 1920, however, there must be taken into consideration the fact that an additional amount of more than \$16,000 for depreciation will have been laid aside this

year as compared with last, and a further accident damage sum, amounting to more than \$3,000, which accounts for some \$20,000 of the probable deficit. While fares were raised, the full increase has been in effect only about four months.

By means of the tax sale which the city has conducted there has been taken in through arrears of taxes paid up and sales of tax arrears the sum of approximately \$250,000. In other words, the city has improved its tax arrears position by about a quarter of a million dollars through the instrumentality of the tax sale. This is a small amount, however, when compared with the total arrears, which aggregate more than \$4,000,000.

Property owners, whose property was sold for taxes at this sale, or which reverted to the city when it was not sold to other individuals, will still have a year in which to redeem it by paying 10 per cent. interest before it goes entirely into the city's possession. The result, of course, will be that a further larger sum of the arrears, plus the interest, will be paid up before the last penalty date expires next year.

After all this is taken into consideration, however, the city will still come into possession of an enormous quantity of vacant property for the arrears of taxes. Unfortunately, practically all of these arrears have been previously hypothecated, that is, money borrowed against them, which must be repaid. While the land nominally comes into possession of the city sinking fund, there is really a first lien against it in the form of these borrowings which must be paid off before the city will own the land free of encumbrances.

Government and Municipal Bond Market

New Brunswick to Float Loan at End of Month—Winnipeg Disposes of \$600,000 Securities—Victory Loan Issues Less Active and Slightly Irregular—Ratepayers to Vote on Large Municipal Expenditures in January

WITH 1920 drawing to a conclusion, a good deal of speculation as to the trend of the bond market in the new year is being made. It is confidently predicted in many quarters that there will be a favorable turn. An easing of money is expected, due to a slowing up in industry, relieving the demand on the banks, and the liquidation of loans by borrowers, many of whom, it is thought, will liquidate their inventories after the holidays, swallowing losses from this source, and try to go into the spring with a clean slate. In addition, it is believed that farmers will have just about disposed of their crops, and the banks will be further relieved from this end. Such factors will be favorable to the investment situation.

As far as known, there is one more event in the government and municipal bond market, viz., the flotation of a \$1,750,000 New Brunswick loan. There are a few municipal issues, but these are not of very much account.

Bond dealers are still busy with Victories, but the activity in this regard was not so great during the past week as previously. The price movement also tended to become slightly lower and irregular. The following figures illustrate the trend:—

	Control. price.	Last week.		This week.	
		High.	Low.	High.	Low.
1922	98	98	96¾	97½	95½
1927	97	97½	95½	96½	95½
1937	98	97¾	96½	98½	97
1923	98	97	94½	97½	96¾
1933	96½	95½	94½	95½	94½
1924	97	95¼	94	95	94½
1934	93	94½	91¾	93½	92¼

A number of issues were disposed of during the past week, among which Winnipeg, Man., was the most important. The city received a pretty good price for its securities, and the bonds will be shortly offered in Canada. Oshawa

and Oakville both got good prices for their debentures. The opinion was that both municipalities received a rate which was above market. The list of bids in both cases, it will be noticed, shows a considerable difference between the highest tenderer and the others.

Money By-laws in January

Each January, which is the principal municipal election month in the year, finds ratepayers confronted with numerous money by-laws, calling for expenditures on local works. January, 1921, will be no exception to the general rule, as already large expenditures are slated to which electors must give their approval. The following list, no doubt, will be much larger before the end of the year. In addition, a number of municipalities are applying to the legislatures for borrowing power without the assent of ratepayers:—

Municipality.	Amount.	Purpose.
Avonmore, Ont.	\$ 9,000	Hydro-electric plant.
Midland, Ont.	100,000	New town hall.
Ottawa, Ont.	260,000	Fire station and quarry.
St. Thomas, Ont.	233,000	Concrete dam.
St. Thomas, Ont.	50,000	Gas mains.
N. Walsingham, Ont.	5,000	Municipal hall.
Brantford, Ont.	460,000	Schools, collegiate and water.
Sarnia, Ont.	94,000	Water mains and waterworks.
Vancouver, B.C.	3,666,000	Roads, streets, schools and water.
London, Ont.	257,000	Street railway.
Hamilton, Ont.	6,114,600	Municipal gas plant.
Hamilton, Ont.	1,500,000	Hospitals, nurses' home, road.
Mimico, Ont.	14,000	Purchase of town park.
Scarboro, Ont.	25,000	Township cemetery.
Toronto, Ont.	700,000	Athletic stadiums and motor busses.