

all the main arteries, made it possible for the community to expand much more rapidly than would otherwise have been possible.

Naturally the interurban lines have had and have today the favorable support of our daily newspapers, which are themselves large users of these cars for the shipment of their editions out to the country and to the cities and towns served by us. So serviceable are these cars that on some of the lines they are used by newspapers for distributing their large Sunday editions. From the beginning of the interurban system our newspapers have seen the benefits of such service into and out of the metropolis. Two quotations of many years ago from one of our leading newspapers will suffice:

The Evening News of Sept. 20, 1895, said: "With the immense amount of street railway construction now going on in Detroit, and numerous trolley lines either finished or projected between Detroit and neighboring towns and villages, it would seem that the wants of the public for rural and suburban transportation were being largely discounted in advance, but the results thus far have gone to show that business increases with the facilities provided for it. . . . But the end is not yet—in fact there seems to be no end to electrical possibilities of affecting the welfare of Detroit and neighboring cities which will be brought into closer connection with the metropolis by means of rapid trolley lines."

On April 5, 1896, reviewing some 15 interurban roads built, building, or projected, the same newspaper said: "The future trade which shows through electric railway lines in and around Detroit marks in the most significant manner the progress of the city towards increasing size and importance. . . . The benefit of these lines, which, in a majority of cases, will run along established highways, cannot be over estimated. They will establish new social and commercial ties between town and country. . . . This work of laying out lots, obtaining franchises and negotiating with many men demands a high order of skill and diplomacy and is entitled to a fair reward and whoever institutes and builds a suburban railroad is entitled to the thanks of Detroit and its citizens. . . ."

Regina Municipal Ry. Earnings, Etc.

Following are statistics for July, compared with July 1915, and the total for seven months ended July 31:—

	1915.	1916.
	July 1914.	Jan. 1 to July 31, 1916.
Total revenue	\$19,070.44	\$15,887.44
Expenses	14,319.35	15,018.87
Capital charges	8,022.96	9,137.53
Operating surplus	4,751.09	868.57
Total deficit	3,271.87	8,268.96
Expenses per car		
power	13.34c	14.19c
Expenses per car		
mile without		
with power	17.49c	18.37c
Platform wages		
per car hour	72.69c	75.97c
Passengers carried	403,286	338,540
Expenses less capital charges, percentage	75.01	
Expenses with capital charges, percentage	117.15	

The Winnipeg City Engineer has been asked by the city council to report on the best means of lessening the noise caused by the operation of the Winnipeg Electric Ry. cars.

Montreal Tramways Company Annual Report.

Following is the report for the year ended June 30, submitted at the annual meeting, Aug. 1:—

Gross earnings	\$6,609,765.15
Operating expenses	3,707,053.04
Net earnings	\$2,902,712.11
From which deduct:—	
City percentage on earnings	\$418,083.90
Interest on bonds and loans	806,721.44
Interest on debenture stock	800,000.00
Taxes	93,600.00
	\$2,118,405.34
Net income	\$ 784,306.77
Dividends	323,871.25
Surplus	\$ 460,435.52
Less:—	
Transferred to contingent renewal account	\$275,000.00
War tax (2 years), 1915-16	74,013.17
	349,013.17
Transferred to general surplus	\$ 111,422.35

The gross earnings increased during the year \$84,533.48 or 1.30%, the operating expenses decreased \$6,943.40 or 0.19%, and the net earnings increased \$91,476.88 or 3.25%. The ratio of operating expenses to earnings is 56.08%, compared with 56.92% in 1914-15.

\$313,575.99 has been charged to contingent and renewal account during the year, representing expenditures made for special renewals. \$583,894.20 has been expended in maintenance of properties, plant and equipment, and charged to operating expenses. This amount, together with \$313,575.99 charged to renewal account, makes a total expenditure during the year on the upkeep of the properties of \$897,470.19. During the year there was expended on capital account \$320,872.17. The company under its trust indenture is entitled to issue bonds on its capital expenditure, equal to 75% thereof, and under this provision it is now entitled, when it shall so desire, to have bonds certified to an amount of \$963,485.55. During the year there have been redeemed and cancelled \$163,233.32 of underlying bonds. The amount redeemed to date is \$1,146,746.56.

The gross earnings increased during the latter part of the year, indicating a tendency to an improvement in the business conditions of the city. In connection with the underlying bonds purchased during the year, \$3,387.80, representing the difference between par value and the purchase price, has been credited to the general surplus account. Your directors, acting on the authority of the shareholders, issued 10,000 shares of common stock, which have been allotted to shareholders at par. During the year the company has, at great expense, completed the work of placing its overhead feeder wires in the municipal conduit (where provided) on St. Catherine Street, and is now proceeding with the same work on Bleury St. and Park Ave. The work in connection with the re-arrangement of the system of power distribution is being proceeded with and satisfactory progress has been made during the year. The company has accepted a contract for machining shells, and work in connection therewith is progressing satisfactorily. The property has been maintained in a high state of efficiency and is in excellent condition. Your directors desire to place on record their appreciation of the valuable and faithful services rendered by the officers and employees.

Gross earnings	\$6,609,765.15
Operating expenses	3,707,053.04
Net earnings	\$2,902,712.11

Expenses % earnings	56.08
Passengers carried	156,408,303
Car earnings per passenger	4.12c.
Transfers	55,542,897
Total passengers carried	211,951,200
Car earnings per passenger, total carried	3.04c.

Assets.	
Cost of road and equipment to June 30, 1915	\$37,222,513.92
New construction for the year	320,872.17
	\$37,543,386.09

Accounts receivable	\$459,592.66
Stores	436,684.26
Cash in bank and on hand	247,564.25
Underlying securities redemption fund	3,643.24
	1,147,484.41
Investments	318,887.50
	\$39,009,758.00

Liabilities.	
Capital stock	\$4,000,000.00
Less unpaid and subject to call	656,400.00
	\$3,343,600.00
Debtenture stock	\$16,000,000.00
First and refunding mortgage 5% gold bonds	13,335,000.00
Underlying bonds	3,273,253.44
Mortgages	16,863.00
	\$35,968,716.44

Accounts and wages payable	\$461,238.91
Accrued interest	230,872.00
Accrued tax on earnings	315,628.85
Employees' securities	20,965.58
Unclaimed dividends	1,956.57
Unredeemed tickets	237,214.71
Suspense	95,262.75
War tax (2 years)	74,013.17
Dividend payable Aug. 1	83,590.00
	1,520,742.54
Capital reserve	\$600,000.00
Contingent renewal reserve	141,323.22
Surplus	\$775,588.00
Discount on underlying bonds	3,387.80
	778,975.80
	1,520,299.02
	\$39,009,758.00

*This includes amount due on shares not yet exchanged.

The directors were re-elected for the current year, as follows:—E. A. Robert, President; J. W. McConnel, Vice President; F. H. Wilson, Hon. J. M. Wilson, W. C. Finley, J. M. McIntyre, G. G. Foster, K.C., W. G. Ross, Montreal, and P. J. McIntosh, New York.

A Hamilton, Ont., coroner's jury returned the following verdict, recently:—"We find that Clarence Wilson came to his death on July 8 while riding on a street car on Burlington St. E., which was taking a crossover switch at an excessive rate of speed. The motorman had not been informed of the crossover, and we find that the company was negligent in that he was not so informed. We recommend that in future flagmen be located at all crossover switches." The evidence showed that the order as to the crossover switches was posted in the company's office where the motorman should have seen it.

The Calgary, Alta., Municipal Ry.'s extension to the Sarcee military camp, according to a statement reported to have been made by Superintendent McCauley, has practically been paid for out of earnings. The receipts for freight alone during July are reported to have been \$1,700. Ten freight cars a day are operated, and about 50 passenger cars a day are run to and from the camp. The cost of labor on construction was about \$4,000, and the whole cost of the line did not exceed \$15,000. When the camp is abandoned the track and overhead material can be used elsewhere.