

its present route, requiring a curve connection from Bathurst to Dupont St., thus completing the track layout at this intersection for belt line operation. These track extensions are based on present traffic necessities and should be built in the immediate future.

Operation of the system with the proposed additional equipment and the re-routed lines would be facilitated by the erection of a new car barn and storage yard in the outlying sections of the eastern part of the city. The cost is given approximately as follows:—

Cars, 180 two car trains, at \$12,000	\$2,160,000
Track extensions and special work	250,000
Power and rotary converters, 8,500 k.w. at \$40	340,000
Copper	200,000
Total	\$2,950,000

The report came before the Ontario Railway and Municipal Board, June 12, when counsel for the T. R. Co. stated that he was surprised at the short time which the company had been allowed to peruse the report, which involved such a large expenditure. More time must be allowed, and it might be necessary for him to call witnesses. The Chairman of the Board stated that the Board had accepted the report as it stood and did not propose to have witnesses called to dispute the evidence contained therein. All the company could do was to suggest a way or some means to overcome the conditions outlined in the report. A further hearing was held, June 26.

(Editor's note.—The foregoing approximate cost of the work as recommended does not appear to include any amount to cover the building of subways, the larger proportion of which would probably fall on the Toronto Ry., though grants would possibly be made from the railway grade crossing fund, and contributions ordered from the city and the railways concerned.)

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry. and allied companies.—Gross earnings for April, \$698,508; operating expenses, maintenance, etc., \$502,546; net earnings, \$195,962, against \$706,333 gross earnings; \$504,399 operating expenses, maintenance, etc.; \$202,234 net earnings for Apr., 1913. Aggregate gross earnings for 10 months ended Apr. 10, \$7,450,590; net earnings, \$2,024,821, against \$7,109,554 aggregate gross earnings; \$2,028,898 net earnings for same period, 1912-13.

Cape Breton Electric Co.—Gross earnings for April, \$27,916.65; operating expenses and taxes \$15,857.77; net earnings \$12,058.88; interest charges \$4,891.67; balance \$7,167.21; bond sinking and improvement funds \$1,190; balance for reserves, depreciation, etc., \$5,977.21, against \$26,505.11 gross earnings; \$16,694.57 operating expenses, taxes, etc.; \$9,810.54 net earnings; \$5,236.71 interest charges; \$4,573.83 balance; \$1,190 bond sinking and improvement funds; \$3,383.83 balance for reserves, depreciation, etc., for Apr., 1913. Aggregate gross earnings for 4 months ended Apr. 30, \$109,550.52; net earnings \$43,074.04; interest, bond sinking and improvement funds, \$25,359.79; net balance, \$17,714.26; against \$112,581.35 aggregate earnings; \$45,154.96 net earnings; \$24,402.82 interest bond sinking and improvement funds; \$20,752.14 net balance for same period 1913.

Grand Valley Ry.-Brantford St. Ry.—The several cases arising out of the affairs of these companies, in which the Brantford, Ont., City Council is involved, were on June 1 ordered to be removed from the lists in the Second Appellate Division Court of Ontario, without prejudicing the right of either party to have them restored on two days notice.

A meeting of bondholders was held in Toronto, June 15, but was adjourned to July 15, by which time it is expected that all the details in connection with the transfer of the lines to the city of Brantford will have been completed, and the papers ready for the final signatures.

Montreal Tramways Co.—It is reported that the earnings for the financial year ended June 30 will show a considerable increase over those of the previous year, and that for the first time in the history of the company they will exceed \$7,000,000. For the year 1912-13 the earnings were approximately \$6,754,227.

Ottawa Electric Ry.—Under the provisions of the mortgage trust deed of June 29, 1897, 15 shares of 4% debenture stock of \$1,000 each are to be drawn for redemption, with interest, on July 5.

Saskatoon Municipal Ry.—Revenue for first week in June, \$3,473, against \$2,948 for corresponding week in May. The receipts on June 6, were \$680, the largest amount of receipts for any day this year. The earnings are reported to be increasing since the straight 5c. fare was put in force; but the full effect of the change will not be noticeable for a few weeks, as the supply of reduced fare tickets in the hands of the public has not been exhausted.

Saskatoon Municipal Ry.—Traffic receipts for April, \$13,103, against \$12,296 for April, 1913. Passengers carried, 288,166; mileage of cars, 57,146, against 53,663 in April, 1913; gross earnings per car mile, 22.936 cents; operating expenses, 24.796 cents. Operating expenses, including interest on capital expenditure and sinking fund, \$14,168; deficit for month, \$1,065. Sutherland route.—Gross earnings, \$1,271; operating expenses, \$880; net earnings, \$391. Passengers carried, 19,673; car mileage, 5,161.

Toronto Ry., Toronto and York Radial Ry. and allied companies.—Gross earnings for April, \$830,299; operating expenses, maintenance, etc., \$443,103; net earnings, \$387,196, against \$760,676 gross earnings; \$397,875 operating expenses, maintenance, etc.; \$362,801 net earnings for Apr., 1913. Aggregate gross earnings for four months ended Apr. 30, \$3,292,255; net earnings, \$1,572,773, against \$3,028,408 aggregate gross earnings; \$1,446,107 net earnings for same period, 1913.

The Toronto Ry. receipts for May were \$534,465.77 against \$510,769.20 for May, 1913. The percentage of earnings paid to the city, which is now calculated on a 20% basis, was \$106,893.15, against \$102,153.84 in May, 1913.

Winnipeg Electric Ry. and allied interests.—Gross earnings for April, \$337,414; operating expenses, \$190,815; net earnings, \$146,599, against \$323,563 gross earnings; \$174,465 operating expenses; \$159,098 net earnings for Apr., 1913. Aggregate gross earnings for four months ended Apr. 30, \$1,418,875; net earnings, \$582,386, against \$1,324,509 aggregate gross earnings; \$582,668 net earnings for same period, 1913.

Fares Advanced in Saskatoon.—The Saskatoon, Sask., City Council passed a resolution recently increasing the fares on the municipally owned electric railway to a straight 5 cent fare. As heretofore workmen's tickets are sold at 8 for 25 cents, to be used between 6 and 8 a.m., and school children are carried at half fare to and from school. The 6 for 25 cents tickets outstanding will be honored. The change went in operation June 4. The reason for the change was the deficit of \$14,000 in operating the cars, and the Commissioners expect that this will be wiped out by the increased receipts.

Hydro Electric Power Commission of Ontario and Projected Electric Railways.

Meetings have been held at a large number of places throughout Western Ontario, at which resolutions have been passed favoring the construction of electric railways in connection with the Hydro Electric Power Commission of Ontario. The main object is to stimulate interest in the building of lines upon this public ownership plan. The Commission's engineers are investigating traffic possibilities throughout the whole territory, to ascertain what are the most likely points between which trunk lines should be built, and what local lines it will be necessary to build to give the best service to the territory between the trunk lines. It will be some time before anything definite comes of these investigations.

The first line suggested to be built to utilize power from the Commission is from Toronto to Markham, Port Perry and other points, which was fully described in Canadian Railway and Marine World for Nov., 1913. At a meeting of representatives of the various municipalities interested, in Toronto, June 10, it was arranged that the ratepayers will be asked to vote on Sept. 21 on the question of raising the necessary funds to build the line. F. A. Gaby, Chief Engineer of the Hydro Electric Commission, was present. The estimated cost of the line is \$3,954,914, distributed among the township, village and town municipalities as follows:—

Scarboro Tp., 10.4 miles	\$430,273.00
Agincourt	15,233.27
Markham Tp., 19.4 miles	700,600.00
Unionville	18,720.00
Markham Village	62,740.00
Mount Joy	17,945.45
Stouffville	75,829.42
Whitchurch Tp., 21.92 miles	497,710.00
Newmarket	272,700.00
Pickering Tp., 10.27 miles	417,600.00
Claremont	28,302.02
Whitby Tp., 14.2 miles	440,500.00
Whitby Town	179,532.00
Reach Tp., 9.8 miles	239,450.00
Port Perry	108,540.16
Uxbridge Tp., 11.56 miles	253,579.00
Uxbridge Town	180,677.82

Novel Electric Switching Locomotives have been placed in service on the Pennsylvania Rd. ore docks at Cleveland, Ohio, for handling cars. They do not operate on the same track as the cars they handle, but on a parallel 42 in. track. Each locomotive is equipped with an arm on each side, which can be lowered by means of compressed air, controlled from the cab, these arms acting as pushers to the cars on the adjoining standard gauge track. Single cars or trains can be handled equally well, and it has the especial advantage of facility in cutting out or shifting individual cars in a train with a minimum of shunting.

Motor Omnibusses for Winnipeg.—The Works and Property Committee of the Winnipeg City Council, June 4, recommended the passing of a bylaw granting a franchise to A. J. Andrews, K.C., and H. W. Adcock, representing the Winnipeg Omnibus Co., to operate motor busses on the streets. The agreement proposed to be made gives the company an exclusive franchise for five years. As soon as its terms are settled a bylaw confirming it will be submitted to the ratepayers.

Pitt River Bridge, Coquitlam, B.C.—A contract has been let to Armstrong, Morrison & Co., Vancouver, B.C., for the substructure of the bridge across the Pitt River at Coquitlam, B.C. The contract calls for the construction of seven open dredging caisson piers and two pile driven piers. The approach on the west end will be 300 ft. long, and that on the east end 465 ft.