

it seems proper to enumerate those which from time to time, during the pending of the application, have been dealt with or satisfactorily settled, either by interim order of the board or by the company on its own initiative, or at the suggestion of the board without a formal order. A consideration of these will show that in the result many grievances complained of have been redressed in virtue of additions to the company's equipment, or changes in its mode of operation. By an order dated Dec. 11, 1911, the company was directed to adopt the system of practically universal transfers now in vogue. By the same order the company was directed to continue the Dundas St. service to the end of the line to Keele St., and to operate the Queen St. cars along Roncesvalles Ave. as far as Boustead Ave. The cars on the Church St. route are now operated to and around the Union Station, as sought by the city in its application. The cars on the Bathurst St. route now run Y at Christie St., instead of at Dupont St., as formerly. The cars on the Parliament St. route now run Y at Greenwood Ave., instead of at Pape Ave., as formerly. All the cars on the King St. route are now run to the eastern extremity of the company's track on that street, instead of as formerly being in some cases Y'd at Woodbine Ave. or Scarborough Park, or being run into the King St. barns. A new track was laid at Louisa St., between Teraulay and Yonge Sts. By an order dated Oct. 3, 1913, the company and city were directed to do all things necessary on the part of each of them to complete and make ready for operation the company's railway along Teraulay St., from Queen St. to Agnes St., and thence westerly along Agnes, Anderson, and St. Patrick Sts. to Bathurst St. During 1912 and 1913 200 new cars, being the number of additional cars asked for in the city's original application, were added to the company's equipment, as follows: In 1912 the company put in service 50 double truck and 50 single truck convertible cars, and during 1913 75 double truck and 25 single truck cars, and during 1914 1 double truck convertible car, and during the above periods none of the company's cars were withdrawn from service.

The conclusions reached by the board for the improvement of the company's service, and which may be incorporated in a formal order, are the following: That before Jan. 1, 1915, the company reconstruct 13.45 miles of track classified as in poor condition by Mr. Barnes; that before June 1, 1915, the company extend its tracks, with all necessary overhead work, pursuant to plans and specifications to be approved by the board, from their northerly terminus on Ossington Ave. at Bloor St., northerly along Ossington Ave. to and along Hallam St., to Dufferin Ave., thence along Dufferin Ave. to Lappin St., and thence along Lappin St. to Lansdowne Ave., and do along such extension operate cars according to a schedule approved by the board. That before Dec. 1, 1914, the company do extend its tracks with the necessary overhead work, pursuant to plans and specifications to be approved by the board, along Teraulay St., from its tracks on College St. southerly to a junction with its tracks at the corner of Teraulay and Agnes Sts., and do operate its cars thereon according to a schedule to be approved by the board. That upon Jan. 1, 1915, the company place metal troughs of an approved type on the trolley wire where it is carried over steam railway tracks. That the company before Jan. 15, 1915, reconstruct the platform and steps of 34 of the cars referred to in recommendation 15 of Mr. Barnes' report, and as more fully detailed upon pg. 165 thereof; and report to the board upon the feasibility of reconstructing the remainder of the 202 cars referred to in recommendation 15, together

with the cost of such reconstruction. That the company build and have in operation upon routes approved by the board, no later than June 1, 1915, 50 double truck motor cars of a design approved by the board. That on or before May 1, 1915, the company equip each of its cars with a legible route sign on the right hand side, and a destination sign at the front end, both signs to be suitably illuminated during the hours of darkness. That cars constructed by the company in future shall be equipped with push buttons. That the company report to the board not later than Jan. 15, 1915, on an improved heating system for its cars and the cost of the same. That during the summer months and during the hours of congested travel in other months all the College Street cars going west be run along Howard Park Avenue and around the High Park loop, but that only each alternate car at other times be run along Howard Park Ave. and around the High Park loop. That the company report to the board not later than Jan. 15, 1915, on the practicability of the rerouting proposed in recommendation 9 of Mr. Barnes' report. That the company report to the board not later than Jan. 15, 1915, on the operation of its cars at the points mentioned on pages 50 and 51 of Mr. Barnes' report, with a view to preventing unnecessary delays. That the company not later than Jan. 15, 1915, submit to the board a draft bylaw dealing with the several matters referred to in recommendation 7 of Mr. Barnes' report.

The board has already disposed of the application for an order to extend the Bloor St. line from Lansdowne Ave. to the north eastern corner of High Park, on the ground that, by reason of the company's abandonment of its charter, the board has no jurisdiction to make such an order.

The board is of the opinion that the Wilton Ave. line should be extended to Danforth Ave., as recommended in Mr. Barnes' report, but no such order will be made until the subways under the steam railways are constructed and the new streets being opened up by the city are put in condition to receive the tracks.

The board is of the opinion that the extension of the company's tracks along Ossington Ave., Hallam, and Lappin Sts., hereby ordered, should be extended westerly from Lansdowne Ave. to Dundas St., but no order for such further extension can be made until subways are constructed under the steam railway tracks.

The board orders that the cost of procuring and having printed Mr. Barnes' report, \$9,960.32, be borne equally by the parties hereto, and that each of the parties pay to the board in law stamps \$100.

The Savings of Electric Traction over steam on the Butte, Anaconda & Pacific Ry. were reported at a meeting of the American Institute of Electrical Engineers in Spokane recently by J. B. Cox. The number of trains had decreased 25% but 35% more tonnage was hauled per train. Repairs had dropped 26% and locomotive house expenses 38%. For energy alone \$150,727 was saved. The reduction in trainmen's wages was \$31,146. The total cost of conversion to electric traction was \$1,201,000, making the total savings some 20% on the cost.

Electric Traction in Montreal.—The Maisonneuve, Que., City Council has passed a resolution favoring application to the Board of Railway Commissioners for an order to compel the use of electric locomotives within the city limits. The City Councils of Montreal, Westmount and Outremont have been asked to join in the application.

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry. and allied companies.—Gross earnings for September, \$650,516; operating expenses, maintenance, etc., \$509,626; net earnings, \$140,890, against \$734,283 gross earnings; \$560,888 operating expenses, maintenance, etc.; \$173,395 net earnings for Sept., 1913. Aggregate gross earnings for three months ended Sept. 30, \$2,015,351; net earnings, \$466,547, against \$2,260,854 aggregate gross earnings; \$583,478 net earnings, for same period 1913.

Calgary Municipal Ry.—A Calgary, Alta., press report says: There were 404,201 less fares collected by Calgary Municipal Ry. in Sept., 1914, than in Sept., 1913. The deficit for the nine months ended with September is about \$60,000. It was about \$54,000 up to Aug. 31. The measures that have been taken to cut down the expenses of the system are not yet showing much effect. It was late in September before drastic action along this line was taken. The balance of revenue operating expenses for September was \$14,881.01. This balance, however, is not large enough to care for the extra charges, such as sinking fund, interest on debentures and depreciation. That is where the deficit comes in. The revenue for Sept., 1914, was \$51,190.70, and for Sept., 1913, \$62,519.18. The operating expenses for Sept., 1914, were \$36,309.69, and for Sept., 1913, \$46,361.21. The number of passengers carried in Sept., 1914, was 1,077,353, and in Sept., 1913, it was 1,481,554.

Cape Breton Electric Company is reported to have sold \$25,000 of its \$130,000 5% bonds authorized by the Public Utilities Commission recently at 88. At the time of the application to the Commission for the required permission it was stated that the proceeds of the bonds were to be used to liquidate expenditures on capital account, and that the bonds also were to be used as collateral security for advances from banks. The company's head office is in Boston, and its railway operates in the Sydneys and Glace Bay and between those places.

Gross earnings for September, \$27,733; operating expenses and taxes, \$17,816.77; net earnings, \$9,956.23; interest charges, \$5,206.50; balance, \$4,749.73; bond sinking and improvement funds, \$1,190; net balance for reserves, depreciation, etc., \$3,559.73, against \$32,515.62 gross earnings; \$16,955.73 operating expenses, taxes, etc.; \$15,559.89 net earnings; \$4,891.66 interest charges; \$10,668.23 balance; \$1,190 bond sinking and improvement funds; \$9,478.23 net balance for reserves, depreciation, etc., for Sept., 1913. Aggregate gross earnings for nine months ended Sept. 30, \$260,714.91; net earnings, \$105,579.24; interest, bond sinking and improvement funds, \$58,426.40; net balance, \$48,514.82, against \$271,728.42 aggregate gross earnings; \$115,407.56 net earnings; \$54,816.15 interest, bond sinking and improvement funds; \$60,591.31 net balance for same period, 1913.

Dominion Power and Transmission Co.—A Hamilton, Ont., press despatch says the directors have declared a dividend of 2% on the \$5,100,000 of limited preference shares, payable Dec. 15 to shareholders of record Nov. 30. This makes the second dividend of this amount paid during this year, bringing the total payments to date to 7½%. When the dividends total 10% the limited preference stock will become common stock, of which \$2,614,500 is now outstanding. It is generally thought that the remaining payment of 2½% will be made next June, if all goes well.

Hamilton St. Ry. receipts for the third quarter of 1914 decreased \$31,319 from the corresponding period of 1913.