

has been acquired, & a substantial car house, with a capacity for storing 20 cars, has been erected thereon, the basement of which has been fitted up & furnishes accommodations for store house & stables. In order to meet public demand, workmen's tickets, 10 for 25c. between 6 & 8 a.m. were issued during May, & although this did not have the effect of increasing our revenue, yet the increased traffic counterbalanced the reduction in tariff. After careful consideration to further popularize the service & to increase the business the directors decided to issue tickets at a reduced rate of 6 for 25c., & 25 for \$1 from Dec. 1. Experience has demonstrated the wisdom of this decision, as there were 23,042 more passengers carried in Dec., 1898 than during Dec., 1897, & the returns for Jan., 1899, show an increase of 29,468 passengers over Jan., 1898. The total number of passengers carried during 1898 was 2,419,268, showing an increase of 84,308 over 1897. Convenient & suitable offices have been erected adjoining the power house, & now the entire staff of the Co. is accommodated at the works.

STATISTICAL STATEMENT.

	1898.	1897.
Passenger, railroad and miscellaneous receipts.....	\$120,568.17	\$117,845.00
Increase '98 over '97, 2.39%.....	2,723.17	
Lighting and power and sundry receipts.....	77,262.29	75,534.68
Increase '98 over '97, 2.15%.....	1,727.61	
Operating expenses and interest.....	113,081.92	112,570.91
Increase '98 over '97, 0.5%.....	511.01	
OPERATING EXPENSES—		
Per cent. of total earnings.....	59.06%	57.11%
first		
6 months.....	66.65%	61.30%
Increase '98, first 6 months.....	5.35%	
Per cent. of total earnings last		
6 months.....	51.47%	52.92%
Decrease '98, last 6 months.....	1.45%	
Passengers.....	2,419,368	2,334,900
Average receipts per passenger.....	4.93	4.99
Cars run per day—average.....	13	13
Car mileage.....	593,608	575,017
Incandescent lamps installed Dec. 31.....	14,225	11,497
Arc lamps.....	309	299
Horse-power of Motors.....	216	139
Meters installed.....	680	506

FINANCIAL STATEMENT.

ASSETS.

Property.....	\$1,385,145.87
Construction account.....	50,747.89
Accounts receivable.....	17,002.19
Supplies on hand.....	8,138.22
Suspense accounts.....	5,241.63
Deposit with City.....	500.00
Cash on hand.....	34,591.47
	<u>\$1,501,367.27</u>

LIABILITIES.

Capital stock.....	\$ 800,000.00
Five per cent. bonds.....	600,000.00
Accounts payable.....	21,344.32
Suspense accounts.....	1,927.23
Securities for light accounts.....	52.58
Tickets outstanding.....	295.15
Bond interest.....	15,000.00
Quarterly dividend due Jan. 1, '99.....	12,000.00
Surplus account, Dec. 31, '98.....	50,747.89
	<u>\$1,501,367.27</u>

INCOME ACCOUNT.

Operating expenses.....	\$ 113,081.92
Coupons.....	30,000.00
Four dividends.....	48,000.00
Surplus.....	6,748.54
	<u>\$ 197,830.46</u>

Passenger receipts.....	\$ 119,468.17
Light and power earnings.....	74,959.32
Sundry railway earnings.....	11,100.00
Sundry receipts.....	421.64
Interest and discount.....	1,881.33
	<u>\$ 197,830.46</u>

Toronto Railway Litigation.

Interesting questions have recently been litigated between the City of Toronto & the Toronto Ry. Co., in the efforts to compel the Co. to equip its cars with rear end vestibules. The Ontario Act of 1894 authorizes municipal councils to require proper & sufficient vestibules to be placed upon the cars of electric railway companies during Nov., Dec.,

Jan., Feb. & Mar. to protect the motorman & persons in charge of the cars from exposure to the cold, rain, snow & sleet while engaged in operating the cars. The Toronto Ry. system is operated by single motor cars, which have but one vestibule, at the end occupied by the motorman. In Nov. last the City of Toronto laid an information before the Police Magistrate, charging the Ry. Co. with a breach of by-law in not having a rear end vestibule. Proceedings before police magistrates against corporations had not been common, & it was held in the case of indictable offences that the Magistrate had no power to summon corporations. The Toronto Ry. Co. endeavored to prohibit the Magistrate from hearing the complaint against it, & the case dragged its way through the courts until Jan. 24, when it was heard before Police Magistrate Denison. J. S. Fullerton, Q.C., & W. C. Chisholm, appeared for the City, & J. Bicknell for the Ry. Co. The principal questions involved are: (1) Is a conductor a person intended to be protected by the Act? (2) Is the conductor engaged in operating the car? (3) Is it necessary that a vestibule should be placed upon the cars to protect conductors? (4) Is the Toronto Ry. Co. subject to the jurisdiction of the Provincial Legislature or the Dominion Parliament as to vestibules? Several conductors were called, & their evidence showed that vestibules were unnecessary. The Police Magistrate expressed the opinion that the Act did not require vestibules to protect the conductors, but thought it safer to allow the case to go to a higher court. This could only be done by inflicting a nominal fine upon the Co., & he therefore fined it nominally \$5. Notice of appeal has been served for the General Sessions, which commence Mar. 7.

The appeal by the Toronto Ry. Co. to the Court of Appeal, to be allowed to put in new evidence to reduce the assessment of its plant in Ward 1, as in the other wards in the city, has been disallowed. Since the completion of Ward 1 assessment, & before those of the other wards, decisions were made by courts in Toronto & in Hamilton, adjudging that street railway plants should not be assessed as belonging to a going concern, but simply on the basis of the market value of the material intrinsically. On this basis the rest of the assessment of the Toronto Ry. was made, & great reductions resulted. Ward 1, however, still remained at the old figure, & the Co. has been endeavoring for some time to put it on the same footing for 1898. The Court of Appeal, in its judgment, says that no case has been made out, & that the new evidence should have been put in to the court below when the assessment appeal was first made. In Wards 2, 3, 4, 5 & 6 the Co.'s assessment was reduced to \$900 a mile, which made a total reduction of \$450,000.

Methods of Increasing Traffic.

By W. Banks, of the Toronto Railway Co.

Electric railways, like the steam roads, have found that traffic will not come by merely opening the road, so it has been found necessary to have a staff to cater for traffic. At present the Toronto Ry. Co., with more than 80 miles of tracks, has only one park under its absolute control, but the beauty of that one park, its fine location on the prettiest and healthiest part of Lake Ontario, makes it one of the most attractive & pleasant of summer resorts. It is known as Munro Park, & is a very short distance outside the eastern city limits. By arrangements with the owners, the Co. has access to Victoria Park, Long Branch, & other pleasure resorts, while the whole of the many extensive & beautiful city parks are all located on the routes of the company.

The summer traffic is limited to May, June,

July, Aug. & Sep., but fully five-sixths of it to June, July & Aug. Owing to the necessary improvements in Munro Park not being quite finished, the T. Ry. Co. was compelled to confine its entertainments last summer to band concerts & minor attractions. All of these, however, were very profitable, & the Co. is preparing for a busy season this year. This city has an extensive water front & beautiful island summer resort within the city limits, & it is anticipated that at no distant date boat trolleys will be placed in operation along the water front by our Co. to carry passengers to & from & around the island.

Admission to our park & pavilions being free, we have to look to the passenger traffic for a return of our expenditure on entertainments in the park & in the grounds to which we have access. Our attractions will be of a very high class, & there will not be a single performance to which the most refined cannot come. We also endeavor to avoid entertainments deserving close attention for any length of time, our desire being to amuse the groups of picnickers, none of whom care to sit for even half an hour closely watching a performance. We propose also trying the experiment of giving financial aid to any first-class entertainment to be given on grounds close to our car routes, & to issue round trip tickets to include admission to such entertainments. Where we give financial backing our own staff will sell tickets & control the finances. We have, of course, absolutely no control over the city parks, but we reap some benefit from traffic caused by a series of band concerts in these parks, for which the city council pays. The municipality is not always the best caterer for the public, so we are anxious to see a higher class of concerts, & the convenience of the public better provided for by the erection of more pavilions & greater facilities for obtaining necessary refreshments, cooling drinks, etc. All these details may appear commonplace to many managers, but on them a very great deal of our traffic depends.

The private car & moonlight excursion traffic grows in popularity, & we have done a good deal to foster and encourage it; our circulars have been sent to every clergyman, Sunday-school superintendent, secretary of church society, & to all the secret, fraternal, national & labor organizations in the city & within an area of 10 miles around. Our charter compels us to carry passengers from any part of the city to any other part at a single fare; fixes the fare at 5c., & also fixes the prices of tickets bought in quantities, & requires us to give workmen's tickets at the rate of 8 for 25c., available during certain hours in the morning & evening. We have not, therefore, much room for special cheap excursion rates, yet we have devised means for this description of traffic, & small or large parties can have a percentage on a certain class of tickets, while we ourselves run three nights per week cheap excursions to Long Branch.

Many of our storekeepers give street car tickets as bonuses to their customers, & find it a most successful plan for securing business. When a customer knows that car fare from & to any part of the city can be had at a store, the distance from such store is no drawback, but, especially in fine weather, is an added inducement to patronizing that place. The storekeepers get no discount on the tickets they buy for this purpose.

Almost all plans for increasing traffic successfully tried by other managers are now, or shortly will be, in vogue on the T. R. Co.'s lines, except reduced prices for lunch, & we are endeavoring to perfect plans for sharing in the steam railway & steamboat traffic. We have all around our city, villages, towns & cities, from which we propose to arrange for excursions by boat or rail, as the case may be. The tickets for such excursions will, of course, include our charges for special cars to meet