

The London Street Railway Co's Annual Meetings.

Following are extracts from the annual report for the year 1916:—

	1916.	1915.
Earnings—		
Passenger	\$420,704.92	\$393,299.00
Miscellaneous	5,609.85	5,559.00
Gross earnings	\$426,314.77	\$398,858.00
Expenses—		
Maintenance way and structures	\$ 33,845.55	\$ 35,619.41
Maintenance, equipment.	50,131.88	29,046.60
Transportation, power	37,994.08	38,465.25
Transportation, car service	138,653.55	131,308.94
Total operating expenses	\$292,400.95	\$275,212.04
Net earnings	\$133,913.82	\$123,645.96
Interest on bonds	\$ 32,138.29	\$ 32,769.63
Interest on overdraft	41.70	23.50
Taxes	8,123.06	
Total deductions	\$ 40,303.05	\$ 32,793.13
Net income	\$ 93,610.77	\$ 90,852.83

During the year \$55,831.82 was expended in construction and equipment as follows:—Track and roadway construction, \$54,965.18; electric line, \$683.01; building and fixtures, \$43.75; fare boxes, \$56.15; new trucks, \$40.90; miscellaneous equipment, \$42.83; total, \$55,831.82; credit by scrap sold, \$3,566.22. Net expenditure, \$52,265.60.

Even though approximately 3,000 citizens have gone with the overseas forces, the company's business has continued to increase substantially. Several battalions were brought to London for training; so that approximately 12,000 men were in camp during May and June. This made extra car service necessary and caused abnormal earnings for those two months; after which a very large percentage of the troops were moved away to Camp Borden for more extensive field training. Forty-three of the company's employes have joined the Canadian Expenditure Force.

Owing to the extensive improvements proposed by the city for street paving last year and which would require the rebuilding of several miles of tracks, it was found necessary to use a portion of the company's surplus for this purpose rather than for the usual interim dividend in July. Considerable of the street work planned by the city last year could not be completed on account of the shortage of labor, and so remains to be included in next year's programme. This, together with the required annual redemption of \$35,000 bonds and the abnormal costs of supplies and labor, without the ability to increase the prices charged for transportation, makes the coming year's operation rather more difficult.

During the past season the city paved Dundas St., from the exhibition grounds eastward to Ashland Ave., 0.64 mile. The track was renewed with 80 lb. T rail, on concrete foundation and with brick paving. The double tracks to the exhibition were extended 0.33 mile to the G.T.R. crossing. The Hamilton road was paved from Adelaide St. to Egerton St., 0.84 mile. Some new 80 lb. T rail was used in this section and all the tracks relaid with concrete and brick paving. An extension of the single track on the Hamilton road from Egerton to West St., 0.42 mile, was made with 80 lb. T rail and placed in operation on Dec. 1. The above additions to the trackage, together with the doubling of the curve at Mamelon St., amount to an extension of 0.83 mile, making the total mileage now 36.02.

Owing to the presence in the city of such a large number of soldiers during the early part of the summer, it was impossible to spare the cars for remodel-

ling purposes to such extent as had been anticipated, but all necessary repairs and painting were continued as rapidly as possible.

Hydro electric power has continued to give us satisfaction, even though interruptions have been somewhat more numerous and of longer duration than last year. As the Power Commission is making improvements to avoid such delays it is expected the service will be considerably improved in the future.

No serious litigation is pending against the company and as our relations with the public are most gratifying a good year is looked for.

PROFIT AND LOSS ACCOUNT.

Surplus, Dec. 31, 1915	\$109,976.48
Net income for year	93,610.77
	\$203,587.25
Dividends, 6 per cent.	\$ 33,860.40
Directors' fees	1,000.00
Surplus, Dec. 31, 1916	168,726.85
	\$203,587.25

Expenses per cent. of earnings, 68.60. Passengers carried, 11,518,423. Car earnings per revenue passenger, 3.67c. Transfers, 1,792,579. Total passengers, 13,311,006. Car earnings per passenger, 3.08c. Car mileage, 1,938,492. Gross earnings, per car mile, 21.99c. Operating expenses per car mile, 15.08c. Net earnings, per car mile, 6.91c. Miles of track, 36.080. Gross earnings per mile of track, \$11,835.46.

The report was adopted at the annual meeting at London, Ont., Feb. 7, when C. Currie, Akron, Ohio, was elected a director, and subsequently was elected President in place of E. W. Moore, Cleveland, Ohio, who resigned as director and President. The following are the directors for the current year: C. Currie, Akron, Ohio, President; T. H. Smallman, London, Ont., Vice President; C. B. King, Manager, W. M. Spencer, S. H. Ivey, London, Ont.; P. W. D. Broderick, Toronto, and Sir Herbert S. Holt, Montreal. G. C. Holding, Secretary-Treasurer, resigned in order to devote his time to private affairs, and the Manager, C. B. King, was appointed temporarily to succeed him. Subsequently L. Tait, theretofore Secretary-Treasurer, London & Lake Erie Ry. & Transportation Co., was appointed Secretary-Treasurer.

Answers to Questions on Electric Railway Topics.

Following are replies by W. R. McRae, Master Mechanic, Toronto Ry., to questions sent to the American Electric Railway Association's question box:—

Trolley Shoes vs. Trolley Wheels.—What experience have member companies had in the use of trolley shoes in place of trolley wheels? Do the advantages overcome the objections, especially the increased wear upon the trolley wire?

On many occasions during the early days of electric traction we used sliding trolley contacts, instead of wheels, and saw no undue wear of trolley wire. I doubt that there will be more wear on wire by using trolley shoes as designed now, especially in view of the superior quality of the trolley wire now in use.

What advantages have member companies experienced by equipping their cars with small extinguishers? Where they are used? What method is pursued to prevent theft?

All motor cars on this system are equipped with fire extinguishers. Have found them very useful in putting out or checking fires due to overheated resistance and controller fires. They are car-

ried in vestibule directly behind motor-man, are easily detached and are checked the same as balance of removable equipment. We have had no loss of extinguishers due to theft.

Welding Steel Tools.—Is the welding of high speed steel bits to machinery steel shanks for wheel turning tools practical, and if so, what is the best method to employ?

We use high speed steel bits welded to machine steel shanks for ordinary lathe work, but not on wheel lathe. The tool steel bit is tapered to mat with the V in shank, and oxy-acetylene welded.

Boring Air Compressor Cylinders.—What method is employed by member companies in boring out air compressor cylinders on a mill for boring wheels, or in a lathe?

We bore them on a lathe and grind to finish.

The Street Railway Situation in Halifax.

A meeting of the City Board of Control was held, Feb. 1, which citizens were invited to attend and offer suggestions for the betterment of the street railway service. H. R. Mallison, Secretary-Treasurer, Nova Scotia Tramways & Power Co., and J. A. DeYoung, Assistant Secretary, Halifax Tramway Co., were present, but very few citizens turned up to voice their complaints. The chief cause of any trouble that may have arisen in the service appears to be in regard to overcrowding of certain cars during rush hours. Mr. Mallison stated that crowding could be avoided if the public did not all wish to get on the same car. The company is supplying a 3 minute service, the best that can be given on single track curves and with present trackage facilities. It is almost impossible to get additional cars. The company is seeking them, and has estimates under consideration, as well as studies of trackage for them. Labor is scarce and material not only high in price, but it is exceedingly difficult to obtain deliveries. Replying to a suggestion by one of the controllers that the cars be equipped with air brakes, he stated that the brakes at present in use had been thoroughly gone into by the Public Utilities Commission and deemed by it to be the best for the service.

British Columbia Electric Ry.'s Office Employees' Association.—The B.C.E. Ry.'s office staff has organized with the following officers: Honorary President, Geo. Kidd; President, A. E. Chamberlin; Vice President, E. Rogers; Secretary, P. Lewis; Treasurer, J. V. Armstrong. There are about 400 persons in the 18 departments eligible for membership, and it was stated that about 300 had signified their intention to join. The association is formed to look after the mutual welfare of the company and the office employees. It is the purpose of the members to work together in their own and the company's interest, as they believe they will be able to further their ends by working in a body. Social gatherings may be held from time to time during the year. A schedule of meetings has been made out and a great deal of work planned for the near future.

The Sandwich, Windsor & Amherst-burge Ry. is having the 2 double truck cars, which are being built at Cleveland, Ohio, and which were described in our last issue, equipped with air brakes. Similar equipment will be placed on 6 double truck cars which are now in operation.