

## RAILWAY EARNINGS AND STOCK QUOTATIONS

NAME OF COMPANY	Mileage Operated	Capital in Thousands	Par Value	EARNINGS		STOCK QUOTATIONS												
				Week of Oct. 31		TORONTO				MONTREAL								
				1909	1908	Price Oct. 28 '08	Price Oct. 21 '09	Price Oct. 28 '09	Sales Week End'd Oct. 28	Price Oct. 28 '08	Price Oct. 21 '09	Price Oct. 28 '09	Sale Week End'd Oct. 28					
Canadian Pacific Railway .....	8,920.6	\$150,000	\$100	\$3,224,000	2,446,000	175 174	183½	184½	183½	541	175 174	183½	183½	183½	183½	1010		
Canadian Northern Railway .....	2,986.9			457,300	885,200													
*Grand Trunk Railway .....	3,536	226,000	100															
T. & N. O. ....	334	(Gov. Road)																
Montreal Street Railway .....	138.3	18,000	100	74,463	68,954							192	191½	211½	210½	207½	202	1181
Toronto Street Railway.....	114	8,000	100	75,218	69,724			124	123	122½	180	104½	103½	125	123½	123½	122½	1026
Winnipeg Electric.....	70	6,000	100			168	185		183				167					

\* G.T.R. Stock is not listed on Canadian Exchanges. These prices are quoted on the London Stock Exchange.

## RAILWAY ACCIDENTS FOR OCTOBER.

## Thirty-Nine Killed and Forty Injured.

Character of Accident	Passen- Em- gers ployees				Others Total			
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	4	2	15				2	19
Head-on Collision			7	3			7	3
While shunting			4	3			4	3
Highway crossing					3	2	3	2
Trespassing					8	4	8	4
Fell off freight cars			3	1			3	1
Pitch-in with hand car			1				1	
Adjusting couplings			1				1	
Passengers falling off	2						2	
Working on track			2	1			2	1
Attempt to board moving train			1				1	
Unclassified			1				1	
Working on cars			2				2	
Collision (rear-end)				1				1
Jumping off moving train	1			3			1	3
Struck by water tank			1				1	
Working on cars and engines				2				2
Couplings broke				1				1
Totals	3	4	25	30	11	6	39	40

From the above table it will be observed that men engaged in actual operation of trains figured largely among the victims of the accidents which occurred on the steam railways of Canada during October. Derailments and collisions were responsible for the majority of fatalities relating to employees, while twelve of the accidents, eight proving fatal, were due to trespassing. During the month, thirty-nine persons were killed and forty were injured. Figures relating to the past three months are appended:

	Passen- Em- gers ployees				Others Total			
	K.	I.	K.	I.	K.	I.	K.	I.
1909								
October	3	4	25	30	11	6	39	40
September	0	5	18	15	15	7	33	27
August	4	5	6	8	22	2	32	15

## In the United States.

In this connection some figures regarding the accidents on railways in the United States will be interesting. A report, just issued by the Interstate Commerce Commission, for the year ended June 30, 1909, shows a decrease in the number of casualties. During the year 2,791 persons were killed and 63,920 were injured, as against 3,764 killed and 68,869 injured during the previous year. The total number of collisions and derailments during the second quarter of 1909 was 2,100, and the damage to cars, engines and roadways was \$1,703,642.

## In Great Britain.

It is interesting to note that not a single passenger was killed last year in a train accident in Great Britain. So far as these records go back, there has only been one other year (1901) when this was the case. The average for the past ten years is twenty-one passengers killed and 626 injured. Last year only 283 passengers were injured. Six railway servants were killed, however, and 164 injured in train accidents, and a number were killed and injured in performing their work. The fact that no passengers were killed and that so few were injured shows how safe railway travelling has become.

## On the Electric Roads.

A slight improvement will be noticed in the October returns of accidents on the electric railways, the record for September being especially unenviable. Here are the figures:

October 1909	Killed.	Injured.
Run over	1	1
Fell off		1
Struck	1	10
Derailment		1
Alighting		1
Collisions		14
October 1909 totals	2	28
September 1909	7	32
August 1909	3	27

## Notes of Wrecks.

At London, Ont., a freight train conductor's lamp was extinguished and he was unable to stop a fast eastbound Sarnia freight which collided with his train, wrecking the engine and many cars.

Traffic was delayed twelve hours by washouts on the I.C.R.

Part of a C.N.R. freight train was derailed at Pratt, near Brandon, Man., causing some delay to other trains and wrecking several cars.

A defective rail caused a freight train wreck near Port Hope, Ont. Nine loaded cars in addition to the engine were derailed.

Accidents causing neither loss of life nor injury but resulting in more or less damage to rolling stock and the right-of-way occurred in the neighbourhood of the following stations: Vancouver, B.C.; Orangeville, Ont.; Port Hope, Ont.; North Bay, Ont.; Ellershouse, N.S.; Fernie, B.C.; London, Ont.; Coatsworth, Ont.; White River, Ont.; Saskatoon, Sask.; Halifax, N.S.; Ramsay, Ont.; Grand Falls, N.B.; Edwards, Ont.; Cartier, Ont., and Brandon, Man.

## I. C. R. EARNINGS.

For the first six months of the fiscal year an increase of \$100,000 is reported in the gross earnings of the Intercolonial Railway.

## CAPE BRETON ELECTRIC RAILWAY

## Gross Earnings.

Gross earnings August, 1909	\$ 22,005
" " " 1908	22,958
Operating expenses, August, 1908	11,504
" " " 1908	11,886
Gross earnings for 8 months, 1909	148,388
" " " 1908	159,817

## GUELPH RADIAL RAILWAY

The annual report of the Guelph Radial Railway Board as presented to the City Council on November 1st, shows a net profit for the year of \$6,523.35. The sum of \$6,000 was laid aside for maintenance of plant. Before the city took over the road, under private ownership it was a losing proposition.