

Regina Municipal Railway Finances.

At a meeting of the Street Railway Committee of the Regina, Sask., City Council held Sept. 20, upon consideration of the accounts of the municipal railway for the eight months ended Aug. 30, it was decided to adopt certain altered methods of book-keeping. In accordance with these recommendations the City Treasurer and City Auditor prepared a new statement, which was submitted to the Committee, Oct. 4. They add that while the original statement, which has not been published, was a certified one, the present statement, although the operating accounts are the same, is not. The statement is as follows:—

Income.	
Fares	\$113,022.50
Advertising	1,840.79
Miscellaneous	1,029.41
	\$115,892.78
Expenditure.	
Maintenance of way and structure	\$3,573.63
Maintenance of rolling stock	4,327.74
Conducting transportation	56,135.30
Power	29,729.80
Salaries, insurance and miscellaneous	8,649.34
	\$102,615.81
Surplus of operation carried forward ...	13,276.97
	\$115,892.78
Income.	
Surplus on operation brought forward ...	\$13,276.97
Interest on monthly capital credit balances from Jan. 1 to Aug. 31	4,936.93
	\$18,213.90
Deficit after providing for capital charges	\$31,872.34
	\$50,086.24
Expenditure.	
Capital expenditure to be provided out of revenue, debenture and consolidated stock services.	
Proportion of interest due:	
Jan. 1, 1913	\$ 9,750.00
Jan. 1, 1914	23,500.00
July 1, 1913	9,750.00
(Provided for in revised estimates approved by Council.)	
Sinking Fund:	
Proportion of contribution for 1913	13,145.08
	\$56,145.08
Deduct amount to be charged against property sales receipts, 1912	9,750.00
	\$46,395.08
Interest for eight months at 6% on \$92,278, being amount expended on construction out of property sales receipts	3,691.16
	\$50,086.24

It shows the road to have now a deficit of \$31,872.34, which is slightly more than \$10,000 less than in the Auditor's certified report.

Windsor, Essex and Lake Shore Rapid Railway Annual Meeting.

The report presented at the annual meeting at Windsor, Ont., Oct. 9, showed a gross revenue for the year ended June 30, of \$147,813.39, with operating expenses of \$82,991.22, leaving \$64,822.17 as net operating revenue. Taxes were \$1,871.31, interest on bonds, \$37,500 and other interest \$17,696.19, leaving a net income of \$7,837.37.

A. Eastman, heretofore General Manager, was elected a director, the board for the current year being constituted as follows:—President, W. C. Crawford, Tilbury, Ont.; Vice President and General Manager, A. Eastman; Second Vice President, John P. Pigott, Chatham, Ont.; Secretary, W. R. Philimore, Chatham, Ont.; Treasurer, J. W. McCall, Toronto; other director, E. G. Stevenson, Toronto. J. T. Baird, of Kingsville, Ont. has been appointed Assistant Secretary Treasurer.

The same interests have organized the Mettawas Co., Ltd., to build a summer hotel at a cost of about \$20,000. Its directors

are W. C. Crawford, President; A. Eastman, Vice President and General Manager; J. L. Baird, Secretary Treasurer.

Large Single Truck Cars for Toronto Railway.

The Toronto Ry. built in its shops, and has had in use in regular service since the middle of the summer, a single truck car that, in carrying capacity and size, in all probability exceeds anything ever built in Canada. M. Power, Master Car Builder, having seen a non parallel axle truck, as made in the United States, prevailed upon the management to have a single truck car built, utilizing this truck, as, by its means, a much longer body might be employed. This was done, a single car being built for experimental purposes.

Essentially the car is in almost all particulars the same as the company's latest double truck cars, the body being an almost exact duplicate in design and size, the only differences being in making the platforms at each end slightly shorter, with the space between the cross seats at the end, when used as an open car, closer together than in the double track car. These changes shorten the car slightly, without affecting the seating capacity, making possible a double truck car body on a single truck.

The overall car length is 40 ft., made up of a body length of 29 ft., 5 ft. platforms at each end, and 6 in. bumpers. The overall width is 7 ft. 11 ins. The body contains 14 cross seats, ranged in pairs, back to back, at 4 ft. 2 in. centres, giving a seating capacity of 70. The truck wheels are at 12 ft. centres, and each pair of wheels has a G80 motor, operated from a K10 controller. The truck is equipped with standard air brake apparatus. The car weight complete is 17½ tons.

This car has proved its abilities in service to date, riding very smoothly, and taking sharp curves without trouble. Its experimental use in regular service is to be continued through the winter to demonstrate its worth under those conditions, and if its operation is satisfactory, it will doubtless be followed by additional cars of the same type.

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry. and Allied Companies.—Gross earnings for August, \$770,628; operating expenses, maintenance, etc., \$566,541; net income, \$204,087, against \$675,272 gross earnings; \$480,341 operating expenses, maintenance, etc.; \$194,931 net income for Aug., 1912. Aggregate gross earnings for two months ended Aug. 31, \$1,526,571; net earnings \$410,083, against \$1,325,517 aggregate gross earnings; \$376,899 net earnings, for same period 1912.

A prospectus was issued in London, Eng., recently offering £650,000 4½% perpetual guaranteed debenture stock of the Vancouver Power Co., Ltd., guaranteed unconditionally as to principal and interest by the B. C. Electric Ry. Co., and ranking identically, when fully paid, after Jan. 9, 1914, with similar stock quoted at the date of the prospectus at 92 to 94. The price of issue was 88.

A resolution was passed by the Vancouver City Council, Oct. 9, that overtures be made to the company, with a view to purchasing the lines in the city. The proposition is of a general character, and does not disclose any basis of negotiation.

Cape Breton Electric Co.—Gross earnings for August, \$33,454.18; operating expenses and taxes, \$17,299.94; net earnings, \$16,154.24; interest charges, \$4,891.67; balance, \$11,262.57; bond sinking and improvement

funds, \$1,190; net balance, \$10,072.57, against \$31,598.38 gross earnings; \$16,100.77 operating expenses; \$15,497.61 net earnings; \$4,495.83 interest charges; \$11,001.78 balance; \$1,206.67 bond sinking and improvement funds; \$9,795.11 net balance, for Aug., 1912.

Grand Valley Ry.—Brantford St. Ry.—An adjourned meeting of shareholders was called for Oct. 31, to consider a report of a special committee. It is said that the committee decided to recommend that an appeal be made against the recent judgment as to the Brantford St. Ry., and that no offer for the settlement of the company's affairs with the city of Brantford be made.

Halifax Electric Tramways Co.—The Nova Scotia Public Utilities Commission has decided that there is no reason why the company should not pay off its bond issue by the issue of shares as proposed, but it decided not to grant the application to issue \$600,000 new capital, on the ground that sufficient evidence had not been produced as to the propriety of the proposed method of financing.

Lethbridge Municipal Ry.—Earnings for September, \$4,675; and for nine months ended Sept. 30, \$44,242.02. Number of passengers carried in September, 112,266.

Montreal and Southern Counties Ry.—Following are the officers and directors elected for the current year at the recent annual meeting:—President, W. Wainwright; Vice President and Treasurer, F. Scott; Secretary, J. A. Yates; other directors, W. H. Biggar, K.C., and W. H. Ardley. W. B. Powell is General Manager.

Montreal Tramways Co.—The second call of \$10 a share upon the new stock issued April 15 is due Nov. 3.

Montreal Tramways Co.—There has been listed on the New York stock exchange, \$13,335,000 of first and refunding 30-year 5% collateral trust notes, series A, falling due in 1941.

Regina Municipal Ry.—Passenger receipts for Sept., \$17,950.65. The number of passengers carried was 439,993, and including transfers, 502,898.

Toronto Ry., Toronto and York Radial Ry., and allied companies.—Gross earnings for August, \$850,222; operating expenses, maintenance, etc., \$411,300; net earnings, \$438,922, against \$727,925 gross earnings; \$325,519 operating expenses, maintenance, etc.; \$402,406 net earnings, for Aug., 1912. Aggregate gross earnings for eight months ended Aug. 31, \$6,317,674; net earnings, \$3,098,367, against \$5,453,100 aggregate gross earnings; \$2,821,327 net earnings, for same period 1912.

Gross earnings for Toronto Ry. for September, were \$549,859.35, against \$496,359.70 for Sept., 1912. The percentage paid to the City in Sept. was \$43,988.75, and in Sept., 1912, \$39,788.78.

Windsor, Essex and Lake Shore Rapid Ry.—The annual meeting was held at Windsor, Ont., Oct. 10. Following are the officers and directors for the current year:—President, W. C. Crawford; First Vice President and General Manager, Albert Eastman; Second Vice President, John Pigott; Secretary, W. R. Philmore; Treasurer, J. W. McCall; other directors, E. G. Stevenson and W. T. Pigott; Assistant Secretary-Treasurer, J. L. Baird.

Winnipeg Electric Ry.—Gross earnings for August, \$340,507; operating expenses, \$184,335; net earnings, \$156,172, against \$303,764 gross earnings; \$162,431 operating expenses; \$141,333 net earnings for Aug., 1912. Aggregate gross earnings for eight months ended Aug. 31, \$2,649,702; net earnings, \$1,186,294, against \$2,427,830 aggregate gross earnings; \$1,133,895 net earnings for same period 1912.