

lying districts, this being a very important matter to any city seeking industrial development, being one of the chief items that have to be considered by artisans and skilled laborers coming from other centres of industry; facilities for cheap living being a great factor in the choice of localities for work.

With an ever increasing population, the question of cheap living becomes more acute every day, and there is no doubt the street railway system will materially reduce the present high prices prevailing.

The supply of fresh milk is also a highly important matter for the city—the very fact of cows having to be kept by citizens proves conclusively the urgent need for cheap and rapid transportation of this every-day commodity. The ideal scheme would be to have a series of collecting centres for farm produce such as milk, vegetables, poultry and fruit, conveying the same direct to a central market for general distribution. Apart from this it would save the farmers' time as there would be no long, tedious journeys to make, consequently giving better opportunities for cultivating and supplying such produce as the city demands.

The advantages following the adoption of a street railway service are many and varied. Excursions can be arranged at an hour's notice; parties can be taken to any part of the system; visitors can make the circuit of the city with a minimum waste of time. What a field they open up for the citizens, who, after a busy day in the crowded centre of the city, desire a quiet run to the lake, or further afield as the city grows.

But the street railway systems have far more important functions than mere excursions; they are the main and foremost means of solving the housing question. By their aid the worker is enabled to reside a few miles away from his work with ample land for growing all his vegetables, etc., which is a very important element in a city with an ever increasing laboring population.

Having in view the rapid and ever-growing progress of the city and the immediate expansion actually required for its present population together with the other advantages briefly alluded to, every endeavor should be made to have street railways adopted—whether they are run under a franchise or the city's administration, this is another question.

I have refrained from all technicalities in an endeavor to bring out a few of the general advantages accruing to the community from a street car service. There are many side issues omitted; the arguments advanced, however, may in some little measure assist a few of the citizens in their decision to support street railways, thus adding one of the strongest links in the city's chain of progress for its commercial advancement and prosperity.

ELECTRIC RAILWAYS OF CANADA.

Transportation is the great problem of to-day in Canada. The electric railways are doing something to assist and the information furnished by J. L. Payne, Comptroller of Statistics, in a report for the year ending June 30th, 1909, is of value as well as interest. According to Mr. Payne the total mileage of electric railways in Canada in 1909 may be put at 988.97. This would show a decrease of 3.06 miles, as compared with 1908; but there was actually an increase. There has all along been confusion on the part of reporting lines as to the proper method of computing mileage, due almost wholly to the lack of a specific classification on the subject. That difficulty has been removed, and hereafter the facts in relation to mileage will be returned on a uniform basis. The mileage of 988.97 for 1909, following the

analogy of steam railways, refers to first main track. The details with respect to mileage are as follows:—

Length of first main track	988.970
Length of second main track	215.057
Total length of main track	1,204.027
Length of sidings and turnouts	83.624
Total, computed as single track	1,287.651

It is not possible to turn back and revise the returns for preceding years, and the figures as reported are used in the following summary relating to mileage:—

1901	674.58*
1904	766.50
1908	992.03
1909	988.97

*Improperly included double track and sidings.

Capital Liability

The paid-up capital on June 30th, 1909, aggregated \$91,604,989, as against \$87,409,885 in 1908. The increase was therefore \$4,195,104.

Earnings and Operating Expenses

The gross earnings for the year 1909 were \$14,824,936.55, showing a gain of \$817,887 over the preceding year.

The following is a comparison of earnings for the years 1907, 1908 and 1909:—

	1907.	1908.	1909.
Passenger	\$12,013,421	\$13,233,724	\$14,080,755
Freight	344,367	346,021	386,092
Mails and express	41,951	54,883	110,452
Other earnings.. ..	233,190	372,421	34,185
Total	\$12,630,430	\$14,007,049	\$14,611,484

The decrease in "other earnings" for 1909 is accounted for by a change of classification, which limited this item to "other car earnings," and transferred sums previously credited under this head to "miscellaneous income," which forms part of the account dealing with net income.

The balance sheet for the year 1909, prepared in accordance with the new form shows a net income of \$4,716,308.75.

It must be remembered, of course, that the operating expenses include \$246,192.77 of net loss by certain railways.

The above net income was equal to 5.13 per cent. on the electric railway capitalization of \$91,604,989.

The operating expenses for 1909 were \$8,884,690.71.

The above operating expenses were equal to 59.93 of the gross earnings. In 1908 the proportion was 62.08.

Public Service

The electric railways of Canada carried 314,026,671 fare passengers in 1909, and 81,670,945 transfer passengers—making 395,697,616 in the aggregate.

Employees

The number of employees in 1909 was 10,557—a gain of 603 over 1908. The aggregate of salaries and wages paid to this staff was \$6,761,281.12. This sum was equal to 77.84 per cent. of the total operating expenses.

Accidents

The return of accidents for 1909 shows 68 persons killed and 2,139 injured—an increase over 1908 of one in the number killed and 256 in the number injured.

These accidents were divided up as follows:—

	Killed.	Injured.
Passengers	11	1,303
Employees	7	218
Others	50	618
Total	68	2,139