

## Toronto, Hamilton and Buffalo Railway Co's Annual Report.

Following are extracts from the annual report for the calendar year 1916: The report covers the operation of mileage as follows: Main line, 79.88 miles; branches, 20.13 miles; lines operated under trackage rights, 4.36 miles; total road operated, 104.37 miles. The decrease of 2.14 miles in road operated, as compared with the previous year, is due to a reduction of 7.39 miles, caused by a reclassification of tracks, partly offset by the extension of the Dunnville Branch from Dunnville to Port Maitland, 5.25 miles.

	1916.	1915.
Rail operations		
Revenue . . . . .	\$1,870,236.68	\$1,404,319.55
Expenses . . . . .	1,144,868.67	899,636.37
Net revenue . . . . .	\$725,368.01	\$504,683.18
Percentage of expenses to revenues . . . . .	(61.22)	(64.06)
Railway tax accruals . . . . .	\$20,338.78	\$12,497.23
Uncollectible railway revenues . . . . .		1.20
	\$20,338.78	\$12,498.43
Railway operating income	\$705,029.23	\$492,184.75
Other income . . . . .	87,849.05	624,278.67
Gross income . . . . .	\$792,878.28	\$624,278.67
Deductions from gross income—		
Joint facility rent . . . . .	\$11,451.00	\$8,774.40
Interest on funded debt . . . . .	181,144.44	171,200.00
Interest on unfunded debt . . . . .	40,307.82	68,617.07
Interest on equipment trust notes . . . . .	46,125.00	52,872.00
Total deductions from gross income . . . . .	\$279,028.26	\$301,466.47
Net income . . . . .	\$513,028.26	\$301,466.47
Dividends (two aggregating 2.25%) . . . . .	101,531.25	
Surplus transferred to profit and loss . . . . .	\$412,318.77	\$322,812.20
Amount to credit of profit and loss		
Dec. 31, 1915 . . . . .	\$1,275,481.70	
Add surplus for 1916 . . . . .	412,318.77	
Add sundry adjustments (net) . . . . .	138.81	
	\$1,687,939.28	
Deduct discount, commission and expenses, Consolidated mortgage bonds of 1906, Series A . . . . .	\$204,627.54	
Deduct abandoned property . . . . .	450.00	
	205,077.54	
Balance to credit of profit and loss		
Dec. 31, 1916 . . . . .	\$1,482,861.74	

Freight revenue during the year was \$1,239,211.10, an increase of \$341,344.21, due to a large volume of traffic handled, there has been a substantial tonnage increase in early all commodities. Passenger revenue was \$422,460.14, an increase of \$55,140.76, due to a general increase in traffic and to increased average distance each passenger was carried. Express revenue was \$36,644.57, an increase of \$8,191.89, due to a general increase in business. Switching revenue was \$109,137.54, an increase of \$28,373.71, and demurrage revenue was \$32,518.50, an increase of \$27,574.10, largely due to increased activity of industries at Hamilton and Welland. Dining and buffet revenue was \$20,907.72, an increase of \$6,015.77, due to increased passenger business. Operating revenues from all other sources decreased \$633.31. Operating expenses were \$1,144,868.67, an increase of \$245,232.30, and were 61.22% of the operating revenues, which is 2.84% less than the operating ratio of the previous year. An increased expenditure on maintenance of way and structures was largely due to relaying more rail than in the previous year and to higher rates paid for labor. In order to handle the increasing tonnage it was

found necessary to make large expenditures in maintaining and improving the power and freight train cars, notwithstanding the higher cost of labor. A number of old flat and box cars were retired, and three locomotives were replaced with power of improved type. The increase in transportation expenses is due to increased cost of labor, fuel and materials and also to the larger force made necessary in handling the greater volume of business. The increase in miscellaneous operation expenses is due to a general increase in business. The increase in general expenses is due to increased cost of supervision and miscellaneous expenditures. The decrease of \$44,244.87 in other income is mainly attributable to the falling off in the credit balance for hire of equipment, on account of the greater number of foreign cars used.

On the extension of Dunnville Branch, from Dunnville to Port Maitland, 5.25 miles, \$174,624.95 was spent. There

Class of Locomotive.	COAL.		WOOD.		OTHER FUEL.		Total.	Miles. Run.
	Anthracite	Bituminous.	Hard.	Soft.	Oil.	Charcoal		
Freight . . . . .	2,666	5,090,339	1,716	59,532	28,097,737	9,272	5,273,546	66,491,134
Passenger . . . . .	1,129	1,845,382	1,163	34,553	14,438,906	5,236	1,938,619	42,215,551
Mixed . . . . .	1,050	413,648	131	5,906	906,513	480	421,425	7,610,281
Switching . . . . .		1,027,949	529	21,752	3,675,157	2,820	1,053,739	23,536,669
Special . . . . .	55	265,237	98	4,431	1,845,617	484	307,794	5,062,313
Total . . . . .	4,899	8,672,455	3,637	126,174	43,963,980	13,292	8,995,123	144,966,448

were issued and sold, at 90% of par, \$2,000,000 4½% consolidated 50-year gold bonds, series A, out of the \$10,000,000 authorized. The proceeds were used to reimburse the treasury for expenditures on construction of a branch line, Smithville to Dunnville, 14.90 miles, and other additions and betterments and to provide for future corporate purposes.

The Toronto, Hamilton & Buffalo Navigation Co. was incorporated July 7, 1916, under Ohio State laws, with a capital stock of \$400,000, all of which has been acquired and is held by the T.H. & B.R. Co. The navigation company operates a steel car ferry boat—Maitland No. 1—between Port Maitland, Ont., and Ashtabula, Ohio, approximately 91 miles, in connection with this company's line, which has, during the year, been extended from Dunnville to Port Maitland. The operation of this boat was commenced Oct. 20, 1916, and for the period ended Dec. 31 there was a resulting surplus of \$6,333.63, the additional benefit of this company being increased earnings of approximately \$44,000, thus justifying the wisdom of the directors in extending the road from Dunnville to Port Maitland, and establishing a ferry connection with the railways to the south of Lake Erie at Ashtabula. The assurance given by the Government that the dredging of Port Maitland harbor and the Grand River would be done to the end that a sufficient depth of water may be afforded for the handling of the largest vessels operating on Lake Erie, has been in considerable part fulfilled. During the past season about 800,000 yards of dredging has been done at the expense of the Government, and the material removed has in large part been deposited on the low lands owned by the company, fronting on the river, thereby greatly improving their value for industrial development. The dredging

performed by the Government included the excavation for a turning basin opposite the car ferry slip, and the river has now a navigable depth for about two miles from Port Maitland, with a channel approximately 500 ft. wide. There is every reason to expect that dredging operations will be continued next spring and completed as nearly as is practicable, ultimately resulting in a navigable channel approximately 500 ft. wide, and having a minimum depth of 21 ft. for approximately 4 miles from the port. The plans contemplate dredging of another turning basin in the upper reaches of the river.

### Fuel Consumption on Railways in 1915-16.

The consumption of fuel of all kinds by locomotives on Canadian railways increased from 5,608,954 tons in the year ended June 30, 1907, to 8,995,123 tons in the year ended June 30, 1916. The average cost per ton in the last statistical year was \$3.11, against \$3.02 for the immediate previous year. Following is the analysis of the figures:

### Reduction of Passenger Train Service in the United States.

In order to facilitate movements and release passenger train crews for other work, U.S. railways are making drastic reductions, compared to which those made in Canada early this year appear mild. The Pennsylvania, on its lines east of Pittsburg alone, has eliminated 102 trains, or more than double the number taken off the whole of the Canadian railways. This will cut down the passenger movement by an amount equivalent to 2,268,000 train miles a year, or over 6,500 train miles every week day. A number of parlor cars, restaurant cars and observation cars are being discontinued. The Boston & Maine has taken off 255 trains, or more than five times the number taken off in Canada, saving approximately 41,000 train miles a week. Strenuous efforts are being made to increase the carload and to impress on merchants the importance of rapid unloading, so that freight equipment may be kept busy to its utmost capacity, and terminals be kept clear. The U.S. railways realize that speed in freight movement is one of the greatest aids they can give to help to win the war, and, according to all reports, are achieving remarkable results.

**Contractors' Suit.**—A difference between James McDonald and Thomas McIlvenna, railway contractors, involving the question of a signature to a receipt for \$1,000, was investigated before Judge Scott at Smiths Falls, Ont., July 10. McIlvenna, who had a subcontract for some C.P.R. work from McDonald, declared that his name had been forged on a receipt for \$1,000 by McDonald. After a full investigation McDonald was acquitted of the charge.