

tramway lines,

1909.

Total Capital Expenditure.

\$
30,200,000
16,100,000
9,000,000
6,200,000
5,000,000
4,500,000
3,475,000
2,500,000
15,800,000
15,000,000

Operating Expenses, Per Mile.

Cents
11.2
10.8
10.4
10.34
10
8.8
10
6

The following is a table showing in condensed form statistics as to the operating expenses of the main groups of lines of travel in and about New York City for the year 1908, divided broadly into "elevated and underground" (what we have termed "exclusive transit" and "surface lines"):

STATISTICS OF OPERATING EXPENSES ON LINES OF EXCLUSIVE TRAVEL IN NEW YORK, YEAR 1908.

Name of System.	Gross Receipts	Per Car Mile in Cents.	Operating Expenses in Dollars.	Operating Expense as percentage of gross receipts.
Hudson & Manhattan R. R.	\$ 222,416	37	229,680	103 (note)
Interborough R. T. Co. .	24,609,505	10	10,722,604	43
Brooklyn R. T., El. Div.	7,350,582	17	4,742,935	64
Totals and averages, Elevated and Underground	32,272,503	21	15,695,309	49
Manhattan Surface Lines	18,731,905	22.85	13,873,146	74
Bronx Surface Lines....	2,135,134	15.75	1,822,076	85
Brooklyn Surface Lines:				
Brooklyn R. T.	12,152,115	18.57	7,027,519	65
Other roads	1,645,801		1,304,645	79
Queens Electric Road . .	1,526,032	17.62	1,237,128	81
Richmond Electric Roads	563,822	17.01	488,407	87
Richmond Steam Roads..	915,355	22.06	739,210	81
Totals and averages, Surface Roads.....	37,669,464	15.61	27,392,131	72

NOTE.—In the last report of this road, April 13, 1910, this percentage is as low as 39; at the date of the table (1908), the line had only just been opened.

It may also be noted, the expense of operating per car mile (though this is a rather inconstant factor) works out as follows:

On underground and elevated 11.3 cents.
On surface street railways 20.0 cents.
On steam railways 23.0 cents.

The foregoing facts have been collected and presented in this report as a means of judging whether in the case of Toronto it is desirable to provide at this stage some additional relief, other than street railway additions, to the present and future congestion of traffic, and if so what would be the best means of attaining such an object.

First of all, one must clearly dissociate one's mind from the somewhat natural idea that only cities of the largest size are called on to provide themselves with what we call "exclusive lines" of travel, by which is meant, as