

RAILWAY EARNINGS; STOCK QUOTATIONS.

The following table gives the latest traffic returns it is possible to obtain at the time of going to press:

Road	Wk ended	1910	Previous week	1909
C. P. R.	Oct. 7	\$2,243,000	\$2,933,000	\$2,175,000
G. T. R.	Sept. 30	1,237,013	949,498	1,179,150
C. N. R.	Oct. 7	325,900	453,300	298,200
T. & N. O.	Sept. 30	33,503	25,022	50,050
Hal. Elec.	Sept. 30	6,775	4,479	7,863

Figures showing the earnings of Canadian roads since July 1st, this year and last, are appended:

Road.	Mileage.	July 1st to	1910.	1909.
C. P. R.	10,326	Oct. 7	\$28,944,000	\$17,475,000
G. T. R.	3,536	Sept. 30	11,116,111	11,301,982
C. N. R.	3,180	Oct. 7	3,923,300	3,025,600
T. & N. O.	264	Sept. 30	334,589	437,527
Hal. Elec.	13.3	Sept. 30	66,093	62,500

Stock quotations on Toronto, Montreal and London exchanges, and other information relative to the companies listed in the above tables, are appended. The par value of all shares is \$100.

Co.	Capital. 000's Omitted.	Price Oct. 7 1909.	Price Sept. 29 1910.	Price Oct. 6 1910.	Sales week.			
C. P. R.	\$150,000	187 1/2	193	192 3/4	196	1,375		
Mont. St.	18,000	214 7/8	214 1/2	245	239	238	236 1/2	1,334
Hal. Elec.	1,400	118	115 1/2	129	130	127	12	
Tor. St.	8,000	124 1/2	124 1/2	123 5/8	124	123 1/2	141	
G. T. R.	226,000	1st pfd., 111; 2nd pfd., 56 2/3; com.					26 3/4	

CALGARY RAILWAY SHOWS BIG EARNINGS IN SEPTEMBER'S STATEMENT.

The street railway system earned \$9,189.39 for the city of Calgary during the month of September. The total revenue was \$19,293.76, and the operating expenses \$10,104.37.

The total number of rides taken on the cars last month was 464,543, and the cars ran a total of 60,666 miles. The hours during which the cars were running totalled 7,219 and the cars earned \$31.32 a mile and \$2.63 an hour per car.

The passenger earnings alone were \$19,003.10, and earnings from miscellaneous sources totalled the balance, \$290.66. The cost of maintenance was \$10,104.37, divided between the departments as follows:

- Operating expenses, \$474.06.
- Maintenance and equipment, \$1,978.
- Transportation, \$7,302.03.
- General expenses, \$1,250.28.

The proportion of expenses to revenue was \$52.371.

The red car line is the champion earner, \$8,769.35 was taken in by conductors on the red cars, and the blue comes next with \$7,767.70. The white cars earned \$2,553.78.

The passengers carried were divided as follows: Red cars, 211,756; blue cars, 190,161; white cars, 62,626.

The miles covered by the cars on the respective routes: Blue, 29,250; red, 23,260; white, 8,156.

The above figures show that while the blue cars covered more distance than the reds, the latter cars carried more passengers. The red cars earned \$3.07 per running hour, the blues \$2.33, and the whites \$2.41.

GRAND TRUNK'S GOOD EARNINGS.

The Grand Trunk system reports for August and two months as follows:

	1910.	1909.
Aug. gross	\$3,063,744	\$2,916,086
Net	852,930	815,202
2 mos. gross	5,598,720	5,663,810
Net	1,563,462	1,558,400

THE BRITISH COLUMBIA ELECTRIC RAILWAY REPORT FOR AUGUST AND EIGHT MONTHS ARE AS FOLLOWS:

	1910.	1909.
Aug. gross	\$302,121.00	\$242,016.00
Expenses	170,083.00	128,442.00
Renewals and maintenance	\$132,038.00	\$113,574.00
Estimated income from loans and investments	22,626.00	16,394.00
Net	\$109,412.00	\$ 97,180.00
8 mos. gross	\$131,412.00	\$113,680.00
Net after dep. & amortization	\$585,656.00	\$462,681.00
	\$239,277.00	\$211,698.00

TORONTO STREET RAILWAY.

City's Share is \$34,313. Percentage of the Street Railway Company's Receipts for September.

The gross receipts of the Toronto Railway Company for September were \$428,924, an increase of \$47,000 over September, 1909. The city's percentage, for which the City Treasurer received the cheque, was \$34,313, as compared with \$30,546 last year, and \$22,512 in September, 1905.

Following is the statement:

	Receipts.	Percentage.
Sept. 1910	\$428,924.12	\$34,313.93
Sept. 1909	381,835.97	30,546.88
Sept. 1908	356,437.85	28,515.03
Sept. 1907	337,882.00	27,030.56
Sept. 1906	312,748.53	25,019.88
Sept. 1905	281,040.19	22,512.33

ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

(Continued from page 507).

11845—September 30—Relieving, for the present, the G.T.R. from providing further protection at the crossing of the highway at Mitchell, Lots 26 and 21, in 1st Concession, Township Fullerton, County Perth, and Province of Ontario, at mileage 128 1/2 from the east, being first crossing east of Mitchell Station.

11846—September 27—Dismissing the application of George Nicholas Smith, of the Township of Clarke, in the County of Durham, Ontario, for an Order directing the C.N.O.R. to construct an overhead bridge over its line across the property of Geo. Nicholas Smith, on Lot No. 3, in the 4th Concession, Township Clarke.

11847—September 30—Approving the location of the Alberta Coal Branch of the G.T.R., mileage 0 to mileage 37, from Section 6, Township 53, Range 18, to Township 48, Range 21, west 5th Meridian, District of North Alberta, Province of Alberta.

11848—September 30—Amending Order No. 9980, made upon the application of the C.P.R., and authorizing that company to open for the carriage of traffic the extension of its Lacombe Branch from Stettler to Castor, and limiting the speed of trains to fifteen miles an hour, by substituting the word "twenty" for the word "fifteen" in the fifth line of the operative part of said Order.

11849—September 30—Authorizing the C.P.R. to construct a bridge over the South Saskatchewan River, near Outlook, Moose-Jaw North-West, Western-Division, Province of Saskatchewan.

11850—October 1—Authorizing the C.P.R. to reconstruct bridge No. 42.1 on the London Subdivision, Ontario Division, of its line of railway.

11851—October 1—Authorizing the C.P.R. as lessee exercising the franchises of the Toronto, Grey and Bruce Railway to construct, maintain, and operate an industrial spur across Tucker Street, and over the lands of D. Kennedy, as shown on the plan and profile, and described in the book of reference deposited in the Registry Office for the County of Wellington.

MARKET CONDITIONS.

Montreal, October 11th, 1910.

So far as industrial conditions in the United States are indicated by the business of the United States Steel Corporation they are unfavorable. The orders taken by the United States Steel Corporation show a shrinkage of over 300,000 tons. The unfilled business is apparently about 3,200,000 tons, and it is considered that this is very near a low record level. The