itself about 80,000. The line would give connection with the C.P.R. at Wingham, and with the G.T.R. at the points indicated on the map. By these connections considerable business in freight and express goods would be secured to outside points, with the carriage of the mails along the route of the belt itself. The regular local freight and passenger traffic to such places as Bayfield, Dungannon, Varna and other villages not now on any line of railway, would be an item in the traffic returns; while the light freight from Goderich to the tributary towns in fruit, eggs, butter and produce in such a fertile district would be large,

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basing calculations on what has been done in the case of similar roads in other parts of Canada. The organ factory, the bicycle factory and other industries of Goderich will contribute their quota. The summer excursion traffic in a place like Goderich is an important item. On this subject one of the members of the committee says:—

"Country excursions to Goderich during the summer months would be very large and of daily occurrence, and from all points the Saturday passenger traffic to Goderich, to remain over to Monday, would be specially heavy. We are providing for accommodation to a large extent over former years for Americans and others frequenting our town as a summer resort, as we find the demand for such is increasing enormously. Speaking moderately, such a road as we contemplate would need to run trains both ways out of Goderich at least every hour during summer, and it would require two passenger coaches and one freight at least upon every train to carry the traffic.

"Steamers on Lake Huron would feed the road, especially in passenger traffic, and hundreds of visitors would take daily advantage of the "round trip," which would pass through the finest agricultural county in Ontario. Goderich being the county town, there would be a steady traffic to and from it the year over for business purposes, and the connections would easily be such with all points that people could come, transact their business and return home same day, which can now only be done from two or three points. With regard to fruits, in a good season we can easily ship basket fruits by the car load, and now that the young orchard area coming into fruit is larger than in almost any other county, it is reasonable to calculate upon largely increased trade. Besides all this, the fact that Goderich is a solid town and one of the few growing rapidly, with an assurance of yearly increased population and accommodation for summer visitors, and fast becoming an important manufacturing point, prospects of increasing trade are assured."

Considering these many advantages and the fact that good water power can be had at five different points on the line, the proposed Goderich belt line should yield a good return to street railway investors. A. McD. Allan, of Goderich, is chairman of the committee having the enterprise in hand.

ELECTRICAL STATISTICS OF CANADA.

THE CANADIAN ENGINEER is indebted to George Johnson, the Statistician of the Dominion Government, for some interesting data regarding the progress and present status of the electric railways, telegraphs, etc., of Canada. The present value of the electric railways, telegraphs, etc., of the Dominion is given by Mr. Johnson as follows:—

Telegraphs and cables	\$7,000,000
Railways	13,000,000
Telephones	1,000,000
Electric Light Works	6,000.000
	\$27,000,000

The first cable laid in Canada was between P. E. I. and the main land, and was laid in 1852. The cable between Cape Breton and Newfoundland was laid in 1856. The telephones of Canada have 44,000 miles of wire, and 35,000 instruments. The Dominion Government own 238 miles of telegraph cable line, the total miles of their land lines being 2,500. There were in 1891, eighty electric light works in Canada, with a capital of \$4,773,771, employing 763 hands, and paying annual wages of \$297,700. The annual value of output was \$1,154,150. The previous census of 1881 showed only two hands as being employed in electric works.

There were at the end of 1894, 368 miles of electric railway in Canada, making 73 miles to each million of people. There were 658 motor cars, 341 trailers, 39 snow sweepers, and S91 motors. In 1894 the number of miles run was 15,587,226, and the passengers carried 55,348,612. The different electric railway companies had 2,614 employés and a paid-up capital of \$13,035,263. In 1893 there were only 256 miles of electric railway, the increase for the year being 112 miles. Every province now has electric railways except P.E.I. To show the progress and present position of electric railways in Canada as compared with other countries, the following table is given :

In all Europe......434 miles in operation and 1,236 cars.

	Outmany			-	032	
- 84	France	**	*6		152	•
64	Austria-Hungary. 28	- 61	-44	••	129	

,	England	42	45	**	 125.	••
	•			•		

The steam railways of Canada carried in 1894 14,500,000 passengers, or only about one-fourth the number of the electric railways. If the patronage of electric roads had been equally distributed each person in Canada would have been carried twelve times by electricity.