

BRITISH COLUMBIA ELECTRIC RAILWAY.

New rules promulgated by the government of British Columbia will mean that the British Columbia Electric Railway Company will have to invest considerable money in new cars before the first of 1911. The principal regulation is in regard to overcrowding. In Vancouver, particularly, all cars are filled not only in rush hours but also in the early morning. With the new law in force, not only will the company be liable if this continues, but also those who crowd the car after it has its maximum number of passengers according to law. To carry the passengers offering, the number of cars will have to be almost double what it is now. If passengers are not taken care of, there is a provision in the agreement with the city to be invoked.

After a fight of several months' duration, it looks as if Point Grey will come to the British Columbia Electric. The by-law passed by the ratepayers last January was quashed, and since then no cars have been running in Point Grey. There has been complaint from many ratepayers. Now it is proposed to re-submit the by-law to the ratepayers with the necessary alterations, and on September 7th, the voting will take place. With no cars running, building has not been so active in Point Grey as was anticipated early in the year, though the sections reached by the city cars have gone rapidly ahead.

CANADIAN NORTHERN RAILWAY AND VANCOUVER.

The Canadian Northern and the city of Vancouver are still negotiating about a location on False Creek, and it is probable that an agreement will be reached, for the railway wants to get a site for terminals and the city wants the railway. The railway is willing to recoup the city for the \$600,000 necessary to extinguish certain riparian rights, the borrowing of which money was approved by the ratepayers two weeks ago. In addition, it proposes certain improvements. On the other hand, some of the aldermen favor a rental basis, suggesting \$120,000 per annum, this being reached by a valuation of \$20,000 an acre.

After a long rest, the canal project between the head of Burrard Inlet and Pitt River has been revived. This would give the world-famed Coquitlam a sort of direct water connection with the sea.

RAILROAD EARNINGS.

The following are the railroad earnings for the week ended August 21st:—

	1911.	1912.	Increase or decrease.
C. P. R.	\$2,267,000	\$2,694,000	+ \$427,000
G. T. R.	993,677	1,097,394	+ 103,717
C. N. R.	307,500	372,900	+ 65,400
T. & N. O.	37,499	31,899	— 5,600
Halifax Electric	5,706	6,308	+ 602

The gross earnings of the Canadian Pacific Railway for July, 1912, amounted to \$12,052,399, the working expenses were \$7,604,222, leaving as net profits \$4,448,177. In July, 1911, the net profits were \$3,703,028. The increase in net profits over the same period last year is therefore \$745,149.

The statement of earnings and operating expenses of the Canadian Northern Railway Company for July shows an increase in net earnings over July, 1911, of \$133,000:—

	July, 1912.	July, 1911.	Inc.
Gross earnings	\$1,829,700	\$1,475,900	\$353,800
Expenses	1,335,100	1,114,300	220,800
Net earnings	494,600	361,600	133,000
Mileage in operation ..	4,297	3,711	586

CHEAKMUS RIVER POWER.

Messrs. Bloedel, Stewart and Welch, Limited, are applying for permission to develop a valuable water-power on the Cheakmus River, which empties into Howe Sound. The enterprise will be one of the largest of its kind in the province and if carried out will mean the expenditure of several million dollars. Messrs. Stewart and Welch are well known in Canada, being railway contractors, and the proposed power is located close to the route of the Pacific Great Eastern Railway, which will extend from Howe Sound to the north. Sufficient electrical energy may be generated to operate a large section of the railway and also for lighting and power purposes all through the district at the head of Howe Sound.

PERSONAL.

MR. R. F. PACK, general manager of the Toronto Electric Light Company, has tendered his resignation to the directors of that company.

MR. C. R. REDFERN has been appointed roadways engineer of the Department of Works, city of Toronto, in succession to Mr. A. A. Kinghorn, B.A.Sc., who has been appointed in charge of the day labor construction throughout the city.

C. H. C. WRIGHT, B.A.Sc., professor of architecture in the Faculty of Applied Science and Engineering, University of Toronto, has been elected recently a Licentiate of the Royal Institute of British Architects. It is not often this comes to a Canadian, and we congratulate Professor Wright most heartily on the honor.

MR. W. FRANK EVANS has been appointed manager of the new Concrete Reinforcement Department of Alfred Rogers, Limited. Mr. Evans will be remembered as the former chief engineer of the Expanded Metal and Fireproofing Company. He will attend to the sales of "Steelcrete" concrete reinforcement, for which Mr. Rogers has obtained



W. FRANKLYN EVANS.

the agency from the Consolidated Expanded Metal Companies of Pittsburg. Alfred Rogers, Limited, have already had extensive experience in concrete construction through the work of the cement sales department, which Mr. J. Lavelle has managed most capably ever since its organization some years ago.