

Projects, Construction and Betterments.*(Continued from page 487.)*

Branch to Oakville, were under discussion, and certain difficulties were adjusted. Construction is being proceeded with in the vicinity of Port Credit, and it is understood that the grading is to be gone on with right through. The line has been completed from Mimico to the Etobicoke River.

During a thunderstorm on Sept. 12, the Mimico division car barns near Toronto were struck by lightning and burned, together with several cars, and a quantity of tools. The barns are to be rebuilt at once. (Sept., pg. 427)

Windsor, Essex and Lake Shore Rapid Ry.—A Detroit, Mich., press report states that the provisional directors, at a meeting held Sept. 19, decided to begin construction within a few days. The company, it was stated, had secured its right of way from Windsor to Chatham, Ont., via Maidstone and Tilbury. We think that statements in regard to this project should be accepted with caution. (June, 1904, pg. 193.)

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Gross earnings, railway and lighting, \$89,398; working expenses, \$45,975; renewal funds, \$8,500; net earnings \$34,923, against net earnings of \$25,696 for July, 1904. Approximate income from investments \$5,467, making the net income for the month \$40,390. The gross receipts for July include receipts from C.P.R. line to Steveston operated by electricity under recent agreement.

Halifax Electric Tramway.—Railway earnings for Aug. \$17,754.53 against \$17,402.03 for Aug., 1904.

The directors have declared a quarterly dividend at the rate of 6% per annum, payable Oct. 2. The company paid a 6% dividend in 1898, but since then the dividends have been at the rate of 5%.

Hamilton Street Ry.—The Hamilton City Council has received a report from its auditors who have made an examination of the books relating to the line for a number of years past. Electric cars displaced the old horse cars in 1892; in 1899, there was a change in the management of the Company and in 1900 the Hamilton Cataract Power, Light and Traction Co. became the owner of the system. The report shows that from 1890 to 1899 the net profits on the line, all expenses being paid, were \$60,103.57. Out of this, dividends amounting to \$44,010.80 were paid, leaving a balance, a surplus, of \$16,092.77 for the nine years. From 1900 to 1904 the net profit has been \$122,648.94. Adding this to the balance under the old management, the net profits from 1890 to 1904 have been \$138,741.71. In this time no charge has been made for director's fees, or administration purposes, nor has any account been taken of the depreciation in plant and equipment, except a sum of \$23,492.05, spent in the period between 1900 to 1904. The new owners spent on the line \$60,705.70, for which a debit is entered in the railway books. An estimate of the depreciation, prepared by an expert, this year, shows that to bring the condition of the line up to the standard of 1892 would cost \$372,908.91. That, in other words, is the estimated depreciation in the 12 years. To bring the present system right up to date would entail a further cost of \$77,600, the extra expenditure being for heavier rails, and better cars. Therefore, to entirely bring the street railway up to date, and wipe out the indebtedness to the Cataract Power Company, would mean an expenditure of \$521,210.61. To provide for this there is only a net profit on the whole time of \$138,741.71. The capital stock now is practically the same as in 1892—\$205,000. No dividend has been paid since

1899. From 1892 to 1904 a percentage amounting to \$202,283.81 has been paid to the city. The present bond indebtedness of the company is \$500,000, of which \$295,500 consists of the cost of the change from horse cars to electric. The charge of the Cataract Power Co. to the street railway for power is based on car mileage, and the cost for power in the four years was: 1900, \$12,442; 1901, \$25,343; 1902, \$25,343; 1903, \$31,277; 1904, \$34,460. The increase has not been in extending the lines, but in more frequent and faster trips made by the cars. Compared with Ottawa, where there are special advantages in water power plant, the cost of operating expenses per car mile, is 11.42 cents, and in Hamilton it is 11.48 cents. In 1904, 1,290,644 miles were travelled, as against 1,193,760 in 1900. The auditors state that on the basis of figures prepared by New York experts for New York state, the cost of power operation for Hamilton would be \$22,881.92, whereas it is \$34,460.22 in actual fact.

Montreal Street Ry.—Passenger earnings for Aug., \$257,463.20; total earnings, \$262,009.08, against \$226,764.08 and \$236,245.27 for Aug., 1905. Working expenses, \$136,198.83; fixed charges, \$35,469.16; surplus, \$90,341.04, against \$122,991.36 working expenses, \$30,255.99 fixed charges, and \$82,998.97 surplus for Aug., 1904. Net earnings for 11 months ended Aug. 31, \$912,790.23; fixed charges, \$267,388.89; surplus, \$645,401.34, against \$820,653.63 net earnings, \$231,262.81 fixed charges, and \$589,390.82 surplus for same period 1903-04. Interest on Montreal Park and Island Co.'s bond held not included.

St. Thomas, Ont., Street Ry.—Total receipts for Aug., \$2,691.91 against \$2,017.11 for Aug., 1904.

St. John Ry., N.B.—Application is being made by the company to the Privy Council to have set aside the act passed last session of the New Brunswick Legislature dealing with the assessment of the company's tracks and other property in the city. The application will be heard at Ottawa early in Oct.

Toronto Ry.—The Court of Revision has confirmed the assessment of the company's rails, ties, poles and wires at \$7,500 a mile, being an increase of \$1,200 a mile on the assessment for the current year. The company is assessed on 92,936 miles of rails, etc., a total of \$697,920.

Electric Railway Notes.

The B.C. Electric Ry. Co. has completed several new city and interurban cars for use on its various lines.

After meeting all expenses the Montreal Street Ry. Mutual Benefit Association cleared \$5,000 at its recent picnic.

D. A. Starr, formerly President and Managing Director of the Cornwall, Ont., Street Ry., is now General Manager of the Clyde Valley Electrical Power Co., Glasgow, Scotland.

The G.T.R. granted the Toronto and York Radial Ry. permission to take several cars of the Toronto Ry Co. across its tracks at Sunnyside, Toronto, to replace those burned in the car barn Sept. 12.

The International Ry. Co. of Buffalo, N.Y., has completed a funeral car for use on its lines. It is a single deck car, and is divided into two sections, the smaller one in front being for the coffin and chief mourners.

The observation car of the Montreal Street Ry., which was illustrated in our Aug. issue, has been placed in use on the company's lines, and on the Montreal Park and Island Ry., making trips round the two mountains every hour.

F. Hoffmeister, who was recently appointed Electrical Superintendent of the

B.C. Electric Ry., Vancouver, B.C., has resigned on account of ill-health. Just after his appointment, and before moving from Winnipeg, his wife died.

The Toronto Ry. is equipping its cars with air brakes, and as a result the indictment against the company for alleged neglect to have its cars fitted with proper appliances for the protection of passengers has been allowed to stand until the December assizes.

Application has been made to the Minister of Marine by the Winnipeg Electric Street Ry. Co., for permission to place a high potential wire over the Red River at Lombard St., Winnipeg, to carry current from the Lac du Bonnet power plant, for distribution in Winnipeg.

E. A. Evans, General Manager, was presented with a silver-mounted pipe, and A. P. Doddridge, Superintendent, was presented with a suit case, by the employees of the Quebec Ry., Light and Power Co., in connection with the recent successful picnic held.

A. J. Beamis, Manager Cape Breton Electric Co., Sydney, N.S., has resigned, being succeeded by T. C. Townsend, Assistant Manager. Mr. Beamis was presented with a travelling trunk, rifle and shooting outfit by the employees of the company, Sept. 12, on the occasion of his leaving for Grand Rapids, Mich.

C. E. A. Carr, who has been General Manager of the London, Ont., Street Ry. for some years, has resigned, and has been succeeded temporarily by G. W. Bender, of Cleveland, Ohio. C. Tolmie, the company's Treasurer, has also resigned, and — Benson, of Cleveland, Ohio, has been appointed temporarily as his successor.

The Township of Sarnia recently brought an action in the Ontario courts for the purpose of restraining the Sarnia Street Ry. from operating its cars on the Huron Beach extension of its lines on Sundays. After hearing counsel Justice Magee, on Sept. 8, directed that an order be made restraining the company from operating its cars on Sunday mornings, with the exception of the milk car, and a single passenger service for church goers.

Grain Elevator Notes.

The Northern Elevator Co. has opened new elevators at Creelman and Rossburn, Sask.

The Medicine Hat Milling Co. has arranged to build a 50,000 bush. elevator at Medicine Hat, Sask.

Green Bros. elevator at Harrow, Ont., on the Pere Marquette Rd., was burned to the ground recently.

The Alberta Pacific Elevator Co., and the Western Milling Co., it is reported will erect elevators at Wetaskiwin, Alta., this fall.

The Prescott Terminal Co. has announced that its elevator at Prescott, Ont., will be fitted up and placed in operation this season.

The Alexander Brown Milling and Elevator Co.'s mill and elevator at Toronto were burned out Sept. 19, the damage being estimated at \$180,000.

The Keewatin Flour Milling Co. expects to have its mill building and elevator, now under construction at Keewatin, Ont., completed by Jan. 1, 1906.

With the completion of the new C.P.R. sorting yard at Fort William, Ont., work at the elevators will be expedited. On arrival at the yard the grain trains will be inspected, and the cars sorted out and made up into trains for the different elevators.

The taxpayers of Goderich, Ont., have passed a by-law guaranteeing \$25,000 of bonds of the Goderich Elevator and Transit