

INCOME ACCOUNT.

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|--|---------------------|
| Dividends paid April 1, July 2 & Oct. 1, 1899, & Jan. 2, 1900 | \$240,000.00 |
| Pavement charges | 64,000.00 |
| Balance | 128,869.43 |
| Income over & above all expenses & fixed charges to Dec. 31, 1899 | \$432,869.43 |

The old board was re-elected as follows: President, Wm. Mackenzie; Vice-President, Jas. Ross; other directors, Hon. G. A. Cox, W. D. Matthews, C. E. L. Porteous, F. L. Wanklyn, J. Gunn.

The gross earnings for Jan. were—

| | | | |
|------|--------------|-------------|-------------|
| | 1900 | 1899 | Increase. |
| Jan. | \$113,793.96 | \$95,690.12 | \$18,013.84 |

Judgment was given by the Court of Appeal at Osgoode Hall on Jan. 16, on the appeal by the T.R. Co., against the judgment of Judge Ferguson, who decided that in ascertaining the mileage chargeable to the Co., under the agreement between it & the City, all tracks of the Co. in the City must be measured. The principal contention was as to the meaning of the word "turn-out." The contract between the City & the Co. provided that turn-outs should not be charged for. The contention by the City was that there are no turn-outs, inasmuch as the railway is a double track line, & its counsel contended that only side tracks were intended to be meant by the word turn-out. It was contended on the part of the Co. that some meaning ought to be given to the expression, & that as the agreement provided for the street railway portion of the roadway being 16 ft. 8 in. in the centre thereof, & provided only for straight lines of track on the different streets, that curves or other methods of turning from one street to another were the turn-outs meant by the agreement. It was also contended that at intersections the track was not to be charged for twice, inasmuch as only the same portion of the roadway was taken up. The Court of Appeal confirmed the judgment of Judge Ferguson, & declined to exclude from payment of mileage any of the tracks where there is more than one double track on the street railway part of the street, or where there are connecting railway tracks, or Y tracks, or temporary tracks, or tracks in sheds, or broken parts of a mile, or tracks in places where the City has not put down permanent pavements in conjunction with the laying of the tracks. The Court, however, sustained the Co.'s contention as to that part of the railway which is not on the streets of the City, namely, the portion in High Park. The counter-claim of the Co. for the value of pavements which were brought from the City at the time of the original purchase, & which were paid for by the Co., & afterwards taken possession of by the City, was disallowed, the Court holding that such pavements were part of the highway, & that the materials therefor belonged to the City & not to the Co.

Toronto Suburban St. Ry.—At the annual meeting, Jan. 24, the following were elected:—President, F. Turner; Vice-President, E. P. Heaton; other directors, R. W. Smith, R. T. Henderson, A. Royce, Jr., R. L. McCormack. There was a general discussion as to extending the road further into the county, & arrangements were made to go into the matter in detail.

Woodstock, Thames Valley & Ingersoll Electric Ry.—Wallace & Little, solicitors, Woodstock, give notice of application to the Ontario Legislature to incorporate a Co. under this name, to construct & operate an electric railway in & through the town of Woodstock, & through the township of West Oxford to, in, & through the town of Ingersoll, with a branch from Beachville to Embro. The town of Woodstock has granted the promoters of this Co. a 50 years' franchise.

Electric Lines in Western Canada.

British Columbia Electric Ry.—Earnings & expenses for Dec., 1899:

| GROSS EARNINGS. | 1898. | 1899. | Increase. | |
|--------------------------------------|-----------------|-----------------|-------------------------|-----------|
| | | | or | Decrease. |
| Railway—Vancouver division | \$5,866 | \$7,676 | \$1,810+ | |
| Victoria | 7,419 | 8,272 | 853+ | |
| Westminster | 5,704 | 7,030 | 1,326+ | |
| Lighting—Vancouver | 15,265 | 14,671 | 594- | |
| Victoria | 7,268 | 8,046 | 778+ | |
| Total gross earnings | \$41,522 | \$45,695 | \$4,173+ | |
| Working expenses | \$23,989 | \$23,122 | \$ 867- | |
| Net earnings | \$17,533 | \$22,573 | \$5,040+ | |
| Gross earnings April 1 to Dec. 31 | \$307,711 | \$341,605 | \$33,894+ | |
| Net earnings from April 1 to Dec. 31 | \$126,966 | \$154,686 | \$27,720+ | |
| | | | + Increase. - Decrease. | |

The Co. is believed to have in contemplation several improvements of an extensive character to its Victoria system. As soon as that city determines upon the question of the replacing of the James Bay & Rock Bay bridges with structures of a more stable character, & the paving of Yates St., the Co. will double track the line from Oswego St., James Bay, to the Fountain. When this has been accomplished the C.P.N. Co. may consider it advisable for the str. Islander to leave from the outer wharf instead of the inner harbor on the new daylight service, providing the tramway service will cause no inconvenience to passengers. The Co. has reduced its fares in Victoria, & now sells 25 tickets, good over all lines within the city limits at any time, for \$1. It is expected that larger cars will be placed on the Esquimalt run as soon as arrangements are completed with the City in regard to the bridges on that route.

Traffic Manager Shiles has been transferred to New Westminster, his place in Vancouver being filled by J. J. Franklin.

Winnipeg Electric St. Ry.—H. J. Somerset, Operating Manager, recently resigned to take the position of General Manager of the street railways of Perth, Australia, for which place he has started. It is understood that H. Cameron, who for some time has been Business Manager of the Co., will now assume the whole management.

When in Winnipeg recently Wm. Mackenzie, of Toronto, speaking of the proposition from the city to purchase from the Co. the privilege of charging double fares after 11 p.m., said he would be willing to consider this & any other proposition the city might have to make. Asked if he would care to dispose of the railway to the city, he said:—"If it pays the city no better than it has paid the Co. in the past, there will be little in it for the public. We kept this railway going when the city was poor, & now when things are looking up, it is hardly right that we should be asked to sell it. However, we would consider any proposition they may make."

Havana Electric Ry. Co.—W. M. Doull, who recently returned to Montreal from Cuba, said in an interview:—"The Havana Electric Ry. Co., of which W. Hanson, of Montreal, is President, having amalgamated its interests with those of the Havana Traction Co., will now proceed with its work of reconstruction, & some 30 miles of track will be laid. The other parties interested are the Banque Internationale, of Paris; Buffer & Todd, of London; & what is known as the Harvey Syndicate, of New York. The railway will be running by Sep. 1, as the rails are now being landed, & the machinery will be shipped without delay. This, however, is not all, as the Cuban Electric Co. is another concern almost wholly controlled by Canadians, A. F. Gault being President, & W. M. Doull, Secretary-Treasurer. This Co. has secured the ferry system between Havana & a place call-

ed Regla, on the opposite side of the harbor, & containing a population of about 12,000 people, the locality being also the centre of coal depots, several docks & manufacturing enterprises. Regla promises to become the Jersey City of Havana, & from here the Cuban Electric Co. has secured the right of way to Guanabacoa, three miles distant, & a first-class electric tramway will be in operation between these two points early in Mar."

Demerara Electric Co.—F. B. Brothers, well known in Montreal & Toronto electric railway circles, recently returned to Montreal from Demerara, where he is manager of construction in the Demerara Electric Co. He stated that he was making arrangements for the purchase of rails, cars, &c., & that he would return just as soon as possible, as he expected that within six months the whole system would be in active operation. The Montreal capitalists who have purchased the old Georgetown tramway, with its mule motor power, as well as the electric light system, will immediately change the former, & it is believed the system will become a very profitable one. In the first place, some 12 or 15 miles of track will be laid down in the city of Georgetown, which has a population of somewhere near 70,000, but the company expects to make very considerable extensions later on. Mr. Brothers, in speaking of the population that would probably use the new electric railway when these extensions are made, said that there were fully 25,000 coolies within a short distance from the city proper, all of whom were engaged on the sugar plantations, consequently they had to go into Georgetown almost daily. Mr. Brothers stated that the company had already the station buildings, the car shed & power house well under way, & that as soon as the requisite rails & other material were received from Canada, the entire work would be rapidly pushed forward to completion.

C.P.R. Company's Telegraph.

The building which has been erected on Hastings Street, Vancouver, for the headquarters of the C.P.R.'s commercial telegraph in that city attracts universal attention by its symmetrical proportions & general architectural attractiveness. The exterior of the building, which is constructed along the lines of the latest period of French architecture, is exceedingly handsome. Carved on the capitols are a number of grotesque heads in the Romanesque style, which add greatly to the appearance of one of the most handsome fronts in the city. Although principally devoted to the use of the C.P.R. Co.'s Telegraph, there will also be an up-town ticket office on the ground floor of the new edifice. In point of richness of design & finish, the interior of the ground floor of this building is unequalled by any used for similar purposes, from coast to coast, in the Dominion. It is on this floor that the telegraph & ticket offices are situated. A private office is provided for the Ticket Agent, also one for Local Manager Quigley, of the Telegraph Department. In the rear, on the ground floor, is a commodious room where the ubiquity of the small boy, of the genus known as telegraph messenger, will receive an effectual quietus for the time being. All messages for delivery will be handed to the boys through a window opening into their room. A door in this room opening on the lane provides an entrance & exit for the messengers. The heating of the entire structure is by hot water. The whole lower floor has been decorated, regardless of cost, consistent with the exacting requirements of a corporation which aims to please its patrons. All the wood finishing, such as wainscoting, partitions, &c., is in oak. The counters of the telegraph & ticket offices are topped with heavy plate glass, which is rather unique. Some very fine work has been done on the pannel-