

Ottawa Traction Company, Limited

Fifth Annual Report for Year Ending December 31, 1918.

Your directors have much pleasure in submitting their fifth annual report for the year ending December 31st, 1918.

The amount received from The Ottawa Electric Railway Company during the year was \$260,040.00, with which was paid the usual quarterly dividends of one per cent., and a bonus of one per cent.

The progress of The Ottawa Electric Railway Company during the past year has been consistent with the Company's established record.

During the period of the influenza epidemic, when theatres and churches were closed and the hours for business in stores were limited, the Company's receipts were affected. As soon as the restrictions were removed the receipts steadily increased. At the outbreak of the epidemic the Company began the fumigation of its cars under the supervision of its medical officers, and maintained the cars in a safe and sanitary condition.

The prospects for the coming year are very encouraging, and your directors look forward with confidence to continued success.

The Board of Directors wish to place on record the high esteem and affection in which the late Mr. James D. Fraser, Director and Secretary-Treasurer, was held by them. His ability, his high ideals, his deep interest in the affairs of the Company, and the sin-

cerity and cordiality with which he co-operated with his fellow directors and officers made him a colleague whose loss is keenly felt.

All of which is respectfully submitted.

T. AHEARN,
President.

Ottawa, February 3rd, 1919.

OTTAWA TRACTION COMPANY, LIMITED. STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDED 31ST DECEMBER, 1918.

Expenditure.

To net income transferred to profit and loss appropriation account..	\$ 260,040.00
	\$ 260,040.00

Income.

By dividends received from The Ottawa Electric Railway Company.....	\$ 260,040.00
	\$ 260,040.00

Profit and Loss Appropriation.

To Dividend No. 16 paid April 2nd, 1918—1%.....	\$ 52,008.00
To Dividend No. 17 paid July 2nd, 1918—1%.....	52,008.00
To Dividend No. 18 paid Oct. 1st, 1918—1%.....	52,008.00
To Dividend No. 19 payable Jan. 2nd, 1919—1% and bonus 1%..	104,016.00
	\$ 260,040.00
By balance transferred from profit and loss account.....	\$ 260,040.00
	\$ 260,040.00

BALANCE SHEET AS AT DECEMBER 31ST, 1918.

Assets.

Accounts receivable, The Ottawa Electric Railway Company.....	\$ 900.00
Dividend receivable, The Ottawa Electric Railway Company.....	\$ 104,016.00
17,333 shares of The Ottawa Electric Railway Company, par value \$100 each	5,199,900.00
	\$5,304,816.00

Liabilities.

Dividend No. 19 payable 2nd January, 1919, 1% and bonus 1%....	\$ 104,016.00
Capital stock issued.....	5,200,800.00
	\$5,304,816.00

Auditor's Report to the Shareholders.

I have audited the accounts of your company for the year ended December 31st, 1918, and certify that the foregoing Balance Sheet and Income and Expenditure Account are properly drawn up so as to exhibit a true and correct view of the state of the company's affairs according to the best of my information and as shown by the books of the company.

I have received all the information and explanations required by me.

ARTHUR A. CRAWLEY,

Chartered Accountant of Arthur A. Crawley & Co.

Ottawa, February 3rd, 1919.

OTTAWA TRACTION COMPANY, LIMITED.

Directors.

T. AHEARN - - - President
WARREN Y. SOPER, Vice-President
T. F. AHEARN, GEO. P. MURPHY.
E. N. SOPER. J. F. SMELLIE.
T. WORKMAN. A. J. DAWES.
GEO. F. HENDERSON, K.C.
G. L. SNELLING, Acting Sec.-Treas.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

Metal and Thermit Corporation.—Arthur F. Braid has been appointed Sales Manager of this corporation's metal and alloy department. He went to the company seven years ago as a travelling salesman, and after a few years in that capacity was appointed Assistant Superintendent of the Jersey City plant, in charge of the manufacture of carbonfree metals and alloys. When the United States entered the war, he assumed active charge of the metal sales at the com-

pany's New York office. He is a member of the American Iron and Steel Institute, the British Institute of Metals and many other societies and scientific organizations.

Edward A. Miller has been appointed Assistant Superintendent of the corporation's Jersey City plant. He was one of the pioneers in autogenous welding and cutting, having established the first oxy-acetylene shop in New York, N.Y., early in 1908. In addition, he has had long and varied experience in pattern shop, foundry, machine shop, blacksmith shop and boiler shop practice, and in manufacturing and marine work. Among his notable jobs were the removal of the abandoned sheet metal piling encountered under the pneumatic foundations of Dry Dock 4 in the Brooklyn Navy Yard in 1910 and 1911, and the demolition of the old Equitable Building ruins in New York in 1912.

Brown Hoisting Machinery Co., Cleveland, Ohio, has issued catalogue K, 1919, describing and illustrating Brownhoist

locomotive cranes. Among the numerous illustrations are the following:—30-40-ton steam locomotive crane, used on construction work for all miscellaneous hoisting, by M. P. & J. T. Davis, Montreal; locomotive crane doing switch work, as well as hoisting, at McGregor & McIntyre, Ltd., Toronto; locomotive crane and special bucket, handling nickel ore from the roast beds, at Mond Nickel Co.'s plant at Conniston, Ont.; 15-ton steam locomotive crane, and 54 cu. ft. bucket, unloading coal from boats, for Price Bros. & Co., Chicoutimi, Que.; wharf crane, unloading pig iron with magnet, and carrying coal, coke and stone with bucket, for Canadian Car & Foundry Co., at Fort William; steam wharf crane handling package cargo, for Quebec Harbor Commission at Quebec; two 10-ton locomotive cranes, mounted on coal barge, used by Dominion Coal Co. at Montreal; 3-5-ton crane, and contractors type bucket, used on construction of King's Highway, between Montreal and Quebec.