In 1895 the Co. applied to Hintonburg for the right to run its cars through the village & in its subsequent agreement the Co. undertook to save Hintonburg from all losses incurred through damages to private owners through grading the streets. The Geo. Matthews Co., owners of 3 or 4 lots on the north side of the Richmond road, in front of which the roadway was raised 2 or 3 ft. made a claim for damages &, under the arbitration act, Hintonburg made it good to the extent of $600, including costs. When the village had paid this amount it turned to the Co. & asked to be reimbursed this sum under the compensative clause in the agreement. The Co. maintained that the clause referred to was not intended to apply to such cases & disputed the claim. Hintonburg sued the Co. in the High Court & judgment was given in favor of the Co. The village then appealed to the Court of Appeals, where the appeal was allowed in favor of Hintonburg as against the Co.

An Ottawa correspondent says: "The decision of the Court of Appeal in Toronto as to the rails, poles, wires & other material of the London St. Ry. Co., which the city assessed as part of a going concern, does not affect Ottawa's relations with the Ottawa Electric Ry. Co. At the time the Co. here obtained its 30 years' franchise it also secured by by-law from the Council tax exemption on all its poles, wires, rails, etc., & these are not assessed. The Co.'s real estate & buildings, such as its power house, sheds, etc., are assessed at their real value, & on these it pays taxes. At the time the franchise was obtained from the city it was enacted that the Co., in return for the franchise, should pay on a mileage basis of $1,000 for every mile of paved street on which tracks ran, & $550 for unpaved streets. Last year the Co. paid the City Treasurer $7,316 on this basis. At the time the by-law was passed permitting the Co. to run cars on Sunday, one of the provisions was that for such a privilege the Co. should pay one-sixth of the amount which it pays annually for running on the other 6 days. This means between $1,200 & $1,300 additional each year, so that the amount now paid by the Co. to the city is about $8,000 a year. As to the assessment of the poles, wires, etc., of the telegraph & telephone companies in the city, these have been fixed for years at a certain figure, & no difficulty has been experienced.

**Port Stanley Electric St. Ry.**—The Elgin County Council has approved of the proposal for the construction of an electric railway along the Port Stanley gravel road, between Port Stanley & London, & has decided that the Co. be permitted to construct a railway on the right of way of the gravel road, after securing leave from the lessees of the road, on condition that all tolls are removed from the toll road as soon as the electric railway is constructed.

**Toronto Railway.**—At the annual meeting Jan. 17 the following report was presented: "Your Directors beg to submit the statement of the past year's business, showing a net profit of $432,869.43, as compared with $404,738.80 the previous year. Out of this amount 4 quarterly dividends of 1% each have been declared, amounting in all to $240,000, leaving, after deducting pavement charges paid to the City, $128,869.43 to carry forward. The gross earnings of the Co. for the year amounted to $1,333,542.44, an increase over the preceding year of $122,924.20. While the Co.'s business has shown a satisfactory increase throughout the year, the percentage of operating expenses shows an increase of 1.4% as compared with last year. This is due chiefly to a general advance in the cost of materials. The power plant, rolling stock, roadbed & overhead structures have received careful attention & have been maintained in a high state of efficiency. A capital expenditure of $240,000 has been made for engine, generator, boilers, rolling stock, feed wires & car sheds. This has been rendered necessary by reason of increased business. The rolling stock was increased during the year by the addition of 80 cars & 2 electric sweepers, all of which were constructed at the Co.'s workshops. In anticipation of an increase in business next summer, 20 additional open cars, of greater capacity than those at present in use, are being constructed. The steadily increasing traffic has also rendered it necessary to provide additional feed wires both in the eastern & western sections of the city. Two additional car sheds, capable of storing 100 cars, were required on account of the large additions that had been made to the rolling stock. One of these was erected on Scollard St. & the other at the intersection of Dundas St. & High Park avenue. A brass foundry has been erected & equipped adjoining the motor shop on Frederick St., which it is anticipated will result in a considerable saving. During the past year the Co. has paid the City the following amounts, viz: percentage on earnings, $111,425.66; pavement charges, $64,000.00; taxes on rails, poles & wires, $2,641.12, & on real estate, $9,365 85, a total of $187.432.63. In addition there was also paid the Provincial tax amounting to $4,748.21.

STATISTICAL STATEMENT 1892-1899.

| | 1899 | 1898 | 1897 | 1896 | 1895 | 1894 | 1893 | 1892 |
|---|---|---|---|---|---|---|---|---|
| Gross earnings | $1,333,542.44 | $1,210,618.24 | $1,077,612.53 | $997,273.20 | $992,800 88 | $958,370.74 | $900,232.59 | $820,098.49 |
| Operating expenses | 650,324.55 | 578,857.26 | 525,801.25 | 507,760.31 | 489,914 76 | 517,707.53 | 537,597.15 | 590,333.26 |
| Net earnings | 683,217.89 | 631,760 98 | 551,811.28 | 489,512.97 | 502,886.04 | 440,663.21 | 362,635.44 | 229,765.23 |
| Passengers carried | 31,826,940 | 28 710,388 | 25,271,314 | 23,537,911 | 23,353,228 | 22,609,338 | 21,215,010 | 19,122,022 |
| Transfers | 10,538,279 | 9,287,239 | 8,169,022 | 7,354,895 | 7,257,572 | 7,438,171 | 8,477,147 | 5,592,708 |
| Percentage of operating expenses to earnings | 48.8 | 47.4 | 48.8 | 50.9 | 49.3 | 51.0 | 59.07 | 71.9 |

FINANCIAL STATEMENT YEAR ENDED DEC. 31, 1899.

ASSETS.

| | | |
|---|---|---|
| Road & equipment, real estate & buildings, including pavements & suburban lines | | $10,098,953.01 |
| Stores in hand | | 30,974.87 |
| Accounts receivable | | 19,764.63 |
| Cash in bank | | 106,210 84 |
| Cash in hand | | 16,811.92 |
| | | $10 263,615.27 |

LIABILITIES.

| | | |
|---|---|---|
| Capital | | $6,000,000.00 |
| Bonds—Tor. Ry. Co., 4½% stg. | $1,881,053.33 | |
| " " " cur. | 628,000.00 | |
| " " 6% deben. | 600,000.00 | |
| Tor. & Mim. Elec. Ry. & Lt. Co | 100,000.00 | |
| Tor. & Scar. Ry., L. & P. Co | 40,000.00 | |
| | $3,249,953.33 | |
| Less bonds not sold, & in hand for future requirements of the Co | 250,000.00 | |
| | | 2,999,953.33 |
| Advance on bonds | | 100,000.00 |
| Accrued interest on bonds | | 54,396.60 |
| Accounts & wages payable | | 97,160.25 |
| Unredeemed tickets | | 12,363.82 |
| Uniforms | | 117.00 |
| Dividend 14, payable Jan. 2, 1900 | | 60,000.00 |
| Balance Profit & Loss,— | | |
| As at Dec. 51, 1898 | $814,254.84 | |
| Less directors' fees, 1898 | 3,500.00 | |
| | $810,754.84 | |
| As at Dec. 31, 1899 | 128,869.43 | |
| | | 939,624.27 |
| | | $10,263,615.27 |


JOHN S. METCALF CO.,

**Engineers, Grain Elevator Builders,**

1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision.

| | | |
|---|---|---|
| Burlington Elevator, St. Louis, Mo | Capacity | 1,300,000 Bushels |
| **Grand Trunk Elevator, Portland, Me.** | " | **1,000,000** " |
| Export Elevator, Buffalo, N.Y. | " | 1,000,000 " |
| **J. R. Booth Elevator, Depot Harbor, Ontario** | " | **1,000,000** " |
| Cleveland Elevator Company's Elevator, Cleveland, O. | " | 500,000 " |
| Erie R. R. Transfer & Clipping House, Chicago, Ill | " | 100 cars in 10 hrs. |
| **Manchester Ship Canal Co.'s Elevator, Manchester, Eng** | " | **1,500,000** " |
| Burlington Elevator Co., Peoria, Ill | " | 500,000 " |
| **Canada Atlantic Railway Elevator, Coteau Landing, Que** | " | **500.000** " |
| Northern Grain Co., Manitowoc, Wis | " | 1,350,000 " |
| Union Elevator, East St Louis, Ill | " | 1,100,000 " |
| **Montreal Warehousing Co.'s Belt Conveyer System** | | |

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