

Contingent account, 1899.....	\$ 800,000 00	
Add premium on stock sold..	35,105 80	
Add premium on bonds sold..	18,775 00	
Add brought from revenue account.....	46,110 20	
Revenue account.....		900,000 00
Unearned rental reserve.....		74,085 87
Insurance reserve.....	\$ 67,101 36	203,417 50
Add brought from revenue account.....	32,898 64	
Accident reserve.....		100,000 00
Bond interest reserve.....		21,623 43
Sundry creditors.....		15,000 00
		202,736 09
		7,716,862 89
Plant and patent account, Dec. 31, 1899.....	\$5,444,436 33	
Plant & patent account, added in 1900.....	\$ 858,578 94	
Less brought from revenue account..	50,000 00	
	808,578 94	
Plant & patent account, Dec. 31, 1900.....	\$6,053,015 27	
Stores on hand.....	246,163 29	
Real estate.....	785,252 84	
Stock in other companies.....	414,331 50	
Sundry debtors.....	102,834 94	
Due from agencies.....	59,343 99	
Cash.....	55,921 06	
	\$7,716,862 89	

President Sise, in referring to the public's use of the telephone, said that from carefully prepared reports covering all parts of the Dominion it was found that each instrument was used on an average nine times each day. The average period elapsing between the time the subscriber rang the central until he had the desired communication was 11 seconds. The President said that after a careful investigation of the different telephone systems of the world, he had come to the conclusion that Montreal and Canada had the very best.

The following were elected for the ensuing year:—C. F. Sise, President; Robert MacKay, Vice-President; A. Cochrane, R. Archer, H. Paton, C. Cassels, W. R. Driver & T. Sherwin, other directors.

**Western Grain Storage Capacity.**

The following figures including Port Arthur, Fort William, Keewatin & points in Manitoba & the Territories show how rapidly the elevator & other storage capacity has increased in recent years:—

1891.....	7,628,000 bushels.
1892.....	10,366,800 "
1893.....	11,467,100 "
1894.....	11,817,100 "
1895.....	12,000,000 "
1896.....	13,873,600 "
1897.....	14,999,300 "
1898.....	18,378,500 "
1899.....	19,958,000 "
1900.....	20,908,000 "
1901.....	21,000,000 "

**The Roadmasters' Association of America** will hold its 19th annual convention at Washington, D.C., Oct. 8, 9 & 10 next.

**Aid to the Victoria Bridge.**—In answer to a question in the House of Commons the Minister of Railways recently said:—The total amount contributed by the present government towards the reconstruction of the Victoria Bridge at Montreal was \$500,000. The amount paid annually by the government for the use of the bridge by the government railway is \$40,000. The amount paid annually by the government for the use of the G.T.R. from Ste. Rosalie to St. Lambert for the government railway is \$37,000. The amount paid annually by the government for the use of the G.T.R. terminal facilities at Montreal is \$62,500. There is nothing in the conditions of the grants or arrangements referred to between the government & the G.T.R. Co. which restricts the latter from making a shipping port of Portland.

**C.P.R. Western Division Operating.**

General Superintendent Osborne has issued the following circulars:

**TO CONDUCTORS & ENGINEERS.**—Hereafter the engines of all freight & mixed trains, irrespective of the number of cars behind the tender, will cut for water, & I trust it will not be necessary to discipline anyone for the non-observance of this rule, for which conductors & engineers will be held equally responsible.

**TO TRAINMEN & YARDMEN.**—The number of skidded wheels removed from freight cars is increasing, & the following are some of the causes to which the increase is attributed. 1. Cars lifted from sidings without trainmen first satisfying themselves that brake shoes, as well as brake chains, have been released. In winter the shoes sometimes freeze to the wheels. 2. By yardmen & trainmen not seeing that brakes are released before switching cars in terminal & other yards. 3. By piston travel being too short: but this is a rare occurrence. 4. The improper use of the emergency brake. 5. The improper use of the hand brake, some inexperienced men still making use of clubs in applying brakes, which is contrary to rules. The fact that we are able to operate our passenger equipment with comparatively few skidded wheels indicates that the train & yardmen have not been exercising proper care in the handling of freight cars, & they are earnestly requested to do so hereafter. The average life per wheel removed on some roads on this continent is from 150,000 to 250,000 miles, & as the wheels under our cars are equally as good as those under the cars of the roads referred to, & our men are as loyal to the Co.'s interest, it is hoped that we shall soon succeed in establishing an equally good record.

**Subterranean Telegraph Cable.**

The British Postal Telegraph Department has recently completed the laying of the underground telegraph cable, in place of the overhead wires, between London & Birmingham, 117½ miles—the longest underground telegraph cable in the world. The overhead telegraphic wire system in England, especially in the midland counties, suffers considerably from the effects of storms, notably in winter, when the wires are often broken down by the weight of the snow, completely disorganizing the telegraphic communication for hours & sometimes days. In view of the fact that the principal great north trunk telegraph lines to Manchester, Liverpool, Glasgow & the other important industrial centres, radiate from Birmingham, some of the magnitude of the block caused by such a disruption of the lines may be conceived. Then again enormous expense is entailed in the constant repairs of the wires, since some disaster invariably occurs even in a moderate gale. In view of these circumstances the postal authorities determined four years ago to bridge over as far as practicable these exposed zones where overhead wires suffered so severely from storms by laying the cables underground. The most important & largest section of this scheme proved by the survey to be that between London & Birmingham.

The cable consists of 76 wires, each of which is insulated in specially desiccated paper, & the whole inclosed in a leaden sheath to prevent the admission of moisture. It is laid in cast iron socket pipes built in sections of 150 yards each. These pipes are buried at a depth of about 4 ft. below the roadways, & where the cable passes beneath the pathways, at a depth of only 2 ft. The cable was manufactured in sections of 152 yards, thus leaving a yard at either end of the pipe sections to enable the connections between the sections to be made.

When a section of pipes had been laid the drum containing the cable was brought to the end of the conduit, a pulling clip fixed to the end & the cable pulled through the pipes. As the cable passed off the drum into the pipes it was freely lubricated with petroleum jelly. Great care had to be exercised in joining the sections, so that the insulation was rendered perfect. The lead coverings at the ends of the two cables to be joined were first removed to lay bare the ends of the conductors which were laid back in flakes to facilitate the process of separately joining each pair of wires. The joints were effected by means of a split copper tube tinned inside, with paper wrapped longitudinally round the exterior, & the wires secured tightly together with thread. No two joints were made in the same place, so that the wires did not present a bulged appearance at one spot. More paper insulator was then wrapped round and a lead sleeve pulled over the exposed wires and sealed up thoroughly at each end, so that the cable was converted into practically one length.

At intervals of five miles throughout the whole route test boxes are placed on the roadside. They are built upon a foundation of 9-in. brickwork, set in cement mortar, forming an underground chamber through which the cable passes into the connection box inside the test pillar. By this means the individual wires may be tested & crossed quickly & readily.

At Weedon, which is a junction of several lines from the north, there is a test box where the wires cross from the open to the underground. When a breakdown, therefore, occurs beyond Weedon the wires are immediately crossed, & the underground portion of the cable utilized, by which means all delays are avoided. The work has been executed throughout with great skill & care, so that the possibility of a breakdown between London & Birmingham is now very remote.

**Monster Ocean Steamships.**

Great as are the dimensions of the latest transatlantic freight & passenger steamers, there are ships now under construction which will exceed them in every point of comparison. The past decade has seen a similar increase in the dimensions of the motive power & rolling stock used in land transportation; but in that field it is safe to say that the limits imposed by the size of tunnels, the height of bridges, & the width of platforms, will prevent any considerable increase in the future, either of locomotive or cars. Transportation on the high seas, however, has no such limitations to contend with; for whereas to accommodate larger rolling stock on the railways it would be necessary to rebuild numerous costly structures, from one end to the other of the system, on the high seas there is absolutely no restriction to size, & the only changes that are necessary to accommodate these mammoth steamships are those incidental to the deepening of harbor channels & the provisions of docks of sufficient length & capacity.

There are now under construction three freight & passenger steamships which will exceed in size anything now afloat, not even excepting the Oceanic. Two of these, which are being built by the Eastern Shipbuilding Co., New London, Conn., for the Great Northern Steamship Co., are intended to ply between Seattle, the terminus of the Great Northern Ry., & Oriental ports. The third vessel, which is being built for the White Star Co., is nearing completion at the yards of Harland & Wolff, Belfast. The New London vessels will be, primarily, cargo boats, but they are also arranged to carry a very large number of passengers. Although these ships are only 630 ft. long—or 74 ft. less than the Oceanic, which is the longest ship in the world