

ure upon the harmony and goodwill that has surrounded us during the past 12 months. In leaving, I wish that each of you may enjoy good health, long life, and prosperity."

### Copyrighting of Contents.

The matter published in this paper is prepared with scrupulous care, every possible effort being made to secure accuracy. Our data is obtained almost entirely from official sources, largely by correspondence entailing a great amount of work and occupying considerable time.

Frequently original matter appearing in our columns is copied by other publications without any acknowledgment of its source being made. We have, therefore, entered this issue at the Department of Agriculture at Ottawa under the Copyright Act, and intend doing the same with each issue in future.

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### ELECTRIC RAILWAYS.

**British Columbia Electric Ry. Co.** earnings and expenses for Oct., 1901:

| GROSS EARNINGS.                                        | 1900.     | 1901.     | Increase or Decrease. |
|--------------------------------------------------------|-----------|-----------|-----------------------|
| Railway—Vancouver division                             | \$ 9,060  | \$10,308  | \$1,248+              |
| Victoria "                                             | 8,318     | 11,086    | 2,768+                |
| Westminster "                                          | 11,733    | 11,530    | 203—                  |
| Lighting—Vancouver "                                   | 12,282    | 14,208    | 1,926+                |
| Victoria "                                             | 6,869     | 7,941     | 1,072+                |
| Total gross earnings.....                              | 48,262    | 55,073    | 6,811+                |
| Working expenses .....                                 | 25,549    | 30,625    | 5,076+                |
| Net earnings.....                                      | 22,713    | 24,448    | 1,735+                |
| Aggregate gross earnings, from April 1 to Oct. 31..... | \$275,198 | \$307,791 | \$32,593              |
| Aggregate net earnings from April 1 to Oct. 31.....    | \$112,360 | \$120,677 | \$8,317               |
| + Increase. — Decrease.                                |           |           |                       |

The Co.'s leases in Vancouver have been consolidated, with the consent of the city council, and at their termination in 1918 the city will have power to acquire the lines, etc., without any payment for goodwill.

It is proposed to develop the water power at Coquitlam lake, and deliver 5,000 h.p. into Vancouver for use in the Co.'s operations. The power can be increased to 15,000 h.p. A total expenditure of \$500,000 is involved.

R. H. Sperling, Superintendent of the Co.'s operations at Victoria, has been removed to Vancouver, succeeding K. G. Dunn, who has resigned.

**Halifax Electric Tramway Co.**—Gross earnings:—

|            | 1901.       | 1900.       | Increase or Decrease. |
|------------|-------------|-------------|-----------------------|
| Jan. ....  | \$ 9,543.14 | \$11,474.26 | \$1,931.12—           |
| Feb. ....  | 8,042.11    | 8,682.41    | 640.30—               |
| Mar. ....  | 9,448.32    | 9,765.83    | 317.51—               |
| Apr. ....  | 9,370.98    | 9,359.13    | 11.85+                |
| May. ....  | 9,467.45    | 9,185.10    | 282.35+               |
| June ....  | 11,336.52   | 11,061.74   | 274.78+               |
| July ....  | 14,203.82   | 12,936.14   | 1,267.68+             |
| Aug. ....  | 16,330.33   | 14,680.23   | 1,650.10+             |
| Sept. .... | 16,547.68   | 15,761.45   | 786.23+               |
| Oct. ....  | 12,581.23   | 10,994.84   | 1,586.39+             |
| Nov. ....  | 9,675.33    | 10,327.95   | 652.62—               |

With the completion of some links a belt line has been opened giving a circle of 4½ miles. The grades of the new portions of the line are easy and trailers can be used.

**Hamilton, Grimsby and Beamsville Electric Ry. Co.**—Negotiations have been in progress on behalf of the International Rapid Transit Co. for the control of this line. Individual shareholders have been offered \$200 for each \$100 share on condition that the Co. clears off all present liabilities. There are only about 14 shareholders in the H. G. and

B. Co., and they were reported to be prepared to sell at the price mentioned if the money was put up in time. The expressed intention of the International Rapid Transit Co. is to secure a continuous line from Niagara to Hamilton.

**Montreal Park and Island Ry. Co.**—Gross earnings for the last fiscal year, \$128,677.83; expenses, \$100,096.06; net revenue of \$28,581.77; interest on bonds, \$61,500; deficit, \$31,918.23. The officers for the current year are: President, Hon. L. J. Forget; Vice-president, Jas. Ross; Managing Director, F. L. Wanklyn; other directors: K. W. Blackwell, F. C. Henshaw and W. G. Ross.

**Montreal Street Ry. Co.**—Gross earnings for Nov., \$154,912.78; net earnings, \$58,423.01; fixed charges and interest on loans re Montreal Park and Island Ry., \$13,967.09; surplus, \$44,455.92; against \$42,168.46 for Nov., 1900; making for the two months ended Nov. 30, gross earnings, \$320,973.42; net earnings, \$139,273.16; fixed charges, \$29,350.93; surplus, \$109,922.23, against \$106,025.98 for the corresponding period of 1900.

The report presented at the recent annual meeting showed that the Co.'s earnings for the year ended Sept. 30, 1901, were \$1,888,967; miscellaneous receipts, \$11,712, against earnings, \$1,762,557 and miscellaneous receipts, \$7,346 for the previous year. In dividends \$551,700 was paid in 1901, against \$512,500 for 1900. There was transferred to contingent account \$50,000, the same as that transferred in 1900. There was transferred to surplus account \$47,551, against \$84,746 in 1900. The income over and above expenses and fixed charges, exclusive of dividends, amounted to \$649,251, against \$647,246 for 1900. The officers for the current year are: President, Jas. Ross; Vice-President, F. L. Wanklyn; other directors: Hon. L. J. Forget, K. W. Blackwell, F. C. Henshaw and H. M. Allan.

Two new 1,600 h.p. engines and dynamos have been installed in the power house. These additional engines are required to provide for the extra mileage now being operated and the additional number of cars in the service. There are now over 300 cars in use, against 287 a year ago.

Negotiations are in progress between the M.S.R., the G.T.R., and the municipality of St. Lambert, with a view to the extension of the M.S.R. Co.'s lines over the Victoria bridge, to St. Helen's Island, and along the river front to Longueuil and La Prairie. The proposal is to ask the G.T.R. to apportion the south side of the bridge for a double track, leaving the north side for vehicles. Direct connection would be made with the St. Etienne line. The M.S.R. will build its lines to connect with the bridge in the event of the G.T.R. deciding to retain the operation of electric cars over the bridge under its own control.

The M.S.R. Co. paid a dividend of 2½% for the last quarter of the fiscal year 1900-1.

The Co. has recently added 25 new cars to its equipment.

**Nelson Electric Tramway Co.**—The following were elected directors at the annual meeting held Dec. 19th: H. E. Croasdaile, T. J. Duncan, W. A. Macdonald, G. V. Holt, C. S. Drummond and E. Garke. The Co. had under consideration the question of its surplus power, and it is proposed to sell it to the city. If this cannot be arranged the Co. will have to consider the possibility of stopping the service, as it is being operated at a loss on account of the contract with the West-Kootenay Power and Light Co. to take a certain quantity of power, whether used or not.

J. A. Dickey, C.E., Mayor of Amherst, N.S., writes: "I enjoy the contents of THE RAILWAY AND SHIPPING WORLD very much, as it keeps me in touch with the old railway life."

### Canadian Baggage Agreement.

On the call of J. E. Quick, General Baggage Agent of the G.T.R., and R. H. Morris, General Baggage Agent of the C.P.R., a meeting was held at the General Baggage Department of the G.T.R., Union Station, Toronto, Dec. 12. Those present were: J. E. Quick, G.T.R.; R. H. Morris, C.P.R.; A. W. Nonnemacher, G.B.A. Lehigh Valley Rd.; T. Marshall, G.F. & P.A. Lake Erie & Detroit River Ry.; R. McEwen, G.F. & B.A. Richelieu & Ontario Navigation Co.; E. O. Grundy, General Pass. Dept., Quebec Central Ry.; and W. E. Tibbits, G.B.A. Niagara Navigation Co. Mr. Morris also represented the Canadian Northern Ry., and Mr. Quick the Muskoka Navigation Co., New York & Ottawa Ry. and Wabash Rd. The Editor of THE RAILWAY AND SHIPPING WORLD attended by invitation.

The rules and regulations adopted Aug. 1, 1900, were gone over thoroughly, the following changes being recommended:

References to baby carriages, etc., to be struck out of rule 1, clause B, and a new clause to be added as follows:—"Baby carriages, go-carts, baby sleighs, when containing only necessary articles, such as pillows, robes or blankets, may be checked, subject to the same charge as 50 lbs. of excess baggage. No charge less than 25c. This charge is separate from and has no connection with the charge for excess baggage proper." This is specially recommended as it is the uniform custom of all lines in adjacent territories, and will be the universal practice of all lines beginning with 1902, and will give Canadian lines the privilege of checking baby carriages through to destination on any connecting line, which will be an advantage to the travelling public.

Clause B to have added to it as articles that may be checked and carried in baggage car or steamer when properly released—"curling stones and the paraphernalia of theatrical companies."

Clause D to be amended as follows:—"No piece of baggage, except foreign immigrant baggage, weighing over 250 lbs., will be accepted or checked as baggage. This applies to all classes of baggage, including theatrical property checked or handled in the regular baggage car."

The following clause to be added:—"Automobiles, motor-cycles and motor-tricycles not to be carried as baggage in regular train baggage cars."

The following to be added to clause E:—"In checking baggage on a coupon ticket punch each coupon thereof with B.C. punch when checking to destination. When checking short of destination punch or mark each coupon up to that of the road on which the station to which the baggage is checked to is located."

The following to be added to clause F:—"On trans-Pacific steamship business, where steamship ticket or order is presented in connection with railway ticket to trans-Pacific ports, the several lines interested will allow 350 lbs. of baggage on each full ticket of any class, and 175 lbs. on each half ticket. Baggage must not be checked beyond Pacific coast terminals."

Rule 2, commercial samples, clause A, add after "Commercial travellers may be allowed 300 lbs. of samples," the words, "when contained in sample trunks or sample cases." Also add: "No special allowance beyond 150 lbs. per ticket shall be made commercial travellers presenting ordinary first-class tickets issued to the public even though commercial travellers' certificate is presented in connection with such ticket." This is in accordance with resolution adopted at meeting of Ontario transportation lines held at Toronto, Nov. 26.

Rule 9, storage. The following to be added:—"Charges for storage must include Sun-