

Sitka. The Alaska Steamship Co.'s str. Rosalie for Wrangel, Juneau, Skagway & Dyea will call at Vancouver & Victoria, if sufficient business offers, on Feb. 22, Mar. 8 & 22, April 5 & 19.

E. J. Coyle, Assistant General Passenger Agent of the C.P.R. at Vancouver, when in Montreal recently, is reported to have said that the efforts made by a strong syndicate, capitalized by English investment, to establish a fast passenger & freight line of steamships for the Yukon trade, plying between Vancouver & Skagway, are attracting much attention in B.C. The steamship service from Vancouver, with Yukon connections, have been altogether inadequate in the past. The syndicate has, it is said, accomplished something definite in its purpose, & the project will become an actuality very shortly. The syndicate will place on the route two Clyde built steamers, on which an option has been secured, early in May, in time to catch the early traffic for the gold fields. Montreal capital is also behind the venture.

Red River Navigation.—The Dominion Government having decided to improve the navigation of the Red River, at St. Andrews rapids, between Winnipeg & Selkirk, recently invited tenders for the construction of a concrete dam 800 ft. long across the river, & a set of concrete locks 215 ft. in length, & a dredging the river for some 400 ft. The lift of the locks will be about 18 ft. An appropriation of \$150,000 is already available. The total estimated cost of the work is between \$700,000 & \$800,000. The St. Andrews rapids are the only serious obstruction to navigation between the International Boundary & Lake Winnipeg.

ELECTRIC RAILWAYS.

Maritime Provinces & Newfoundland.

Halifax Electric Tramway.—At the annual meeting, Feb. 12, the report was presented as follows, showing a net profit of \$61,798.67, as compared with \$54,748.54 for the previous year. From the year's profits there have been paid 4 quarterly dividends of 1¼% each, amounting in all to \$40,000, leaving a surplus of \$21,798.67. The roadbed, rolling stock, power station, equipment & other property have been maintained in a high state of efficiency, & the cost thereof, as in previous years, has been charged to operating expenses. The business continues to increase satisfactorily, & the percentage of operating expenses is lower than in any previous year, showing a decrease of 3.91% as compared with last year. The cost of extending the lighting lines, to open up new districts, has been charged direct to operating expenses, with few exceptions. Although the track mileage has not been increased during the year, the car mileage has increased 20,334 car miles, & 2,616,231 passengers have been carried, an increase of 196,963 passengers over the previous year, due to a great extent to the reduction of fares adopted at the commencement of the year. The weather, on which the earnings so largely depend, was not on the whole favorable. The popularity of the lighting system shows a steady increase, the equivalent of 3,042-16 candle-power lamps having been installed during the year, making a total instalment of 17,267 incandescent lamps throughout the city. The boiler house & coal sheds have been enlarged, & one 250 h.p. boiler installed. Mechanical stokers have been placed under one boiler, & the power station equipment has been increased by a constant-current series alternating arc lamp transformer of 100 lamps capacity. Line transformers of 50,000 watts capacity, & 110 meters have been installed, all of which has entailed an expenditure of \$16,277.66, charged to construction account.

STATISTICAL STATEMENT.

	1899	1898	1897
Gross receipts—railway, light & power.....	\$203,935.86	\$197,830.46	\$193,379.68
Increase 1899 over 1898.....	3.08%		
Operating expenses.....	112,137.19	113,081.92	112,570.91
Decrease 1899 below 1898, 0.83%.....	944.73		
Operating expenses—Per ct. of total earnings.....	55.15	59.06	57.11
Net earnings.....	91,798.67	84,748.54	80,808.77
Increase 1899 over 1898, 8.32%.....	7,050.13		
Passengers carried.....	2,616,231	24,192.68	23,349.00
Increase 1899 over 1898, 8.13%.....	196,963		
Average receipts per passenger (reduced rates in 1899).....	4.59	4.93	4.99
Car mileage.....	613,942	593,608	575,017
Increase 1899 over 1898, 3.32%.....	20,334		

FINANCIAL STATEMENT FOR YEAR ENDING DECEMBER 31ST, 1899.

ASSETS.

Property.....	\$1,385,145.87
Construction account.....	67,025.55
Accounts receivable.....	18,961.03
Supplies on hand.....	6,712.35
Suspense accounts.....	6,473.48
Deposit with City.....	500.00
Cash on hand.....	41,406.93
	\$1,526,225.21

LIABILITIES.

Capital stock.....	\$ 800,000.00
Five per cent. bonds.....	600,000.00
Accounts payable.....	27,755.34
Securities for lighting accounts.....	71.98
Tickets outstanding.....	881.33
Bond interest.....	15,000.00
Quarterly dividend due Jan. 1, 1900.....	10,000.00
Surplus Dec. 31, 1899.....	72,546.56
	\$1,526,225.21

INCOME ACCOUNT.

Passenger receipts.....	\$119,963.92
Light and power earnings.....	82,627.48
Sundry railway earnings.....	733.32
Sundry receipts.....	611.14
	\$203,935.86
Operating expenses.....	\$112,137.19
Coupons.....	30,000.00
Four dividends.....	40,000.00
Surplus.....	21,798.67
	\$203,935.86

The railway receipts for Jan., lighting receipts not included, were \$11,474.26, against \$8,613.11 in Jan., 1899.

The Moncton, N.B., Street Ry. not having been operated for some time, the town council is considering the question of taking steps to compel the Co. to take up the rails and place the streets in a proper condition.

Quebec Electric Railways.

Montreal St. Ry.—The gross earnings are:

	1899-1900.	1898-1899.	Increase.
Oct.....	\$145,877.20	\$133,619.63	\$12,257.57
Nov.....	133,489.12	125,125.09	8,364.03
Dec.....	137,681.19	127,768.38	9,912.81
Jan.....	136,086.33	125,276.04	10,810.29
	\$553,133.84	\$511,789.14	\$41,344.70

The latest story to gain currency respecting the very good understanding which is known to exist between the Royal Electric Co. the Chambly Water & Power Co. & the Montreal St. Ry. Co., is that the latter corporation will buy a good sized lump of the Water & Power Co.'s stock. It is also said that the Royal Electric will purchase a large interest in the same corporation. It is well known that the Montreal St. Ry. will take a good share—if not all—its power from the works at Chambly, & it is generally believed that between the railway & the Royal Electric, the two consumers of electricity will be able to use up about all the power that the Chambly Co. can furnish. The officials of the different companies, while not denying that there are plans on foot, refuse to say anything.

The dispute between the Co. & the City Council in regard to the removal of snow from the streets has been compromised. The Co. offered to pay half the cost of removal of snow from the streets where there are car tracks, while the city held that the Co. should pay two-thirds of the cost; & that this had been the agreement in the past. The old contract having expired, however, the Co. wanted a new agreement entered on the half-cost basis. The arrangement arrived at with the Co. to-day was that it should for this winter deposit two-thirds of the cost of the probable amount the snow removal would cost, & that both parties should go to law to see whether or not the City had the right, according to its agreement with the Co., to charge more than half cost for the removal of the snow. In the event of the city winning in the courts the Co. will this winter have to pay on the two-thirds basis, as guaranteed, but in case of the City losing, the difference between two-thirds as deposited, & half the cost will have to be returned to the Co. The arrangement as it now stands is that the Co. puts up during the legal fight \$45,000 guarantee for snow removal this year, while the City puts up a guarantee of \$30,000. (Dec '99. pg. 371.)

Superintendent D. M. McDonald, of the M. S. Ry. has invented a device to prevent the too sudden starting of electric cars. On the top of the controller is a series of 8 stops placed at stated intervals & in a circle. Attached to the handle is a spring arrangement which connects with these stops. The handle runs around freely until the first stop is encountered. Then in order to put on more power a pressure on the handle is necessary. A pressure on the handle top allows the power to be applied to the next stop, & so on until the entire circle has been negotiated. In order to go from a stand-still to full power ahead a lapse of from 8 to 10 seconds is necessary. By the old method one sweep of the handle would do it all, & there was the attendant jump which was so likely to cause a passenger to fall prostrate. Of course there is nothing to interfere with the rapid turning off of the power: this can be done with one sweep of the handle, as formerly. Mr. McDonald explained that no matter how carefully a motor man was trained, there were times when he would send on the power more quickly than he should. Perhaps it might be his anxiety to make up lost time and get up with his schedule or a dozen other complications; the result was the same. Another thing in favour of the invention is the proper application of electrical power. In order to get the full benefit of the power applied, & this is true not only in street cars, but in all machinery operated by electricity, the application of the power must be steady and gradual. Another improvement is an automatic lock by which it will be no longer necessary for the motorman to take the handle with him on leaving the car in order that the accidental application of the power can be avoided.

Mount Royal Park Incline Ry., Montreal.

—This Co. has appointed a committee to report on the desirability of converting the power plant from steam to electricity. Last year 325,000 passengers were carried.

The Quebec Ry. Light & Power Co. gives notice of application to the Dominion Parliament for authority to pledge or otherwise dispose of its unsubscribed stock, or to issue it as paid up stock, & generally to deal with such stock as the directors, with the authority of the shareholders, may deem expedient.

Ontario Electric Railways.

Belleville St. Ry.—Notice is given that under authority contained in securities held by the vendor, there will be offered for sale by auction at Belleville, on March 1, the electric railway now being operated from Belleville