

The Lines in Western Canada.

B. C. Electric Ry. Co.'s earnings and expenses for March:

GROSS EARNINGS.	1897-8.	1898-9.	Increase or Decrease.
Railway—Vancouver branch	\$4,920	\$6,003	\$1,083+
Victoria "	6,734	6,475	257-
Westminster "	6,438	6,402	36-
Lighting—Vancouver	8,240	9,875	1,635+
Victoria "	4,399	5,259	860+
Gross earnings	\$30,729	\$34,014	\$3,285+
Working expenses	\$20,336	\$22,376	\$2,040+
Net profits	\$10,393	\$11,638	\$1,245+

Aggregate Gross Earnings,
April 1 to March 31 \$305,152 \$410,099 \$104,947+

Aggregate Net Profit, April
1 to March 31 \$97,400 \$159,734 \$62,334 +
+ Increase. - Decrease.

The aggregate gross earnings and net profit for 1897-98 are from April 15 only.

The directors have declared a dividend at the rate of 5% per annum on the preference shares. The profits for the year ended Mar. 31, 1899, after deducting fixed charges & the preference dividend, amount, subject to final audit, to £16,283, & the directors recommend a dividend on the ordinary shares of 4% per annum free of income tax, absorbing £8,275, carrying £8,008 to special & general reserves.

The Co.'s offices in Vancouver have been moved to the new terminal buildings, corner of Hastings & Carrall streets.

The Co.'s tracks are being connected with the C.P.R. siding at the Co.'s Vancouver terminal building, so that freight cars may be transferred to the Vancouver-Westminster electric line.

Contracts were recently let for the two miles of track mentioned in our Apr. issue, pg. 118. Orders have been placed for 2 closed & 2 open motor cars.

Nelson.—W. A. Macdonald, solicitor, acting for the British Electric Traction Co., has asked for a 35 years' franchise for an electric railway in Nelson. It is thought the Council will grant the application, but will not agree to exemption from taxation for more than 10 years, while a complete transfer system & cheap rates for school children is likely to be insisted on. If the project goes through, the first line will probably be built from the C.P.R. station along Baker st. to Bogustown, with a branch up Stanley st. 2 miles in all. Ultimately another line will probably be built along Vernon st., forming a belt line that will include Baker st., the cars running one direction on one street & the opposite direction on the other.

The Winnipeg Electric St. Ry. has placed an order for two "1,000" 2-motor equipments.

The Co. is experimenting with fenders.

R. P. Roblin, M.P.P., wants the Legislature to give the City of Winnipeg power to decide whether the cars shall run on Sunday. Now it is prohibited by a general act.

Maritime Provinces Electric Lines.

Bedford Electric Co.—The prospects for the speedy completion of the electric tramway from Halifax to Bedford & along the shore are said to be very good. A Halifax paper reports that the work will go ahead this summer, & that an engineer from England will be there shortly in connection with the matter. The work of building the tramways, as well as the proposed pulp mill at St. Margaret's Bay will, it is said, be carried on simultaneously, & may begin about the same time.

The Halifax Electric Tramway Co. recently paid a quarterly dividend at the rate of 5% per annum.

Ontario Electric Railways.

The Brantford St. Ry. Co. is installing six "800" railways motors.

Cornwall Electric St. Ry. Co.—In the case of Kirkpatrick vs. this Co., the Co. has appealed from the judgment of Chief Justice Armour, in favor of plaintiffs in a mortgage action for foreclosure & payment of \$100,000, upon the grounds that the mortgage deed contained no covenant for payment & no acceleration clause; that the mortgage could not be extended to property other than that which it specifically included; that the defendant had no power to hypothecate any property except its real & personal property, & could not, as it professed to do, charge its franchises & income.

Goderich to Kincardine.—An electric line between these towns is talked of. J. J. Wright, of the Point Farm, Goderich, is interesting himself in the proposal.

Guelph.—G. Sleeman, owner of the street railway, says he has been approached by the Cataract Power Co. for an option on his line.

The Board of Trade has been discussing the building of electric lines to Hespeler, Arthur & Erin. The first-mentioned line is the most favored. It would run via Puslinch Lake & connect with the Galt, Preston & Hespeler St. Ry. A local paper gives this estimate of cost:

11 miles grading	\$ 6,000
20,000 ties	5,000
1,000 tons rails	27,000
Anchor bars, poles & spikes	4,000
Laying track	1,000
1,000 posts	1,500
1,000 post holes	500
11 miles of wiring	6,000
4 cars	8,000
	\$59,000

This does not include power, which could probably be obtained from the Guelph St. Ry., nor right of way. It is thought \$25,000 capital would be enough to raise, & that the line could be bonded for the balance. Guelph people do not seem to favor the idea of an electric

line to Hamilton, thinking it would take trade away from them.

The Hamilton, Ancaster & Brantford Electric Ry. Co.'s annual meeting, fixed for May 3, was postponed to May 20, to permit of the continuance of negotiations with New Yorkers in regard to financing the enterprise.

Hamilton Projects.—J. Patterson, of Hamilton, has written Col. Higinbotham, of Guelph, as follows:—"We propose to build a double track line from Hamilton to the brow of the mountain, near Clappison's Corners. We will cross the G.T.R. & Desjardines Canals about 40 ft. higher than the present G.T.R. track in order to be able to ascend the mountain easier. After getting on top of the hill one branch will go through Millgrove in, as nearly as possible, a straight line to Guelph. The other one will go over towards Greensville & Bullock's Corners, & from there in a straight line as possible through Galt & Preston to Berlin & Waterloo. We do not know about the extension of which Dr. Burns speaks to Mount Forest. The present ideas of our Co. are only to build to Guelph, but if we can see any business at all we would continue up to Fergus & Elora. This we think is quite probable. We expect the line to be built very much in the style of a first-class railway, & not in the manner in which many electric roads are built. If it is properly constructed, as we propose, there will be no difficulty in hauling freight, & in running an hourly service between Hamilton & Guelph, making the distance in three-quarters of an hour. At Hamilton we propose erecting a very large cold storage warehouse, & connecting all the electric roads with it, as well as the G.T.R. & C.P.R. We propose by this to establish connection with England. Refrigerator cars will be run, connecting with fast steamers, & a very large business can be worked up in this direction. We also think it will make a very central distribution point for the fruit trade.

T. E. Hillman has made a survey for the line between Hamilton & Guelph.

In our last issue, pg. 119, we gave particulars of the plan to secure control of the Hamilton St. Ry. & the electric lines running from Hamilton, by J. Patterson, for the Cataract Power Co. The deal includes the Hamilton St. Ry., the Hamilton & Dundas Electric Ry.,

TORONTO ENGRAVING Co.
GUTS FOR ALL PURPOSES
BY ALL PROCESSES
92 BAY ST.

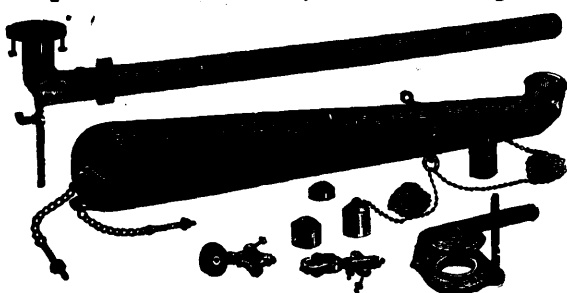
FREE



56 PIECES FULL-SIZE, For Families.

There is no fake about this; send your address at once. Every person answering this advertisement can get a Handsome Decorated Set, absolutely free—we mean it. There is no trick, no juggling with words, nothing but what is honest. Our offer is in black & white, no misrepresentation of any sort; everybody can receive & take advantage of it, & we positively will not go back on it no matter what it costs us. We wish to put our paper on top, & will do anything to get it in the lead quickly. It is one of the best & most interesting Fashion, News & Story Papers in existence. You can prove all we say, the absolute truth, if you will send us 10c. silver or 10c. stamps to cover expense of postage, mailing, addressing & packing, & we will send you the paper for 3 months free. Every one can have their choice of Breakfast, Dinner or Tea Set Free. All Sets carefully boxed & packed at our expense. **POPULAR FASHIONS**
New York City, DEPT. 1005, P. O. BOX 2617.

Improved Halladay Outlet Pipe, Spout and Fixtures



Outlet Valves,
Tanks, Windmills,
Steel Towers,
Pumps and General
Water Supply
Material.

The **ONTARIO WIND ENGINE**
and **PUMP CO., (Limited)**
TORONTO, ONT.