

Ontario Electric Railway Legislation.

The Act respecting mortgages by electric railway or street railway companies, of which a summary was given in our last issue, pg. 123, was passed by the Ontario Legislature & has become law as chap. 32 of the statutes of 1900.

The Act to amend the Street Railway Act, chap. 31 of the statutes of 1900, is of such importance that its provisions are given in full as follows:—

1. Section 18 of the Street Railway Act is amended by adding thereto the following subsections:—

(4) The company, when operating any portion of its line by means of electricity, shall use on the front of each motor car used by such company a fender of a class to be approved by the Engineer of the Department of Public Works of Ontario. Provided that the company shall not be found to furnish or use any such fender until the expiration of the period of six months after the said engineer shall in writing have signified his approval as aforesaid.

(5) The company when operating any motor car upon its railway shall have at least two men engaged thereon, so as to collect the fares & also to look after the public safety, & stop the car for intending passengers.

2. In case any street railway, electric or other railway, has been heretofore, or shall hereafter be, constructed in any municipality under an agreement with the council thereof, or of the council having the control of the road, street or highway therein, & the locality, or any part of the locality in which said road has been, or is constructed, is subsequently to the making of such agreement, removed from one municipality to another, or the road, street or highway along which the said street railway has been or shall be constructed, has ceased to be owned or controlled by one municipality, or the council thereof, or by any council having the control of such road, street or highway, & has become vested in or has been placed under the control of another municipality or the council thereof, then so far as such agreement relates to the maintenance & repair of the track & roadbed of the railway or the remaining portions of the highway or highways over which the railway is operated, & to the removal of snow & ice from the company's track & the disposal of such snow & ice upon the highway or elsewhere the corporation of such last mentioned municipality & any officer or person designated by by-law thereof shall be substituted for & shall have all the right & may exercise all the powers & be subject to the same duties as the municipal corporation party to such agreement & any officer or person named therein & charged with the performance of any duty in respect to the matters aforesaid thereunder.

3. The conductors of every street railway, electric railway or other railway company heretofore & thereafter incorporated & operated by any other motive power than steam shall carry & exhibit if required in every passenger car a table of tolls or fares to be collected or taken for the carriage of any passenger.

Electric Lines in Western Canada.

British Columbia Electric Ry.—A general meeting was held in London, Eng., April 25, to consider a resolution for increasing the capital from £370,000 to £450,000 by the creation of 8,000 new preference shares of the nominal value of £10 each, to rank pari passu with the 12,000 preference shares of the like nominal value already issued. R. M. Horne, Payne presided, & in proposing the resolution, said that practically the whole of the Canadian shareholders, as well as a large number of English shareholders, had sent

their proxies to the board. It was especially gratifying to receive the support of the shareholders in Canada, as they had opportunities of judging of the merits of the enterprise, & of the way in which the management had fulfilled their duties, which the shareholders in this country could not have. The present demand for extra capital was entirely owing to the great success which the Co. had met with, both in the railway & the lighting departments. The number of lights which the Co. were supplying on April 1, 1899, was 32,000, whereas at the end of Feb. 1900, it was 45,000, & there was little doubt but that the figure was 46,000 on Mar. 31, the date at which the financial year of the Co. ended. The board were not in full possession of particulars with regard to the past financial year, but it would not be far from the mark to say that the net earnings amounted to \$200,000, approximately £40,000, as compared with £33,000 in the previous year. On the last occasion on which the capital was increased, in Nov. 1898, it was necessary to apply to the public, but this time there would be no need to do so, as the shareholders would themselves take up the new shares. The works undertaken with the proceeds of the last issue of preference capital were considerably delayed in their completion by the great activity in the iron & steel trade, which rendered it most difficult to get orders fulfilled within a reasonable period. The plant which the Co. now had was amply sufficient to deal, during the summer months, with the business which had been accepted, but the demands for lights was steadily growing. It was, therefore, necessary to provide against the heavier demand which would be made on the Co. in the winter, & a little more electric plant was also wanted on the railway. Provision having been previously made for additional steam power, all that was now required was the actual electric lighting machinery. The expenditure necessary to enable the Co. to meet the demands of the coming winter was calculated at about £16,000, which was just 5% on the issued capital, but the directors had considered it prudent to ask for power to increase the capital by £80,000, from time to time, as business improved. He had no doubt that the profits would increase in proportion to the advance in the capital. The resolution was carried unanimously.

The Co.'s net earnings for Feb. were \$11,620, against \$9,237 in Feb., 1899. The net earnings from April 1, 1899, to Feb. 28, 1900, were \$184,683, against \$150,212 for corresponding period.

The pay roll of the Co. averages \$10,000 a month.

The Co.'s new electric power house in Vancouver is about completed. The main building is 90 x 120 ft., with roof supported on steel trusses, 96 ft. span, thus leaving the floor free from all posts & obstructions. The following machinery has been installed: One direct connected unit for operating the railway lines. This unit consists of a cross compound engine capable of developing 800 h.p. The generator is attached directly to the engine & consequently the armature revolves at the same speed as the engine, 90 revolutions a minute. This unit is capable of supplying a current to operate 50 cars. Directly alongside this unit a similar engine is directly connected to a 10,000 light incandescent alternating current generator. A 700 h.p. double tandem compound Wheelock engine will supply power to the arc light dynamos & will also carry the incandescent lights & power station after midnight. While the average load of this power station closely approximates 600 h.p. at the peak of the load the output can be increased to over 3,000 h.p. The new machinery is all of modern design. The condensing apparatus is situated in the centre of the building & ample space is left for future extensions. Condensing water is obtained from False Creek, & during low tide sufficient water is

impounded by a dam, to run through from one tide to another. The building is practically fire-proof, & concrete floors, marble switch boards & all other accessories usually found in a modern power plant. The cost of the new plant & buildings exceeds \$150,000.

The Co.'s new station & power transformer building on Columbia & Front streets west, New Westminster, is also about finished. On stone & pile foundation the building is of brick, metal covered, & encloses an area of 132x66 ft., about half of which is enclosed for offices & the transformer plant, the other half running right through from Columbia to Front st. being used for car storing, & general transportation under cover & at the Front st. end are two 40 ft. pits for car repairing. The front of the depot on Columbia st. is well lighted & conveniently arranged with various offices of liberal capacity. These are the superintendent's private office & ticket office, a room for the use of conductors & motormen, a general waiting room, 42x30 ft., & the Great Northern Ry. offices. The transformer room is 50x20 ft. The freight house is 70x20 ft. The roadbed on the street between the curved double tracks is solidly planked with 4 in. stuff & the front & back car entrances are furnished with sliding doors, so that the station may be closed up entirely when required.

It is said the Co. has made a proposal to the Vancouver Jockey Club regarding the construction of a race course at Central park, midway between Vancouver & New Westminster, an excellent place for race meetings.

Vancouver & Lulu Island Ry.—See pg. 143.

Winnipeg Electric St. Ry.—A. Mitchell, heretofore in charge of the Co.'s power house, has been promoted to the position of Electrical Superintendent.

"Scrap Iron Assessment."—A bill to abolish the system of assessment of plant, &c., of electric railways, telegraph, telephone & other companies was introduced at the recent session of the Ontario Legislature by a private member, but was rejected by the Municipal Committee by a large majority, the Premier having stated that a commission will be appointed to consider the whole question.

A high-speed electric railway is to be built between Brussels & Antwerp, 28 miles.

Electricity is to be tried on the Chemin de fer de l'Ouest, which is one of the principal steam railway systems of France. The Co. has decided to operate its suburban service from Paris to Versailles by electricity, abandoning the use of steam locomotives & substituting electric motors. The largest power station in France will be erected at Moulinaux, equi-distant between Paris and Versailles, to furnish the current which will operate these trains.

RAILWAY APPOINTMENTS, Etc.

Algoma Central.—It is said that G. H. Cook, heretofore engineer in charge of construction on the Southern Indiana, will take charge of extension work on the A.C.R.

Canadian Pacific.—W. B. Lanigan, Traveling Freight Agent, has been appointed Assistant General Freight Agent, with office at Toronto.

J. G. Taylor, one of the train despatchers at Cranbrook, B.C., who has had a large experience in & is thoroughly familiar with the standard rules, has been appointed as instructor in them. He is succeeded at Cranbrook by E. L. Chudleigh, one of the despatchers at Calgary, who in turn is succeeded at Calgary as a despatcher by Alex. Allan, for