

Employees' securities.....	6,093.60
Unclaimed dividends.....	1,956.57
Unredeemed tickets.....	21,203.42
Suspense accounts.....	23,583.15
Dividend, payable on Nov. 2, 1899.....	124,166.67
Contingent account.....	141,425.00
Surplus.....	475,572.06

\$6,939,263.88

INCOME ACCOUNT.

	1899	1898
Dividends.....	\$478,333.33	\$462,916.66
Transferred to contingent account.....	50,000.00	
Transferred to surplus acct.....	101,537.28	138,787.52
Income over & above expenses & fixed charges, exclusive of dividends.....	\$630,870.61	\$601,704.18

The President, Senator Forget, said he had nothing to add to the report, but would be glad to answer any questions.

Mr. Boas said he had compared the statement with that of the year preceding, & found that \$300,000 had been put to capital account, which had been credited to rolling stock & running expenses. Had this been added on the one side & deducted on the other, or had it been taken to build new cars & the new building in the east end, or had the sum for those purposes been taken out of the profits?

The President replied that Mr. Boas was making a mistake. The amount not paid up was \$154,000 only. What could be very well charged to capital account was so charged. For instance, there had been an increase of \$188,836 last year, gross. That had been earned by increasing the men's wages & increasing the car mileage. The total increased expense against the \$188,836 had been \$139,000. Everything that could, by renewals & so on, be charged to capital account had been charged. If the rails on half a mile of road were replaced by better rails, costing \$4,000 or \$5,000 more, the additional expense was charged to capital, & the other was charged to revenue.

E. P. Hannaford criticised the report because it did not state the mileage of tracks & quantity of material used. He asked information as to the welding of joints, & complained of the noise made by cars. The President said any shareholder could have the information as to mileage, material, etc., but the board had not judged it in the interest of the Co. to make such information public.

Manager Wanklyn said, with regard to the policy in adopting the cast welding of joints, that it was manifest to all people connected with street railways that the low joint question was the greatest problem which had to be met. Mr. Hannaford had based his remarks on his experience on large railways, but it had to be borne in mind that on a line like the G. T. R. repairs to the rail joints could be comparatively easily effected. Mr. Hannaford, when on the G. T. R., had had men continually parading the track, ready to attend at once to any defect. But repairing a joint on a street-car track involved opening the street & obstructing traffic. It was impossible to be always rooting up paved streets, so a permanent joint had to be inserted. The length of the rails had been increased from 30 to 60 ft., which had reduced the number of joints by half. That was one remedy. In Buffalo electric welding had been resorted to, & one solid rail the entire length of the line had been made. It had been found there that, owing to the expansion & contraction of metals, the rails broke at intervals of 1,800 ft. This gave eighteen hundred feet rails. The Montreal Co. had not adopted the electric process, as being too costly, but he had gone to Minneapolis & there had examined the welding process which had given satisfaction after some years of trial. He had had a small plant erected in Montreal on his return & 1,000 joints had been welded last year as a trial. The result had been such that it had been decided to weld 7,000 more & the Co. in-

tended to go on until the whole line had been covered. The improvement on St. Denis St. from the adoption of the new process was already marked in the diminution of noise & oscillation & in the wear & tear of rolling stock & rails. This process has been adopted in Baltimore, Washington, Philadelphia & Chicago, as well as Minneapolis, & it gave universal satisfaction. As to noisy cars in Montreal, that some cars were noisy, he admitted, & they would continue to have noisy cars until they "scrapped" the original equipment. They had old equipment in which it was impossible to instal the gear case. There were 10 or 15 such cars. It was only rarely that these cars ran. The noise had diminished during the last few months. The old equipment had been gradually going out of service, & soon they would be able to avoid all complaints. Lately Mr. Bell, of the Jamaica government, who had been visiting different American cities for the purpose of studying the street car systems, had pronounced Montreal's cars much less noisy than those of New York & other cities.

Mr. MacDonald said he had audited the company's books for 32 years. What should be charged to capital & what to revenue account was clearly understood at the present day.

The President said no arrangement had been made with the G. T. R. about crossing the Victoria Jubilee Bridge, & the matter had practically fallen through.

The usual resolution granting \$6,000 for directors' services was adopted, & the directors were re-elected as follows:—Hon. L. J. Forget, J. Ross, R. B. Angus, K. W. Blackwell & F. C. Henshaw.

The gross earnings are :

	1899.	1898.	Increase.
Oct.....	\$145,877.20	\$133,619.63	\$12,257.57

In the suit of Gareau vs. the Co., the plaintiff claimed that his property had been injured by the vibration, smoke & noise proceeding from the Co.'s power house, which is situated between William & Barre streets. The Co. pleaded that in erecting & operating its power house it acted under rights secured to it by legislative enactment, but Judge Gill held on Oct. 4, that the exercise of statutory powers was no defence to an action for nuisance resulting from the use of the powerful machinery in question.

Quebec Ry., Light & Power Co.—At a special general meeting of the shareholders, Oct. 9, the directors were authorized to issue the remaining unissued stock of the Co., amounting to 5,000 shares, or any part thereof that they may deem necessary.

St. Hyacinthe Electric Ry. Co.—Application is to be made for the incorporation of a company under this title, to build an electric railway in the counties of St. Hyacinthe & Bagot.

Electric Lines in Western Canada.

British Columbia Electric Ry.—Earnings & expenses for September :

GROSS EARNINGS.	1898.	1899.	Increase or Decrease.
Railway—Vancouver division	\$6,456	\$9,338	\$2,882+
Victoria ..	7,344	7,347	17 -
Westminster ..	10,352	7,959	2,393+
Lighting—Vancouver ..	7,572	8,676	1,104+
Victoria ..	4,228	4,612	384+
Gross earnings	\$35,952	\$37,912	\$1,960+
Working expenses	\$19,255	\$21,417	\$2,162+
Net earnings	\$16,697	\$16,495	\$202 -
Gross earnings April 1 to Sep. 30	\$190,304	\$205,768	\$15,464+
Net earnings April 1 to Sep. 30	\$77,600	\$88,469	\$10,869+
+Increase. - Decrease.			

The falling off in the Westminster traffic receipts from those of Sep., 1898, is due to the fact that in 1898 the receipts were largely increased by people who went to see the city after the great fire. The work of rebuilding brought also an abnormal amount of freight to the line in Sep., 1898.

The Co. continues to improve its system. It has put in a line to English Bay, & will lay a branch along Davie St. as soon as the rails arrive. Two new coaches have been put on the Westminster branch. The capital expenditure in Vancouver for the year ended June 30 last is stated as follows :

New track.....	\$39,000
Incandescent lighting plant.....	28,800
Arc lighting	5,950
Motor.....	2,685
Boiler.....	3,435
Power house & car barn (not completed).....	35,340
Cars & equipments.....	8,400
Land & buildings.....	19,200

\$142,800

General Manager Buntzen says it will take over \$100,000 to complete the Co.'s work now in hand in & about Vancouver.

A new ticket system, with limited tickets, has been put in force in Vancouver, & the sale of monthly tickets has been abolished. Conductors' fare boxes have also been introduced. In Victoria the ticket system has also been changed, unlimited tickets are sold at 6 for 25c.; limited, good from 6 to 8 a.m., & 5 to 7 p.m., 8 for 25c.; & school children's, good from 8 a.m. to 5 p.m., except Saturdays & Sundays, 8 for 20c. Transfers are now granted from any city line to Esquimalt for an additional 5c. fare. The conductors' fare box is also to be introduced in Victoria.

A five minute service is promised in Vancouver for next spring.

The Nelson Electric Tramway Co., Ltd., a subsidiary company to the British Electric Traction Co., Ltd., Donington House, Strand, London, Eng., is constructing an electric tramway in Nelson, B.C. A few years ago Nelson consisted of a few shacks, now it is a thriving town of 6,000 people, & is making daily strides towards becoming the most important inland town in the Province, and certainly the first to construct a tramway. The B.E.T. Co.'s board includes some notable men in England, among them Sir C. Rivers Wilson, President of the G. T. R. The Nelson local directorate comprises F. W. Peters, President, Capt. T. J. Duncan, W. A. MacDonald, Q.C., J. Laing Stocks, & T. C. Duncan, Secretary. The construction of the line is in charge of C. Halifax Hall, C.E.

The route the line will take is as follows :—Starting from the end of the Government Wharf west up Front St., past the Provincial Jail & the Hume Hotel, reaching Baker St. by Josephine St., west on Baker St. to Railway St., this being the important business portion of the town, passing the four banks & the leading business houses & stores. The temporary terminus on Railway St. is within 200 yards of the C.P.R. station, the reason for not connecting with the station being that an important railway siding would have to be crossed with a steep approach for the cars. It would also be necessary to obtain powers from the Privy Council for leave to put in a diamond crossing & maintain a watchman, this, with the near prospect of the railway moving its present station to higher ground on the west end of Baker St., has influenced the directors to stop construction at Railway St. A branch from the above route leaves Baker St. at Stanley, climbing 350 ft. in four-fifths of a mile to Houston St. At this terminus is the skating rink owned by the Tramway Company, which, with the two curling rinks, is now being put in thorough repair. The electric light will be used & the whole building brought up to date for winter amusements. Another branch leaves the Government Wharf for the eastern limits of the city, & then for one mile into the suburb called