

the work done has been carried out in the most thorough manner and with the greatest of care, keeping in view the continual increase in car service and the largely increased size and weight of the cars. The Mutual Benefit Association, established for the benefit of the men, has proved a great success, and is much appreciated by the employees, a large majority of whom belong to it. The company contributed to this Association for the seven months to June 30, the end of the Association's year—by contributions and donations—\$9,513.40. During the year the directors secured a franchise for the construction and operation of the system in Delorimier municipality, and an extension of their present franchise in Westmount, and have also secured, through the Suburban Tramway & Power Co., a franchise in Longue Point and Beauvillage. The directors regret to report the death, Jan. 2, 1904, of the company's valued auditor, John McDonald, who held this important position for 30 years. The directors appointed Alex. Stewart in his place for the unexpired portion of the year. During the year F. L. Wanklyn, Vice-President and General Manager, resigned from the board of directors, which resignation was accepted with regret, K. W. Blackwell being elected Vice-President and W. G. Ross elected to the board as Managing Director. The company has paid the city of Montreal, in addition to the usual property and business taxes, the following amounts:—Tax on earnings, \$127,413.29; on account of snow clearing, \$79,808.86, a total of \$207,292.15.

Following are comparisons:—Gross receipts, \$2,463,824.70, against \$2,222,787.65; operating expenses, \$1,510,997.90, against \$1,316,848.64; operating expenses per cent. of car earnings, 62.37%, against 60.20%; net earnings, \$952,826.80, against \$905,939.01; net income per cent. of capital, 11.10%, against 11.41%; passengers carried, 60,281,834, against 54,592,014; transfers, 17,975,524, against 16,794,595.

ASSETS.

Cost of road and equipment:	
Construction, etc.	\$3,862,188.08
Equipment, etc.	3,599,398.39
Real estate and buildings	1,665,876.05
M. P. & I. Ry. Co's stock and bonds	1,165,264.70
Suburban Tramway & Power Co. stock	50,000.00
	\$10,342,727.22
Stores	187,548.37
Accounts receivable	90,570.40
M. P. & I. Ry. Co'y	153,241.44
Cash in bank and in hand	25,288.94
	\$ 466,649.15
Fire insurance fund investment	206,000.00
	\$11,015,376.37

LIABILITIES.

Capital stock	\$6,600,000.00
Bonds:	
5 % due March, 1908	202,000.00
4 1/2 % due Aug., 1922	681,333.33
4 1/2 % due Nov., 1922	1,500,000.00
Mortgages	6,034.51
	\$9,079,367.84
Bank of Montreal loan	318,166.22
Accounts and wages payable	199,545.80
Accrued interest on bonds	33,351.00
Accrued tax on earnings	135,787.92
Employees securities	12,083.60
Unclaimed dividends	1,056.57
Unredeemed tickets	26,766.24
Suspense account	125,750.88
Dividend payable Nov. 2, 1904	165,000.00
	\$1,019,307.63
Fire insurance fund	\$ 267,904.92
Contingent account	129,231.05
Surplus	519,564.93
	\$ 916,700.90
	\$11,015,376.37
City percentage on earnings	\$ 128,093.18
Interest on bonds and loans	111,392.14
Dividends (payable quarterly)	642,520.00
Transferred to fire insurance fund	20,000.00
" " contingent account	50,000.00
" " surplus	821.48
	\$ 952,826.80

The report and statement of accounts were adopted. J. Cochrane, ex-Mayor of Montreal,

called attention to the cost of snow cleaning, which cost the company nearly \$80,000 during last winter, and the city as much more; he thought the whole cost should not exceed \$80,000 a year. The President (Hon. L. J. Forget) stated that the company had a contract with the city, and until the aldermen saw fit to make other arrangements it was bound to proceed as in former years; there was at present a great deal of waste, and the work was not promptly done. W. G. Ross, Managing Director, stated that during the year the company had relaid 16% of the total mileage with 96-lb rails, steel ties, and concrete bed. About 13 miles of the 32 miles of the company's lines had been relaid in this way.

The following former directors were re-elected for the current year:—Hon. L. J. Forget, Sir Hugh M. Allan, Lieut.-Col. F. C. Henshaw, K. W. Blackwell, W. G. Ross.

British Columbia Electric Ry. Co.

The report for the year ended June 30, presented at the annual meeting in London, Eng., Oct. 28, showed that the business of the company has continued to grow largely in all departments, and the profits show a corresponding increase. The gross receipts show an increase over the preceding year of \$138,445, and the net earnings, after charging renewals, show an increase of \$60,649. The following charges have been made against the revenue account of the year, viz.:—

Provisions for renewals, maintenance	£13,372	7	5
Bonus to employes	2,340	4	2
Amount written off preliminary and issuing expenses	1,343	1	5
Amount added to capital amortisation fund	1,658	14	6

Net profit for year, after making above deductions	£49,045	11	9
Balance brought forward from last year	1,098	19	6
	£50,144	11	3

Deduct—

Debiture interest to June 30, 1904	£11,935	9	9
Dividend on 5% cumulative perpetual preference shares, for 6 months to Dec. 31, 1903	1,787	12	10
Dividend on preferred ordinary stock for 9 months to Mar. 31, 1904	7,500	0	0
Dividend on deferred ordinary stock for 6 months to Dec. 31, 1903	6,300	0	0
	27,523	2	7

Leaving available for distribution and reserves	£22,621	8	8
---	---------	---	---

From this the directors have decided to provide for the dividend on cumulative perpetual preference shares for 6 months to June 30, 1904, £1,875; to provide for dividend on preferred ordinary stock for 3 months to June 30, 1904, £2,500; to recommend payment of dividend on the deferred ordinary stock at the rate of 3%, making 6% for the year, which, including income tax, will absorb £6,919 13s. 5d.; to write an additional amount off preliminary and issuing expenses of £2,000; to transfer to reserve fund, £7,104 9s. 9d.

The number of lights in use June 30, 1904, was 112,911, an increase of 19,812 over the number in use June 30, 1903. The number of passengers carried during the year was 8,869,486, an increase of 1,505,197. During the year important additions and improvements have been made to the property and equipment. Twelve new cars have been built, and the car barn has been extended so as to enable all rolling stock to be safely and comfortably housed. Suitable accommodation for the company's various mechanics' shops has also been provided. The rebuilding of Point Ellice bridge in Victoria, to which the company has contributed, is now completed. The new bridge is an excellent piece of work. A number of further contracts for sale of power have been made during the year. This branch of the business will be

much extended on the completion of the Vancouver power installation, the construction of which is proceeding very satisfactorily. Less than one-third of the tunnel between Trout and Coquitlam Lakes remains to be driven; the concrete dam at Trout Lake, the power house, and the sub-stations have all been completed, and three pipe lines are in place. Since Dec. 19, 1903, the Vancouver street lighting has been carried out by means of power delivered from Trout Lake, and a contract has been entered into to supply New Westminster with power for street lighting over a term of years. The remaining £45,000 of Vancouver power debentures have been issued during the year, making a total issue of £220,000. The additional funds required by the Power Co. to complete construction work are being supplied by the Railway Co. The engineers estimate that the work will be completed about May, 1905. The negotiations for the purchase of the Vancouver Gas Co. have been successfully carried through since the end of the year now under review. The cessation of competition between these undertakings will result in benefit both to the B.C.E. Ry. Co. and to the public in Vancouver. The price of electricity has been lowered since the purchase. The directors again record their high appreciation of the services which the General Manager, J. Buntzen, and the staff in British Columbia have rendered. They also record with satisfaction that the most cordial relations continue to exist between the employes and the General Manager. The share of profits distributed to the employes for the year amounts to \$11,400. R. M. Horne-Payne and F. S. Barnard, the directors retiring by rotation, offer themselves for re-election.

Following are comparisons: Railway earnings, Vancouver, \$196,609, against \$158,083; New Westminster, \$132,198, against \$119,318; Victoria, \$122,382, against \$113,842. Electric light, Vancouver, \$244,912, against \$189,237; Victoria, \$115,226, against \$92,402. Total earnings, \$811,327, against \$672,882; total expenses, \$526,331, against \$448,535. Net earnings, \$284,996, against \$224,347. Percentage of expenses to gross earnings, after charging for renewals, 64.87, against 66.65.

E. C. Evan-Thomas presided at the annual meeting, in the absence, through continued ill-health, of the chairman, R. M. Horne-Payne. The report and statement of accounts were adopted. R. M. Horne-Payne and F. S. Barnard, the retiring directors, were re-elected, and the retiring auditors, in London and Vancouver, were also re-elected.

The G.T.R. through trains are not expected to be run via Brantford, Ont., until Christmas, all the work in the vicinity of Brantford not having been completed.

The Central Passenger Association has been asked by the Pere Marquette Rd. to grant it the privilege of applying the same rate on passenger business between Chicago and Detroit, by way of Grand Rapids, Mich., that is effective on the G.T.R. This rate is 50c. lower than the standard rate. The Michigan Central Rd. asserts that the P.M. Rd. is not a Chicago-Detroit line, and has no through cars between these points; that local rates are now effective between Chicago and Grand Rapids, and again on other trains between Grand Rapids and Detroit, and that the only excuse for the differential is to give passengers, who wish to go to both Grand Rapids and Detroit or Chicago, the privilege of stopping off at the former city on a low rate ticket to the latter. This, it is further declared, would give the scalpers of Grand Rapids an unnecessary opportunity to manipulate tickets, thus disturbing the M.C. Rd.'s Grand Rapids-Detroit business.