

Guelph Radial Railway Co.

Manager Hackney has presented the second annual report to the Guelph, Ont., City Council, the road being owned by the city. The receipts for the year ended Sept. 30 showed a surplus of \$1,915.71 against a loss of \$2,378.80 for the previous year. The receipts increased 30%, a large part of which was due to the opening of Riverside Park. The financial statements follow:

ASSETS.	
Construction.....	\$78,000.00
Cemetery extension.....	3,077.76
Storage battery.....	7,286.16
New equipment.....	4,195.86
Water lot.....	150.00
Coal siding.....	410.75
Rink capital.....	183.74
Park.....	6,676.46
Feeder.....	277.64
Stock.....	1,059.29
City Treasurer.....	400.00
Accounts receivable.....	351.34
Insurance unexpired.....	210.00
Inventory.....	541.89
Cash on hand.....	21.40
Cash in bank.....	6,154.99
Balance at debit profit and loss.....	463.09
	\$109,460.37

LIABILITIES.	
City of Guelph.....	\$108,000.00
Accounts payable.....	901.97
Accident.....	558.40
	\$109,460.37

RECEIPTS.	
Passengers.....	\$22,309.63
Freight.....	1,310.22
Advertising.....	374.00
Rent.....	240.00
Power rental.....	168.00
Park.....	217.00
	\$24,618.86

EXPENDITURES.	
Car barn maintenance.....	\$ 3,620.66
Track.....	756.83
Coal.....	2,880.03
Passenger operation.....	6,581.03
Interest and discount.....	356.56
Expense.....	165.23
Insurance.....	58.00
Office.....	1,178.00
Debt interest.....	2,000.00
Freight operating.....	270.39
Freight charges.....	80.67
Oil and grease.....	211.74
Power house.....	1,472.70
Rink.....	191.67
Painting and upholstering.....	232.00
Accidents.....	847.15
Legal.....	60.10
Stationery.....	207.15
Taxes.....	230.00
Park.....	377.46
G.T.R. Co.....	361.96
Line.....	307.25
Puslinch Lake.....	16.00
By-law.....	240.65
Net gain.....	1,915.71
	\$24,618.86

PROFIT AND LOSS ACCOUNT.	
To amount at debit.....	\$ 2,378.80
Net gain year ended Sept. 30, 1905.....	1,915.71
Balance at debit.....	\$463.09

In the quarterly revision of the maps issued by the C.P.R., completed in Nov., it was stated that 128 new stations, mostly in Saskatchewan, Alberta and British Columbia, had been added.

The use of motor cars on railway lines for suburban traffic and to provide more frequent services on sections of lines where a regular steam train service would not be profitable, has been steadily extending in Great Britain and the United States. In 1902 the C.P.R. constructed a special electric car for use of tourists in the Rocky Mountains, and latterly its officials have been giving a general consideration to the question of the advisability of adopting motor car service on various sections of its lines. The matter has not yet advanced sufficiently far to enable any definite information to be given.

Grain Elevator Notes.

The Alberta Pacific Elevator Co. has purchased the farmers' elevator at Carstairs, Man.

The Kidd elevator and flour mill at Prince Albert, Sask., were reported nearly completed early in Nov.

The Red Deer Flour and Milling and Elevator Co. is arranging to erect a flour mill and elevator at Red Deer, Alta., at a cost of \$40,000.

The foundations for the new elevator at Goderich, Ont., have been completed, and scaffolding for the erection of the superstructure has been erected.

The Brackman-Ker elevator at Fort Saskatchewan, Alta., is practically completed, the reports early in Nov. being that the machinery was being installed.

The Collingwood, Ont., Elevator Co., is arranging to ask the town council to guarantee its bonds to the amount of \$75,000 in consideration of its erecting a 2,000,000 bush. elevator.

The Department of Trade and Commerce reports that for the current season there are in the Manitoba grain inspection district 974 elevators, and 46 warehouses with a combined capacity of 46,953,830 bush.

The foundations of the Kelly Milling Co.'s elevator at Regina, Sask., were reported to be in a dangerous state, Nov. 4. The elevator contained 40,000 bush. of grain. Steps were taken to shore the elevator up so as to prevent a collapse.

C.P.R. elevator B at Fort William, Ont., was not running for some time during Oct., owing to a break in the machinery. Elevator D, which had not been running for some time previously, was started up and the work of transferring grain was not retarded.

At a joint meeting of the Grain Growers' and Agricultural Associations at Emerson, Man., recently, the Deputy Minister of Agriculture for Manitoba announced that the Government would permit farmers to take back their own screenings, but would continue to prosecute elevator companies and mills for disposing of them in any other way.

The Smith Grain Co. has been incorporated under the Manitoba Companies' Act, for the purpose of carrying on a grain buying, milling and elevator business, etc., in Manitoba. The capital is fixed at \$40,000 and offices at Winnipeg. The provisional directors are M. K. Smith, F. E. McGray, Winnipeg; E. Florence, Humboldt, Minn.; A. M. Eklund, Williams, Minn.; J. K. Gray, Northcoote, Minn.

The Court of Appeal has restored the original verdict in the case of Wood against the Continental Engineering and Construction Co., in connection with the pile driving contract for the Harbor Commissioners' elevator at Montreal. In the original action the Court gave Wood a verdict for \$493, which was increased to \$1,425 by the Court of Review. The Court of Appeal has reversed this latter decision.

The installation of the electrical equipment of the G.T.R. elevator at Montreal is being proceeded with. Electric power to the extent of 2,000 volts will be supplied to a substation near the elevator, then handled and passed to three 875 k.w. transformers, which will reduce the power to 550 volts for the motors which are distributed throughout the structure. There are 20 of these motors, of the following horse power: 1 3-h.p., 7 5-h.p., 1 50-h.p., 10 75-h.p., 4 75-h.p., 1 100-h.p. and 2 150 h.p. The electric plant was supplied by the Canadian Westinghouse Co., Hamilton, Ont.

SHIPPING MATTERS.**The Lake Freight Situation.**

Our Winnipeg correspondent wrote on Nov. 16: "The past month has shown many surprises in the way of lake freights, Canadian vessels having received as high as 5½c. per bush. freight, from Port Arthur-Fort William to Georgian Bay ports, which is perhaps the highest rate that has been paid in 12 years. The cause of these high rates has, of course, been the blockade of the elevators on the Georgian Bay, through lack of cars to keep them clear, and this same trouble has been the cause of the diversion to Buffalo of fully one-third of the total crop shipped, and before the season closes, the percentage will at least be increased to 50%, as a great many U.S. vessels are now chartered to load at Fort William before the close of navigation, for Buffalo. Buffalo rates the early part of November ran as high as 5c. per bush., but owing to a more free offering of tonnage, the rate has since been reduced to 4c. These rates are also very high for this season of the year through a combination of elevator blockades at Buffalo and scarcity of grain tonnage, as the iron ore movement on the U.S. side of the lakes has been the greatest in the history of the lakes the past season, and a great many of the U.S. vessels were held to that trade through season contracts and were not able to avail themselves of the high rates offering for grain; however, it is expected that within the next few days more of the ore fleet will be released to the grain trade and rates will no doubt go still lower. The coal tonnage into Fort William has been almost exclusively handled by U.S. vessels, principally because the Canadian vessels did not desire the business, and there has not been much change in the coal rates."

St. Lawrence Navigation Improvements.

Early in Oct. the Minister of Marine, accompanied by the Deputy Minister and officers of the department, several members of the Shipping Federation of Canada, and representatives of the Quebec and Montreal pilots, made a trip of inspection of the different matters appertaining to or relating to the improvements to navigation now in progress on the St. Lawrence river, between Montreal and Rimouski. A report of the inspection was made for the Shipping Federation, which has just been approved. The report contains a number of recommendations for improving the conveniences at important points, and additions to the aids to navigation with a view of adding to the safety of the route. Following are some of the more important observations and recommendations:

The wharf at Rimouski had the appearance of having been allowed to fall into decay, but considerable improvements and repairs to the cribwork along the east side of the wharf are being undertaken. At present there is being constructed a shed to shelter the transfer of the mails and baggage from the train to the tender and vice versa. It was suggested that a shelter head be constructed at Father Point pier which should be extended for a sufficient distance as to provide a depth of 30 ft. of water at the end at extreme low water. The shelter pier would give protection and shelter for the embarking and disembarking of the pilots, medical officer, etc. The addition of a high gas buoy on the north end of the Red Island bank would enable the channel between Red Island and Princess shoal, 2½

(Continued on page 599.)