

pared to retake possession, the property will pass to the King firm. The report states that G. U. G. Holman is to be retained as Manager.

London Street Ry.—The company owns 31 miles of line in London, Ont., and statistics for the year ended June 30, 1904, show: Gross earnings, \$175,006.20; net earnings, \$56,926.82; proportion of earnings to working expenses, 76.2%; earnings per train mile, 14.65 cents; operating per train mile, 11.77 cents; total miles run by cars, 1,198,672; passengers carried, 4,104,719.

Montreal Street Ry.—The company has submitted an offer to the city council for the extension of its franchise for 32 years from the end of the 18 years which the present franchise has to run. The suggestion is that the company pay \$100,000 a year for 18 years, \$150,000 a year for the next 10 years, \$200,000 a year for the succeeding 10 years, and \$250,000 a year for the remaining 12 years, besides which it would pave the track way, and water the streets on the city providing the paving blocks and the water. An exclusive franchise within the city limits is desired.

Montreal Street Ry.—Total earnings for Jan., \$203,235.40; net earnings, \$51,559.52; fixed charges, \$19,035.25; surplus, \$32,524.27, against \$183,708.11 gross; \$52,220.81 net; \$16,481.57 fixed charges and \$37,739.24 surplus for Jan., 1904. Aggregate earnings for four months ended Jan. 31, \$841,349.63; net earnings, \$287,367.21; fixed charges, \$75,327.77; surplus, \$212,039.44; against \$769,136.27 gross; \$486,837.22 net; \$68,848.40 fixed charges, and \$213,450.65 surplus for same period, 1903-04.

Niagara Gorge Ry.—The officers and directors for the current year are: President, J. T. Jones; Vice-President, H. P. Bissell; Treasurer and General Manager, B. L. Jones; Secretary, R. E. Powers; other directors: J. F. Aldrich, C. M. Bushnell, R. R. Hefford, W. H. Hotchkiss, J. A. Jones, F. W. Greene, J. H. Metcalfe.

Niagara, St. Catharines and Toronto Ry.—The officers and directors of the new company are: President, F. Nicholls; Vice-President, E. R. Wood; other directors: D. D. Mann, Z. A. Lash, K. C. A. Jarvis, H. G. Nicholls; Assistant Sec.-Treasurer, C. E. A. Goldman, all of Toronto.

St. Thomas Electric Ry.—The receipts for Jan. were \$773.13, and the payments \$1,125.75.

Toronto Ry.—Earnings for Jan.: \$196,969.98, against \$179,359.92 for Jan., 1904.

Winnipeg Electric Ry.—The company has paid to the Winnipeg City Council \$20,377.11 as percentage on the gross earnings for 1904. The earnings as shown by the statement appended amounted to \$407,542.30, of which \$129,702.30 was for cash fares and \$277,840 for tickets.

An act was passed last session of the Manitoba Legislature confirming the mortgage of the company's property to the Royal Trust Co., Montreal, as security for its bond issue of \$5,000,000.

The annual meeting was held Jan. 25, at which a satisfactory report was presented by the directors. The officers and directors for the current year are: President, W. Mackenzie; Vice-President, W. Whyte, Winnipeg; Secretary-Treasurer, F. M. Morse, Winnipeg; other directors: Sir Wm. Van Horne, Montreal; D. D. Mann, D. B. Hanna, Toronto; A. M. Nanton, Winnipeg.

Woodstock, Thames Valley and Ingersoll Ry.—Following are the officers and directors for the current year: President and Treasurer, J. G. Wallace; Vice-President, W. J. Ickes; Secretary, H. H. Powell; General Manager, S. R. Ickes; other directors: W. Nesbitt, M. Karna.

Electric Railway Notes.

The St. John, N.B., Ry. has ordered six open cars, to be delivered in April.

The Winnipeg Electric Ry. is constructing a car similar to the 58 ft. one mentioned in our last issue.

The B.C. Electric Ry. has purchased the first car owned by the Nelson Electric Tramway Co., and after overhauling it will be used on a branch line.

The portions of the car equipment for the Southwestern Traction Co. being manufactured in Great Britain are ready for shipment there and are expected in London, Ont., at an early date.

W. D. Mahon, President of the International Association of Street Railway Employees, addressing the employees of the Toronto Ry. recently, advocated the starting of a superannuation fund. The local association declined to endorse the proposal.

The Attorney-General of Ontario has taken action under the Lord's Day Observance Act against the Grand Valley Ry. for operating its cars on Sundays between Brantford and Galt, Ont. The company is operating under a Dominion charter, and claims to be exempt from the terms of the Ontario act.

The Hamilton City Council will apply next session of the Ontario Legislature for an act authorizing the courts in any action or proceeding against the Hamilton Street Ry., that may be tried or brought before them, to make such orders as may be necessary in the interests of justice to enforce a substantial compliance with the agreements between the council and the company. This application is the result of the recent action against the company in which the court decided that the city had not a right, under its agreement, to regulate the service.

Following are electric railway statistics for the Dominion for the year ended June 30, 1904:—There were in operation 767 miles of line, as against 759 in 1903. The capital, including Dominion and Provincial subsidies and municipal aid, was \$80,453,609, an increase of \$1,219,932. Working expenses were \$5,326,517, an increase of \$853,659 over the year previous. Net earnings were \$3,125,092, or an increase of \$366,273. There were 181,689,998 passengers carried, against 155,662,812 for the preceding year. Of freight 400,161 tons were carried, 28,876 more than in 1902-3. Ten passengers were killed and a like number in the previous year.

The B.C. Electric Ry. car shop at New Westminster, B.C., has in course of construction six cars for the Victoria lines. It will construct during the current year four 14-bench, convertible double truck cars; four 12-bench convertible double truck cars; one double truck work car with rotary sweepers attached, and six 5½ yard dump cars for the Vancouver lines; one 50 ft. double truck interurban car, and one 30 ft. convertible city car for the New Westminster line. The company will also construct three 50 ft. double truck interurban cars, and one 40 ft. freight car for the Vancouver and Lulu Island Ry., which the B.C.E. Ry. will in future operate as an electric railway.

W. H. Moore, Assistant to the President, and R. J. Fleming, General Manager, and some other officials of the Toronto Ry., have visited a number of cities in the United States with a view of obtaining information in regard to the electric car service there that may be of use in the working of the Toronto lines. General Manager Fleming said the U.S. lines were no better than those in Toronto, and the same complaints were made in regard to the service in the cities there as were made in Toronto. As a result of the trip, it has been decided to equip the Toronto cars with air

brakes; to do away with trailer cars, and to add new motor cars as fast as they can be built and equipped. The fender question is under consideration.

Grain Elevator Notes.

The Crown Elevator Co., Minneapolis, Minn., is preparing for the erection of an elevator near St. Boniface, Man., to be completed this year.

J. A. Jamieson, of Montreal, will superintend the construction of the elevator at Port Colborne, Ont., for the Dominion Government, for which he has prepared plans.

The Grain Growers' Association, meeting at Portage la Prairie, Man., recently, adopted a resolution recommending that the railway companies take over the elevator system of the country and operate it.

The Ogilvie Flour Mills Co.'s 500,000 bush. elevator, recently completed at Fort William, Ont., is of steel, and is of the cylindrical type, the interspaces and outside pockets between the cylinders being also available for storage. A unique feature of the building, says the American Elevator and Grain Trade, is in the first story, or basement construction, which, with the foundation, hopper bottoms of the bins, floors and supporting columns, is all in one monolithic mass of re-enforced concrete. This first story gives a working space under the entire area of the bins 10 ft. high, and contains four belt conveyers and the steel spouting by which bins are emptied into the elevator legs. There are three steel elevator legs of 15,000 bush. capacity per hour, for handling the grain in and out of the building. The elevator is operated by electricity supplied from the new power house of the C.P.R. The foundations have been completed for the erection of a 3,000 barrel flour mill for the Ogilvie Co., on a site adjoining the elevator.

The grain handled at the elevators at Fort William and Port Arthur, Ont., during the season of navigation of 1904, amounted to 17,046,939½ bush., against 15,755,456 bush. in 1903. Of this, 14,274,804.40 bush. were carried in Canadian bottoms to eleven Canadian and two U.S. ports, whilst 2,772,135.10 bush. were carried in U.S. bottoms to four U.S. ports, against 13,814,595.40 bush. and 1,940,860.20 bush. respectively in 1903. The Canadian grain handled at the Canadian elevators at the eastern end of the inland navigation was:

	1904 Bush.	1903 Bush.
Depot Harbor.....	4,393,117.20	2,229,052.10
Goderich.....	2,030,641.20	1,844,747.50
Owen Sound.....	1,506,963.20	1,514,786.30
Midland.....	1,178,711.00	2,580,116.40
Montreal.....	1,112,927.50	780,190.50
Sarnia.....	1,051,135.30	677,794.00
Meaford.....	843,009.20	672,007.10
Collingwood.....	594,906.10	556,091.50
Sault Ste. Marie (for orders).....	210,000.00	
Kingston.....	206,723.20	1,334,162.00
Port Colborne.....	141,800.50	
Total.....	14,274,804.10	13,814,595.40

SHIPPING MATTERS.

Navigation Rules for the Great Lakes.

One of the subjects receiving special consideration at the first meeting of the Dominion Marine Association in Ottawa, in April, 1903, was chapter 79 of the Revised Statutes of Canada, respecting the navigation of Canadian waters; and one of the first resolutions of the Association was to deplore the fact that while these "Rules of the Road" were in force on all Canadian waters, a set of rules, differing in many important particulars, were laid down by a statute of the United States to govern the navigation of vessels of that country on the Great Lakes and their con-