

## WIND-BAROMETER TABLE FOR THE GREAT LAKES.

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Height of Barometer Lake Level.	Direction of Wind	Character of Weather & Wind Indicated.
29.40 to 29.60, and steady	West	Fair, slight changes in temperature, gentle to fresh winds.
29.40 to 29.60, rising	West	Fair, cooler, fresh west to northwest winds.
29.40 to 29.60, falling	South	Warmer, increasing southerly winds.
29.60, or above, falling rapidly	East to South	Warmer, rain or snow within 36 hours, increasing east to southeast winds.
29.60, or above, rising rapidly	West to North	Cool & clear, quickly followed by warmer, variable winds.
29.60, or above, steady	Variable	No immediate change, but winds will go to south inside of 36 hours.
29.40, or below, falling slowly	South to East	Rain or snow, increasing easterly winds.
29.40, or below, falling rapidly	South to East	Rain or snow, high easterly winds, followed within 48 hours by clearing, cooler, west to northwest winds.
29.40, or below, rising slowly	South to West	Clearing, colder, fresh to brisk, west to northwest winds.
29.40, or below, rising rapidly	South to East	Severe storm of wind & rain, & wind shifting to northwest within 36 hours.
29.20, or below, falling rapidly	East to North	Severe northeaster, with heavy rain or snow, & winds backing to northwest.
29.20, or below, rising rapidly	Going to West	Clearing & cooler, probably cold wave in winter.

Application is to be made for the incorporation of the Roberval Que., Telephone Co.

The Hawaiian Government have given the Pacific Cable Co. the right to lay a cable between Hawaii, the U. S., Japan, & the Pacific Islands for 25 years. This Co. is incorporated under the laws of New York State, has a strong financial backing with ten million dollars capital. It is said work will begin at once; a bill is now before Congress asking for a \$100,000 a year contract between the Co. and the Postmaster-General for the transmission of official messages of the U. S. for 20 years.

## ELECTRIC RAILWAYS.

## Ontario Street Railway Taxes.

The question of the assessment of the rails, poles & wires of street railways as land is still before the Courts. It will be remembered that the Ontario Court of Appeal, a few months ago decided that the rails, poles & wires laid & erected upon the streets were assessable as land. The Privy Council has recently refused leave to appeal from this decision. The basis upon which the assessment is to be made is now the important question. The Assessment Act provides that an assessment should be made in each ward in the municipality, & that the property is to be valued at its actual cash value as it would be appraised in payment of a just debt from a solvent debtor.

A recent decision of the Court of Appeal on the method of assessing telephone wires & poles is of importance upon this point. It is therein held that the property in each ward must be valued as just so much dead material, & that the cost of construction or the value as part of the going concern is not the test. The assessment of the Toronto Ry. Co. was at the rate of \$6,300 a mile, such figures being based on the cost of construction, with an allowance for depreciation. The Co. appealed against this assessment, & the appeal came before County Judges Morgan, McGibbon & Dartnell, at Toronto, July 30. Only 2 witnesses were heard. K. W. Blackwell, of Montreal, valued the rails as scrap steel, at \$3.50 a ton. J. J. Gartshore, of Toronto, valued them at \$3. It was shown that the only market for the rails was at New Glasgow, N.S., where the rails would be worth \$10 a ton, but the freight & cost of taking up would reduce the value to the amount sworn to. The wires, etc., were valued by the witnesses at \$5.20 a mile. Ultimately the appeal was adjourned, to be taken up by the same Judges Sept. 6. The assessment of the power-house of the Co. was reduced from \$329,000 to \$300,000. Messrs. Fullerton & Drayton appeared for the City, & Messrs. Laidlaw & Bicknell for the Co.

## The Maritime Provinces.

**Halifax Electric Tramway.**—In our July issue, pg. 138, this was spoken of as a 5% stock. It was last year, but this year the Co. has been paying 1½% quarterly, or at the rate of 6% per year.

Following is the Co.'s financial statement to Dec. 31, 1897, as presented at the last annual meeting:—

ASSETS.	
Property.....	\$1,377,039.82
Accounts receivable.....	16,830.83
Supplies on hand.....	8,129.77
Construction (in process).....	1,520.27
Suspense accounts (as insurance, etc.).....	3,993.09
Deposit with City on snow account.....	500.00
81 shares stock in treasury....	8,100.00
Cash on hand.....	76,845.10
	<u>\$1,492,958.88</u>
LIABILITIES.	
Bonds.....	\$ 600,000.00
Capital stock.....	800,000.00
Accounts payable.....	23,776.21
Suspense accounts as advertising.....	183.32
Bond interest due Jan. 1, 1898.	15,000.00
Quarterly dividend payable Jan. 1, 1898.....	10,000.00
Surplus Jan. 1, 1897.....	16 690.58
Surplus for 1897 after paying \$32,500.00 in dividends.....	27,308.77
	<u>\$1,492,958.88</u>

The stock was listed on the Toronto Stock Exchange July 23. There were no transactions in the stock, however, which was offered at 134, with 132 bid. The company has an exclusive franchise for 21 years, but at the expiration of the term it has the option of saying whether it desires to continue the exclusive privileges, & if so it may make a new arrangement. If it decides to forego exclusive privileges, the City cannot prevent the Co. from carrying on its business as at present. For exclusive privileges the Co. now pays \$1,000 a year & 4% of the gross receipts from the tramway department only. In 1895 the present Co. was incorporated to take over the business of the Halifax Street Ry. Co., the N.S. Power Co., the Halifax Illuminating & Motor Co., & the Chandler Electric Co. During 1897 the Co. purchased the electric plant of the Halifax Gas Light Co. The Co. now has exclusive rights in the tramway business, & also does a large business in furnishing incandescent & arc lighting, power, etc. It also has the contract for lighting the city streets.

## Ontario Lines.

**Ayr & Paris.**—A Toronto deputation recently interviewed Paris Town Council respecting a proposal to build an electric line between there & Ayr. It is said a charter will be applied for.

**Brantford & Port Dover.**—From Brantford comes a report that a Co. is being formed to operate an electric line between that city & Port Dover. It is proposed to use the T.H. & B. Ry. tracks between Brantford & Waterford, making that portion of the line electric as well as steam, & to build an electric line from Waterford to Port Dover.

**Cornwall.**—On Sunday, Aug. 14, a large party of Roman Catholic Foresters went from Montreal by G.T.R. to Cornwall, where they were conveyed by the street railway, to St. Lawrence Park, where they spent the day. It is said the electric cars continued running through the day, & carried ordinary passengers as well. The Lord's Day Alliance is contemplating legal steps in the matter.

**Hamilton, Grimsby & Beamsville.**—At the quarterly meeting July 25 the statement presented is said to have been most satisfactory, the business being 12% greater than for the corresponding period of 1897. It was decided to abolish quarterly meetings & to hold an annual meeting on the 4th Monday in January.

Owing to the heavy fruit trade another freight car has been added to the equipment.

It is said there are not many transactions in the Co.'s stock. T. Carpenter, Winona, recently sold his holding to Dr. Woolvorton.

The biggest Sunday business in the history of the line was done July 24, when about 1,500 people went from Hamilton to Grimsby Park to hear Evangelist Sam Jones.

**Hamilton Radial.**—The Co. began to run its cars on Birch avenue Aug. 6, & abandoned the Sherman avenue line. The new portion of track runs under the G.T. & Northern railway tracks, & thus dangerous level crossings have been done away with.

**Hamilton Street.**—On July 27 the Hamilton ratepayers voted on two questions. The 1st, "Shall the City purchase & operate the H. St. Ry.?" was answered in the negative by 1,867 to 263. The 2nd question, "If the City do not purchase the H. St. Ry. should the Council extend the franchise of the Co. for 15 years, that is until 1928?" was answered in the affirmative by 1,618 to 823. The Council has since been asked to extend the franchise for 15 years.

**Lennox County.**—Interest in this proposed electric line has been revived & the ratepayers of Perth are to vote on a bonus by-law.