

The plant & machinery have been maintained in good condition during the year, but the increase in business will necessitate much re-arrangement in Vancouver during the coming year. The improvements & extensions authorized to June 30 involve the expenditure of \$246,770, say £50,879, of which £24,095 4s. 5d. has been already charged to account at Mar. 31, 1898. The larger part of this is on account of the installation of water power at Victoria, & the re-organisation of that branch in accordance with Mr. Campbell's recommendations, which absorbs approximately \$120,000. The double tracking of Government Street, re-arrangement of switches & other improvements were completed towards the end of Feb., but the branch was not worked by water power before Sept. The Oak Bay suburb of Victoria, hitherto unreached by the Co.'s lighting system, is being added to the area of its operations, & a large number of new subscribers has been secured.

On the Westminster branch new trolley wire & feeder copper has been added to increase the capacity of the leads, & the whole line has been put in excellent order, the old motors have been replaced by modern ones of approved pattern, & additional switches have been put in, greatly reducing working expenses, & enabling a more frequent train service as the increase in business justifies it. A considerable increase in the freight business, & in the sale of fire-wood obtained from the Co.'s lands, has been secured by the purchase of 2 additional special cars. A station has been built at Central Park. A long distance telephone has been erected between Vancouver & Westminster, & the intermediate stations.

In Vancouver an extension of the railway to Stanley Park, via Pender Street about 1 1/4 miles, was completed in Nov., which enables the Co. to handle efficiently the large summer holiday traffic to the Park on Saturdays, Sundays & holidays. New engines & dynamos were purchased & installed towards the end of Mar., thus enabling the Co. to take fresh lighting business, which it would not otherwise have been able to cope with next winter.

Besides the installation of water in Victoria, the following improvements are now under construction:—In Vancouver a double track is being laid on the small portion of Hastings Street which remained with a single track, & also along Westminster Avenue. This will complete the double tracking of the whole of the main line in the business & more important residential sections of the city. The Co. is also extending its line through Powell Street, with a view of securing traffic from the east end of the town, & the important manufacturing, foundries & sugar refinery situated along that part of the water front.

During the present year, the directors propose to carry out the following improvements, which they are advised will prove remunerative:—The reconstruction of the Vancouver power-house is urgently needed, as it is now cramped with the new machinery recently placed in it, & is for other reasons at present unsatisfactory & uneconomical. Acting on the advice of the General Manager & Mr. Campbell, the directors propose to put up a suitable building in stone & brick, with all modern improvements, & to do away with the 2 existing power-houses on the Vancouver & Westminster lines, combining their machinery & driving both branches from one house. This will effect a considerable economy. It is also proposed to install a separate metallic circuit of large capacity for the purpose of supplying electrical power, for which there is a demand. The management estimate that the increase of business during the current year will justify the expenditure of from £6,000 to £8,000 in extending the lighting plant & mains, & a further £2,000 will be needed to thoroughly rearrange the lighting circuits in Vancouver on a more economical & scientific basis than that at present employed. The present circuits

were designed when the business was very much smaller, & are unable to cope economically with present requirements. The directors propose to build an extension from the Westminster city line to Sapperton, on the Fraser River, which has been petitioned for by the inhabitants, & which the General Manager recommends as a profitable investment, in view of the traffic created by the salmon canning industry. They also propose to extend the Vancouver line along Denman Street to the beach. This is a very short extension, but one, it is believed, which will produce considerable increase of traffic in the summer, when the beach is thronged by bathers. The approximate cost of the foregoing programme is estimated at £30,000, which the Directors propose to raise by the sale of shares, & in addition they propose to redeem the £56,000 of 6% income bonds by the same means. They therefore recommend the shareholders to increase the ordinary share capital by £100,000, & to authorize them to dispose of the shares as, & when they think it to be in the best interests of the Company to do so.

All the foregoing propositions made by the directors were adopted.

The authorized capital of the Co. when established was £250,000, of which £200,070 was subscribed. Up to Mar. 31 last the Co. had issued 4% 1st mortgage debentures amounting to £250,000 & non-cumulative 6% income bonds amounting to £56,100 being part of an authorized issue of £75,000.

The directors are: R. M. Horne-Payne, Chairman; F. S. Barnard, J. Horne-Payne, A. C. Mitchell-Innes, R. Northall-Laurie, G. P. Norton & R. K. Sperling. Mr. Barnard resides in Victoria, the other directors being in England. The head office is at 1 & 2 Great Winchester St., London, E.C.

The officials in Canada are: J. Buntzen, General Manager, Vancouver; J. M. Campbell, Chief Engineer, Victoria; E. H. Wilcock, Asst. Comptroller, Vancouver; A. T. Goward, Asst. Comptroller, Victoria; C. Aird, Supt. of Traffic, Vancouver; H. Gibson, Supt. of Traffic, Victoria.

Under date of Oct. 8 General Manager Buntzen wrote us that it had not then been definitely decided to build either the Sapperton branch or the Denman St. line in Vancouver.

In the directors report reference is made to the installation of water power at Victoria from the falls at Goldstream. About 16 miles from Victoria, the waters of the Sooke Mountains form a lake covering 150 acres, into which empties Goldstream River, which is tapped 3 miles from its source by an artificial lake or reservoir covering 7 1/2 acres, 1,122 ft. above sea level. From this reservoir the water passes through a steel pipe, 33 in. in diameter, 6,700 ft. to the electric power house which is 460 ft. above sea level, thus giving a fall of 1,000 ft. from the main lake, through which 15,000,000 ft. of water pass every 24 hours, forming 1,500 h. p.

Maritime Province Lines.

Dartmouth, N.S.—A proposition has been made to the Minister of Railways to run the Dartmouth Branch of the I.C.R., by electricity. This branch extends from Windsor Jct. to Dartmouth, 13 miles.

St. John, N.B.—The Co. has spent about \$100,000 this year in enlarging & adding to the equipment of its Union St. power house, so as to concentrate there all the power for the railway & for electric lighting, & to abandon the Wentworth St. power house. The equipment of the Union St. power house now includes 12 engines from 250 to 600 h.p. each, & boilers rated 1,250 h.p. The new smoke stack is 175 ft. high. The Co. has added 5 open motors & 2 closed cars to its rolling stock this year. There have been no extensions of track.

Yarmouth, N.S.—It is said the Yarmouth Electric St. Ry. will be extended to Port Maitland next spring.

Ontario Lines.

Brantford.—At a recent meeting of the City Council the Clerk was instructed to notify the St. Ry. Co. that unless the terms of the charter were complied with steps would be taken to forfeit it. This was the result of complaints as to the service.

Galt, Preston & Hespler.—J. W. Leonard, General Superintendent of the O. & Q. division of the C. P. R., has been elected a director of this Co.

The Hamilton, Grimsby & Beamsville has issued a pamphlet describing its line & the tributary districts. The reading matter is well prepared, but unfortunately it is printed with a pale ink. It is profusely illustrated & no doubt the original photographs from which the illustrations were made were very attractive, as there are some charming views along the line, but they have been spoiled in the lithographic reproduction. Our advice to the management is to suppress the balance of the edition, if it has not all been distributed, & to get out for next season an up-to-date pamphlet with first-class half-tone illustrations.

A deputation of farmers & fruit growers from Vineland and Louth Township recently waited on the H. G. & B. directors to urge an extension of the line from Beamsville to St. Catharines. The directors stated that the cost of building a line over the ravines, either on the stone road or the middle road, would be great, & they would not think of undertaking it without a substantial bonus from St. Catharines & also from Louth Township. It would also be necessary to get the Co.'s charter amended. J. Paterson, C. E., has since reported to the directors that 11 big ravines would have to be crossed between Beamsville & St. Catharines, which would cost over \$100,000. When Mr. Paterson's estimate for the whole work for the extension is before the board a decision will be come to. At present there is considerable doubt as to whether the work will be gone on with.

The Co. recently applied to Barton township council for permission to change its route by running a line along Main St. to Trolley Avenue. As the Hamilton St. Ry. Co. contemplates extending its line to Barton Hill, the Council agreed to pass a by-law to have the line used in common by the 2 companies, but this did not suit the H. G. & B. people.

The village of Grimsby is trying to get an injunction to prevent the H. G. & B. from obstructing Murray St. by leaving cars standing on the crossings.

Besides having increased its passenger traffic the Co. is doing a very heavy freight business this year. Fruit growing has developed marvellously along the line. Strawberry shipments commenced in June, & the season for other fruit shipments will extend to Christmas. The road has handled as many as 100 tons of grapes a day.

Hamilton Street.—The term extension by-law having gone into effect, it is said some improvement will be made in the system as soon as financial arrangements are completed.

Hamilton Radial.—It is said the line will be extended east to the Guelph Road, near Port Nelson.

London.—A board of county judges having confirmed the assessment of the Co.'s cars by the City, the Co. has taken the matter to the Court of Appeal.

Ottawa.—The crowds during the recent Central Canada Exhibition were so large that the Street Railway had difficulty in handling them, the equipment being insufficient. A number of open cars will be built during the winter.