

The Court of Appeal has reversed the judgment of the Court of Review and confirmed the judgment of the Superior Court in the case of the Ottawa Electric Company and the Hull Electric Company. By the present judgment the Ottawa Electric Company is declared to have the right to compete with the Hull Electric Company; the bylaw of the city of Hull, Que., giving exclusive rights to the Hull Electric Company, is declared to create a monopoly, and the act of the legislature confirming said bylaw is declared to be unconstitutional.

The establishment of the Marconi system of wireless telegraphy in the northern part of Newfoundland, and along the Labrador coast, seems to be contemplated by the Newfoundland Government, whose Minister of Marine and Fisheries, in a recent interview, stated that the plan at present thought of, if arrangements can be made with Marconi for instruments, fitting up, etc., is to connect the Labrador coast with the nearest telegraph station on the island, probably Tilt Cove. The distance between Tilt Cove and Rameo, Northern Labrador, in a line along the coast, is something over 850 miles. This means that 18 stations at a distance of about 50 miles apart would be placed.

The Metropolitan Electrical Co., Ottawa, is employing 300 men and 50 teams of horses on its power works at Britannia, Ont. There are in operation five steam drills, three steam derricks, a steam dredge, two locomotives and fifty flat cars, comprising part of the plant. The total length of the canal is about 3,000 feet, about 1,200 feet of this is solid rock, through which there is a cutting of about 150 feet wide and varying in depth from eight to fourteen feet. In the blasting of this rock about one ton of dynamite is used a day, and about two car-loads of coal are consumed every day, in operating the plant. The company expects to be in a position to deliver power May 1st. J. Ayles, C.E., is in charge of the works. Thos. Lyndsay, Ottawa, is president of the company.

The Niagara Falls Park Commissioners have reached an agreement with the Fort Erie Electric Ry. Co., under which the latter will be allowed to extend its line for a distance of thirteen miles along the bank of the Niagara River to Slater's Point. This brings the line within two miles of Chippewa, but the ground between the two points is already occupied by the Niagara Falls Park and River Ry., which did not run cars between Slater's Point and Chippewa last season, and the Park Commissioners may cancel the existing agreement and transfer running rights to the Fort Erie Company. In return for the franchise from Fort Erie to Slater's Point the Fort Erie Co. has agreed to buy a right of way, giving a width of 66 feet over the land to be traversed, and to pay a yearly rental.

A recent report respecting the good understanding which is known to exist between the Royal Electric, the Chambly Water and Power Company, and the Montreal Street Railway, is that the latter corporation will buy large blocks of the Water and Power Company's stock. It is also said that the Royal Electric will buy a large interest in the same corporation. It is a well-known fact that the Montreal Street Railway will take a good share—if not all—its power from the works at Chambly, and it is generally believed that between the Street Railway and the Royal Electric, the two consumers of electricity will be able to use up about all the power that the Chambly Company can furnish. The officials of the different companies, while not denying that there are plans on foot, refuse to say anything at the present.

Marine News.

A marine railway is building at Parrsboro, N.S., this winter; local capital having been subscribed.

Innes, Hemeon & Co., general merchants, shipbuilders, etc., Liverpool, N.S., are applying for incorporation as Innes, Hemeon & Co., Ltd.

The Montreal Harbor Commissioners have empowered the chief harbor engineer, John Kennedy, C.E., to prepare estimates and specifications of a powerful dredge, a derrick and four scows, for use in the harbor improvement works next summer. It is estimated that this additional plant will cost about \$100,000.

There is a considerable revival of wooden shipbuilding in Nova Scotia, notably at Parrsboro' and Port Greville, where a number of four-masted schooners are being built.

Adam Mackay, Hamilton, Ont., who has returned from England, says the two new boats being built for the Hamilton and Fort William Navigation Company will be ready by June 1.

The Davies Dry Dock Co., shipbuilders, Kingston, Ont., have the contract to build a steamboat, 70 feet long, for a Rat Portage firm. It will be completed in time for the opening of navigation.

The new wharf to be built by the Richelieu & Ontario Navigation Company at the foot of Scott street, Toronto, will be completed by the 1st of April, and will cost \$23,000. The wharf will be 357 feet long and 54 feet wide. On it will be erected freight sheds, waiting rooms and ticket offices for both the Hamilton Steamboat Line and R. & O. Company.

R J Leslie, Halifax, N.S.; J. McLean, Souris, P.E.I.; William McKenzie, Pictou, N.S.; E. G. Kenny, Halifax, N.S.; J. G. Binet, Magdalen Islands, Que.; G. C. Hart, Halifax, N.S., and W. G. Leslie, Magdalen Islands, are applying for incorporation as the Magdalen Islands Steamship Company, Ltd., with a total capital stock of \$100,000, headquarters at Halifax, N.S.

Railway Matters.

The pension system recently introduced by the Pennsylvania railways is taking root on the other lines.

The Quebec Central Railway Co. gave its office employees a raise of ten per cent. on their salary as a Christmas present.

The Mineral Ry. Co. asks a charter to build a railway from Gros Cap Harbor on the north shore of Lake Superior to the Canadian Pacific Railway.

It is said that the Canso and Louisburg Railway Co. is contemplating the construction of a bridge across the Strait, which, it is estimated, will cost \$3,000,000.

The Montreal and Ottawa Railway Co. is applying for an Act extending the time within which it may complete its railway and connect it with the railway of the C.P.R. in Ottawa.

The Canada Atlantic Railway Co. intends building a second elevator at Depot Harbor, Ont., with a capacity of 1,500,000 bushels, this season. It will also add three new steamers to its grain fleet on the upper lakes.

Incorporation is asked for the Crow Lake Railway and Development Co., to construct a railway from White Fish Bay, Lake of the Woods, easterly to a point in Crow Lake, and to operate same by steam or electricity.

Application will be made for incorporation of a company to construct a railway from near Cascade, B.C., in a westerly direction to Carson, with a branch from Grand Forks fifty miles up the North Fork of the Kettle River, following the valley of the same river, also with a branch from a point at or near Grand Forks in a southwesterly direction by way of Greenwood, to Midway.

The Manitoulin and North Shore Railway Co. will apply to the Ontario Legislature at its next session to empower it to build from Little Current to James Bay, and from the township of Drury to Sudbury, and also from Little Current to the south shore of Manitoulin Island, and from Tobermory in the county of Bruce to Meaford, passing through Warton and Owen Sound, Ont.

The Athabasca Central Railway will apply for a charter at next session of the Dominion Parliament to build a railway from Edmonton to Victoria Settlement and the Athabasca River, and on to Vermillion Falls on the Peace River. The company will also ask power to mine, smelt and manufacture iron, etc., and develop asphalt, gas, tar, and petroleum deposits, and do a general trading business in lumber, etc.

Application will be made to the Ontario Legislature for incorporation for the Wabigoon, Manitou and Rainy Lake Railway Co. to build a steam or electric railway from the south-eastern end of Minnetakie Lake or Mine Centre, and from a point on the Canadian Pacific Ry. between Dryden and Tache