

tions of its contract with the town of St. Louis. This means that the residents of St. Louis are entitled to all the advantages in respect of street car transportation that citizens of Montreal enjoy, namely, under agreement with the Park & Island R. Co., passed in April, 1893, that Co. must provide a 5 minute service to the centre of the city of Montreal, supplying tickets at the same rates & on the same terms as those in force on the Montreal Street Ry., & give transfers.

E. M. Fulton has entered suit against the M. P. & I. Co. for \$4,000 doctors' bills, hospital attendance, etc., necessitated by an accident sustained on the line.

**MONTREAL STREET RY. CO.**—There was a rumor in Montreal recently that the M. S. Ry. Co. & the Park & I. Ry. would unite. The presidents of both companies denied the report. President Holt, of the P. & I. Ry. Co., said: "There has been a by-law prepared & accepted by the St. Louis du Mile End corporation, which provides for the taking over of the franchise by the Montreal Street Ry. Co. This is contingent on our acceptance, and we, of course, shall not accept unless there is an amicable agreement between ourselves and the M. S. R. for the running of our cars through the municipality, just as they now do through the city. The only difference would be that the cars would be taken in charge by the M. S. R. at about the C.P.R. crossing, instead of nearer the city limits. As to any amalgamation of the companies, such as has been talked about, that is out of the question." President Forget, of the M. St. Ry. Co., said that the rumor had been made out of whole cloth.

The M. S. R. Co.'s passenger equipment now consists of 221 closed motor cars; 149 open motors; 45 closed trailers and 30 open trailers; 60 more open cars are being built for next summer's traffic. The average daily number of full-day cars run (18 hours each per day) is 148; summer (May-October), 156; winter (November-April), 140. The average daily number of cars run during busiest hours of the day is, summer, 200; winter, 190. During the year ended Sept. 30, 1897, 32,047,367 passengers were carried; during the 4 months ended Jan. 31, 1898, there were carried 10,928,793, as against 9,935,989 in the corresponding period of 1897.

The M. S. R. Co. recently invited tenders to be sent in by April 1 for the privilege of advertising in the cars, the same to be confined to racks in the head linings of the cars. The tenders have to state a sum per year, payable in advance, the contract to run to Dec. 31, 1899, when the contractor may renew for a further 2 years, at 25% advance on the original contract.

The M. S. R. Co. has received an order from its relative the Kingston, Jamaica, Street Ry. Co. to build 20 electric motor cars for use in Kingston.

The increase in earnings of the M. S. R. Co. for Feb., 1898, over Feb., 1897, is \$12,673.81. The total receipts for Feb. amounted to \$102,625.49. The average daily earnings were \$3,663.14, an average daily increase of \$334.45. The comparative statement is as follows:

	1897	1896
October .....	\$116,293.09	\$109,110.38
November .....	110,929.60	100,818.57
December .....	113,128.91	103,115.02
	1898	1897
January .....	110,156.46	99,636.18
February .....	102,625.49	89,951.68
March .....	114,677.91	99,441.91
	\$667,811.46	\$602,074.74

The M. S. R. Co. recently gave orders that all motormen & conductors should buy new uniforms once a year. In order to preserve some measure of uniformity, all clothing is to be issued on the same day, overcoats Nov. 15,

& uniforms May 24, an overcoat to be worn only one season. One-third the cost of the uniform is borne by the Co.

The Court of Review has confirmed the decision of the Superior Court, dismissing Dame Elizabeth Kerr's action against the M. S. R. Co. Dame Kerr sought to recover \$4,115 for injuries received while getting off a car. The accident was alleged to have taken place Dec. 16, 1894; action was not taken till Jan. 28, 1896, & the first notice the company got was Dec. 24, 1895. The courts held that the evidence was too vague to satisfactorily establish fault on the part of the Co.

On Feb. 18 the monthly drawing of the conductors & motormen of the M. S. R. Co. took place, Supt. McDonald presiding. Every year the Co. apportions \$500 for employees who have no marks against them for each month. Special prizes are also awarded men who distinguish themselves in moments of peril.

It is said the deal between the Chambly Power Co. & the M. S. R. Co. is as good as accomplished, that the street railway will lease its present power house to the Royal Electric Co., & it will be kept in reserve in case of an emergency. The M. S. R. Co. now generate its own power, using about 9,000 horse power a day. The cost of producing this is estimated at \$42 per horse power, an annual expenditure of over \$360,000, while, according to reports, the Chambly Co. has offered to furnish the necessary power at \$32 per horse power. This would mean an annual saving of \$90,000.

The M. S. R. Co. has just had 15,000,000 car tickets printed costing \$1,100. The Co. got \$3,000 for the advertising on them.

**QUEBEC CITY.**—It is stated by H. J. Beemer that probably in 1899 or 1900 the consolidated Quebec St. Ry. & the Quebec, Montmorency & Charlevoix Ry. will extend as far as Murray Bay. The present system will be operated as far as Cape Tournament. When Mr. Beemer transferred the franchise to the present Co. he retained a 2 years' option of the property, which he now insists on availing himself of. It is said the Co. offered \$300,000 to buy out his right, but that he demanded \$350,000, which it would not pay, & now he is about to redeem the property, paying the Co. 10% premium on the cost of construction, & 6% interest on the money invested, as agreed at the time of the transfer. It is understood that the returns of the road have been so large that Mr. Beemer has found no difficulty in selling to another company, which will also take over the Quebec & Montmorency Ry., consolidating the two lines, & running them both by electricity.

Ten years ago, on Feb. 3 last, an electric street railway service was first demonstrated to be feasible by the Union Passenger Ry. of Richmond, Va.

Many railway companies handling heavy suburban business are seriously considering the advisability of adopting electricity as the motive power for such service.

The Maisonneuve Council has obtained permission from the Belt Line Ry. to allow the tracks of the Montreal Street Ry. to cross its tracks at Lasalle street, with the view of extending the service of the latter company to Letourneux street. To complete the scheme the council has to get the sanction of the Railway Committee of the Privy Council to the right of way across the Belt Line tracks.

A considerable amount of money will be spent this summer by the Manitoba Electric Light & Gas Co. & the Street Ry. Co. on their system at Winnipeg. J. Kynoch, of the Canadian General Electric Company, when in Winnipeg recently, said it was the intention to re-organize completely the lines of the street railway & the Gas Co. New generators, new transformers, plants, etc., will be put in & the whole system gone over & improved.

The Canadian Electrical Association will meet at Montreal for its annual convention on June 28, 29 & 30. The programme, while not yet complete in all details, includes besides the business session a trip to Chambly to view the works of the electrical company, a trip on the Park & Island Ry., an evening excursion up the mountain, in order that the members may see the city illuminated, a trip to the works of the Lachine Hydraulic & Land Co., to McGill University, the Street Ry. power-house, etc. It is expected a large number will attend.

## EXPRESS.

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G. C. Thompson, solicitor for the Ontario Express & Transportation Co., which became defunct in 1892, says the affairs of the Co. will be wound up at once, & that the employees will be paid their wages in full. The creditors of the Co. will get 8 or 10% of their claims. The shareholders will get nothing; in fact, they will be assessed to pay the claims. It is now 6 years since the winding-up order was granted.