

and to provide for the issue of debentures for \$30,000 for that purpose. It also asks for the revival of the powers conferred in 1903 for the construction of a branch line to Puslinch lake and Berlin, and other branches, and for other purposes. (Oct., 1903, pg. 341.)

Hamilton, Ancaster and Brantford Ry.—The company has acquired the charter of the Brantford and Hamilton Ry., so that the conflicting interests in the route have been harmonized. It can now proceed either under the Provincial or the Dominion charter, or under both. The negotiations with the Hamilton City Council for an independent entrance have been concluded favorably to the company. The gradient up the mountain will not exceed 2½%. The right of way acquired is 66 ft. wide, and there will be only a short length of the public roads run over. It is intended to construct a first-class line, and to use 70-lb. rails. The company also owns the charter of the Hamilton, Galt and Berlin Ry., which was incorporated by the Dominion Parliament in 1903 to construct a railway from Hamilton to Galt and Berlin. (Feb., pg. 71.)

See also Brantford and Hamilton Electric Ry.

Lake Achigan Electric Ry.—J. W. Molson, A. B. Cruchet, and J. Brosseau will apply next session of the Quebec Legislature for an act incorporating a company with this title to construct an electric railway from St. Jerome and Lake Achigan, through the parishes of St. Jerome, Shawbridge and Hippolite; also between the same terminal points through the parishes of St. Jerome, Ste. Sophie and New Glasgow, Que.

London Street Ry.—Application will be made next session of the Ontario Legislature for an act confirming certain by-laws affecting agreements between the company and the city council. The company is negotiating with the council in respect to double-tracking some of the lines.

Longueuil Street Ry.—J. Girouard, J. Riendeau, V. Pigeon, O. Dufresne, H. Cinq-Mars, Z. Ste. Marie, L. Trudeau, S. Labonte, E. Pigeon and I. Lamarre, will apply next session of the Quebec Legislature for an act incorporating a company with this title to construct a street railway in Longueuil, to be extended later on to Montreal South, St. Lambert, Boucherville, Chambly, St. Hubert, Beloeil, Varennes and other adjacent villages.

Montreal and Southern Counties Ry.—The Dominion Parliament will be asked for an act extending the time within which the projected electric line from Montreal through the southern counties generally may be commenced and completed; also for power to extend its line into Montreal, to increase its capital stock and acquire the Montreal and South Shore Auto Car Co. Smith, Markey, Montgomery and Skinner, Montreal, are solicitors for the company. (Aug., 1903, pg. 269.)

Montreal Park and Island Ry.—In connection with the application for an extension of time, at the current session of the Dominion Parliament, for the completion of the company's lines, a petition has been presented setting forth that the requirements of the districts served call for the construction of additional lines. (Feb., pg. 71.)

Niagara, St. Catharines and Toronto Ry.—The question of extending the line from St. Catharines, Ont., to a point near Vine land, about 4 miles, where connection would be made with the Hamilton, Grimsby and Beamsville Ry., is again under discussion. This extension has been under consideration for some considerable time, and negotiations were carried on between the H., G. and B. Ry. and St. Catharines City Council, but differences arose about the cost of building the bridge, and nothing was done. (Feb., pg. 73.)

Ottawa River Ry.—Press reports state that a contract has been let to M. P. McGrath, of Easton, Pa., for the construction of the line between Montreal and Ottawa. The company has power to construct lines to Georgian Bay, and it is proposed to use steam for the through traffic, and electricity for city and suburban traffic. (Dec., 1904, pg. 429.)

Riverside Park Ry.—The Manitoba Legislature, at its last session, passed an act extending for three years the time within which the company's projected line from Winnipeg to Riverside Park may be commenced, and for ten years the time within which it may be completed. The act also provides that steam may be used as a motive power, and gives the company power to sell or lease its lines to any other company, subject to the prior right of the Government of Manitoba to buy it. (Feb., pg. 73.)

St. John Ry.—An order has been placed with the Canadian General Electric Co. for a 600 Watt generator, for delivery in April. This, together with a 900 h.p. steam engine, will be installed in the power house at St. John, N.B., for reserve power purposes. (June, 1904, pg. 189.)

Southwestern Traction Co.—The power house at Chelsea Green, near London, Ont., was expected to be completed by the end of Feb. The site for the car barn has been laid out, and construction is in progress.

The additional lines which it is proposed to construct, and for which a contract has been let to the Midland Construction Co., are: St. Thomas to Port Stanley, Ont., 8 miles; from Lambeth to Delaware, Ont., 6 miles. The existing line extends from London to St. Thomas, 16 miles. A. E. Welch, London, Ont., is Manager. The company has also under survey a line from London to Ingersoll, about 20 miles. Nothing has been decided as to construction of this latter line. The question of the entrance of the company's line into St. Thomas is yet under discussion. (Dec., 1904, pg. 431.)

Three Rivers, St. Maurice, Maskinonge and Champlain Electric Ry.—P. E. Panneton, L. E. Dufresne, J. Bureau, P. H. Heroux, L. P. Normand, will apply, next session of the Quebec Legislature, for an act incorporating a company with this title, to construct an electric railway from Three Rivers, Que., through the counties of St. Maurice, Maskinonge and Champlain. (Feb., pg. 73.)

Toronto and Hamilton Ry.—When the company obtained its act of incorporation, a clause was inserted providing that a route across the beach at Burlington, Ont., could only be obtained with the consent of the townships of Saltfleet and Nelson. The company has been negotiating with the townships ever since, but a final and satisfactory agreement has not been reached. As the route for the line has been laid out except through the Beach sections of these townships, the company has given notice that it will apply at the current session of the Dominion Parliament for an act authorizing it to construct its railway across the Beach without the consent of the townships named. It is understood that the route for the projected line has now been all arranged for, and that a contract for grading between Toronto and Hamilton, Ont., will be let in the spring. (Feb., pg. 73.)

Toronto and York Radial Ry.—Application will be made next session of the Ontario Legislature for an act extending the time for the completion of the company's projected lines; authorizing the construction of an extension of the Scarboro division to Bowmanville and Cobourg, Ont.; and for power to acquire land for markets and parks.

In connection with the proposed extension the Scarboro Division will be extended to

Highland Creek, 10 miles from the starting point of the line at the Woodbine, Toronto; early in the spring. Negotiations are in progress with the Pickering township council for a franchise, and a provisional agreement has been reached. The company promises, if the agreement is finally passed, to have the extension through the township completed and in operation by Dec. 31.

On the Mimico Division the extension from Long Branch to Oakville will be gone on with early in the spring, and it is hoped to have it completed in the fall. (Feb., pg. 73.)

Winnipeg Electric Ry.—Plans have been submitted to the Winnipeg Board of Works for the extension of the Academy Road line to the new suburban park at St. James.

Winnipeg, Selkirk and Lake Winnipeg Ry.—The Manitoba Legislature last session authorized the extension of the line from its present terminus at the northern city limits to some point within the city, no rights of the Winnipeg Street Ry. to be affected by the passing of the act.

Finance, Meetings, etc.

British Columbia Electric Ry.—Railway earnings for Dec.:—Vancouver, \$19,845; Victoria, \$11,912; Westminster, \$10,912; total, \$42,669, against \$36,877 for Dec., 1903. Gross earnings: railway and lighting, \$89,447, against \$81,628 for Dec., 1903. Working expenses, \$42,143; renewal fund, \$6,695; net income, \$40,609, against \$41,564, \$4,988, and \$35,076 for Dec., 1903. Aggregate net earnings for six months ended Dec. 31, \$172,422, against \$156,089 for the same period, 1903.

Halifax Electric Tramway Co.—Railway receipts for Jan., \$10,255.82, against \$10,677.51 for Jan., 1904.

Hamilton, Grimsby and Beamsville Ry.—The annual meeting announced to be held Jan. 23 was adjourned for a month.

Hamilton Cataract Power, Light and Traction Co.—The annual meeting, which was to have been held Feb. 13, has been postponed to March 6, owing to the illness of the President, J. M. Gibson, the former Attorney-General of Ontario.

According to the statements, the gross receipts were \$761,170.16. The surplus, after paying operating expenses, maintenance, bond interest, etc., was \$212,007.19. The company's assets are \$7,738,510.63. The liabilities include \$2,558,200 preferred stock, \$1,700,000 common stock, \$2,349,000 general mortgage bonds, \$500,000 Hamilton Street Railway bonds, and \$100,000 H. and D. Railway bonds.

The receipts of the Hamilton St. Ry. Co., one of the subsidiary companies, for 1904 were \$219,594, a gain of nearly \$20,000 over the figures for 1903. In spite of the fact that the company cut down the service in Oct., the receipts for the last quarter were \$51,448, an increase of nearly \$2,500 over the corresponding quarter in 1903.

Hamilton Street Ry.—The receipts for 1904 were reported to be about \$20,000 in excess of those for 1903.

Hull Electric Ry.—The officers and directors for the past year have been re-elected for the current year. W. R. Taylor, Aylmer, Que., is Secretary.

The Levis County Ry. employes went out on strike Jan. 29, one cause of the strike being non-payment of wages. The line, however, continued its operations, although it was reported to be in financial difficulties. Press reports at Quebec state that an arrangement has been made with the Messrs. King, by which that firm takes over the road for three years, and pays off its indebtedness. If at the end of that time the company is not pre-