

Here the route would change, & instead of following Victoria avenue, as at present, it would continue out Center street to Ellen street & on to Ferry street. A line would also be built out to Lundy's Lane, & the right of way would be asked to Victoria & Culp streets, making a loop line to Falls View.

The Ottawa Electric Ry. Co.'s agreement. which expires in 1923, provides for no payment of percentage on receipts. A mileage rate of \$450 a mile per year for the first 15 years, & \$500 a mile for the second 15 years is paid on unpaved streets, & \$1,000 a mile for paved streets, with an initial bonus of \$1,000 a mile for any streets when paved.

Port Arthur—Fort William.—No action appears to have been taken by the Town of Port Arthur to carry out the requirements of the report made by W. Phillips for the Ontario Government, except to put the overhead construction in fairly good order. It is said the Port Arthur Council is holding off in the hope of making some new arrangement with Fort William or getting its act amended by the Legislature. It is contended the work required on the roadbed could not be done in any case in winter. (Dec. '98, pg. 273.)

The town of Port Arthur has been operating the line from Port Arthur to Fort William at a loss, & will likely adopt a new schedule of fares. The present rates are: Cash fares, 5c.; blue tickets, 6 for 25c.; morning & evening tickets, 8 for 25c.; school children, 10 for 25c. For one fare passengers are permitted to ride from end to end of the line—over 7 miles.

St. Catharines & Niagara Central.—D. S. Haines, who is the representative of the people now operating this line, says the roadbed has been extensively repaired already, & by July next the road from Niagara Falls to St. Catharines will be electrically equipped, & a splendid service in operation, with cars modern & up-to-date. The present roadbed will be retained this year, & next year many improvements will be made. Wherever possible the trestles will be filled in, & where this is not practical, steel trestles will replace the wooden ones. Through Merritton the road will run on the ground, doing away with the long stretch of trestle there, & the long curve in rear of the high school in Thorold will be done away with, & a direct line struck from the brow of the mountain. The idea is to get the road on the level as much as possible. Mr. Haines says the road will be running to Port Dalhousie by July 1, next.

Application has been made to the Niagara Falls, Ont., Town Council for permission to extend the line in that town to the Niagara River.

St. Thomas St. Ry.—J. E. Taylor has been appointed Manager. He was formerly connected with the Hamilton, Grimsby & Beamsville Electric Ry., also with the City & Suburban St. Ry. of Portland, Ore.

Toronto Railway.—The City has taken action against the Co. in connection with the overcrowding of the cars. The writ states that the claim is for damages for breach of agreement between the City of Toronto & the Co. providing for the operation of the street railways in the City, dated Sep. 1, 1891, & for a mandamus & injunction, declaration & interpretation as there set out. The City claims that the Co. has broken the terms of the agreement in that the Co. has from time to time overcrowded & still habitually overcrowds its cars & for an injunction to restrain the Co. from continuing to overcrowd the cars. The City claims that the Co. uses, in the operation of the system, cars which are not of the most approved design for service & comfort, as provided by the agreement, but which are dilapidated, worn out & dirty, & for an injunction restraining the use of such cars. The City claims that the Co. has neglected to furnish the City Engineer annually a statement of

tracks, cars & plants & appliances on hand, together with the value of the same, as provided by the agreement, & that special performance of the agreement be ordered by the Co. The City further claims that the Co. refused to give to & accept from passengers transfers, as provided; & the City claims an interpretation of the agreement & a declaration of the rights of passengers to be transferred from car to car on the system. The Co. has entered an appearance in the suit.

The gross earnings are as follows:—

	1899.	1898.	Increase.
Jan.	\$95,690.12	\$86,562.36	\$9,127.76
Feb.	91,860.30	82,402.19	9,458.11
			\$18,585.87

Quebec Electric Lines.

The Chateaugay & Northern Ry. Co. is applying for legislative authority to extend the time for commencing work & for power to sell its surplus electric power, to engage in electric lighting, to extend its railway to Berthier, by a branch line; & to own & operate hotels, restaurants, parks & places of amusement, & to increase its capital stock.

Hull Electric Co.—The Court of Review recently rendered judgment in the case of this Co. vs. the Ottawa Electric Co. & the Corporation of Hull intervenant. By this action the Co. plaintiff asked that the Ottawa Electric Co. be ordered to take away the posts placed by it in the streets of Hull, & it also claimed \$20,000 damages. The action was based on an exclusive privilege granted the plaintiff by a special by-law, afterwards sanctioned by the Legislature. The corporation of Hull having, by a resolution, authorized the Co. defendant to use the streets intervened in the case, protesting against the pretensions of plaintiff. The action was dismissed in the Superior Court, on the ground that the bill passed by the Legislature conferred upon the Hull Co. the exclusive privilege of selling electricity, & as such was ultra vires, being an infringement of the Dominion Parliament's exclusive right to regulate trade & commerce. In review the Court held that the by-law, as passed by the council, purely & simply conferred upon the Hull Co. the exclusive privilege to establish an electric system in the streets of the municipality, which did not necessarily imply an exclusive privilege to sell electricity, & as such was valid & binding. For that reason the judgment of the court below must be reversed, & the Co. defendant must be condemned to remove its posts & pay \$200 damages.

The Montreal Island Belt Line Ry. Co. wants to extend its track from north of Duquette St. to the cotton mills, & has the support of the City Council in its application to the Railway Committee of the Privy Council in that behalf.

Montreal St. Ry.—The gross earnings are:

	1897-8.	1898-9.	
Oct.	\$133,419.69	\$116,093.09	\$17,326.60
Nov.	125,126.10	110,698.98	14,427.12
Dec.	127,678.00	113,029.33	14,648.67
Jan.	125,276.04	110,155.96	15,120.08
Feb.	113,838.02	102,425.99	11,412.03
			\$72,933.50

The City Surveyor has entered a number of suits against the Co. on account of the overcrowding of cars. General Manager Wanklyn admits that the cars are running irregularly, but says it is the fault of the city by-law more than the Co. The Co. has not enough cars, & cannot make up the deficiency at the moment, owing to the late fire at its shops, & to the clause in the by-law which prohibits it from buying cars built outside of Montreal. But for the latter provision it would buy the additional cars required at once. Forty cars are now being built & will soon be put into service, & 10 more will be put into service in the summer. As to the overcrowding of cars, Mr.

Wanklyn says that the overcrowding is to the Co.'s disadvantage, it being estimated that as much as \$800 a week is lost by conductors being unable to collect fares in overcrowded cars.

In regard to the extension of the Cote des Neiges line, Mr. Wanklyn says:—"This line is built to a point above Pine Avenue, & I cannot say at present that the Co. intends to build it any higher. The grade above Pine Avenue is very steep, & the Co. is convinced it would be unsafe under present conditions to continue it any further. It has been said the reason the Co. did not want to build the line to the city limits was because it would cost so much. Such a reason is a foolish one, as the cost would be but very small. The Co.'s only dislike to going to the top of the hill is simply on the score of safety. We have no doubt that the line would pay very well in summer time.

In the last annual report it was mentioned that a system of cast welding of the rail joints had been introduced which, judging from the results obtained elsewhere, was calculated to produce great benefit, & also to considerably reduce the expense of track maintenance. We are informed that nearly 1,000 of those joints were made last autumn, & so far the results have been thoroughly satisfactory, one joint only having broken during the severe winter weather. It remains, however, to be seen how they will stand the change of temperature in the spring.

Quebec Legislation.—A Quebec despatch of Feb. 14 says:—Few people have probably paused to contemplate the enormous interests involved in the legislation sought at Quebec this session by various electric railway concerns & in the opposition that is made to it. The array of legal talent upon the one side & upon the other the strong stand taken by the members of the House on either side of the question, & the keen character of the argument & of the lobbying that attends the slightest move in connection with the bills referred to, are undoubted indications of the vast interests that are at stake. The town of Longueuil possibly sees an opportunity of doing what the city of Glasgow does, & asks for power to build & operate & purchase or build all the rolling stock necessary for operating a single or double line of tramway, & to lease any railway already existing between Longueuil & St. Lambert; to acquire the lands necessary for constructing the tramway, stations & other buildings required, & to enter into any agreement necessary for running its cars over any other line of tramway to reach Montreal. On the other hand, a strongly worded petition against the powers asked by the town has been presented from residents of the territory between Longueuil & St. Lambert, who express the belief that the municipality cannot afford them an efficient service, & that the granting of the demand would simply shut them out from the benefits of a line likely to be constructed by a powerful Montreal company. Just what company the petitioners have in view is not made clear, but outside of the municipality of Longueuil there are likely to be two competing companies in the field on the south side of the St. Lawrence if present desires are gratified.

The Quebec, Montmorency & Charlevoix Ry.'s earnings for the last 3 months of 1898 were over \$79,000 & the operating expenses less than \$34,000. After deducting $\frac{1}{4}$ of the cost of removing snow in the winter, which is estimated at \$12,000, the net revenue for the 3 months was over \$42,000.

Sherbrooke St. Ry.—In reference to the press rumor that this line had been purchased by F. Thompson & Co., hankers, etc., Sherbrooke, we were informed on Feb. 15 that negotiations were in progress for the purchase of the property, but that nothing had been definitely decided. (Feb., pg. 61.)