

to agreement. The court below held inter alia that the agreement was one of which the court would not decree specific performance. Aylesworth, Q.C., & W. B. Nickle, for defendants, opposed the appeal. Judgment reserved.

**LONDON STREET RY.**—The annual statement for 1897 made the following showing:

	1897.	1896.
Gross earnings.....	\$ 101,365	\$94,194
Operating expenses....	58,451	54,171
Net earnings.....	42,914	40,023
Passengers carried....	2,585,480	2,432,416

The total assets included:—Road and equipment, 697,500; stores in hand \$4,000; suspense account, \$3,400. And the liabilities included these items:—Capital stock, \$300,000; bond account, \$350,000; accounts payable, \$30,800; unredeemed tickets, \$2,800; bank overdraft, \$4,500; & profit & loss, \$17,700.

The gross earnings for Jan., 1898, were \$7,705.18, against \$6,600.56 in Jan., 1897. The operating expenses were 66.6, against 75.6 for the corresponding period. The gross earnings for Feb., 1898, were \$6,657.85, against \$6,158.99 in Feb., 1897.

The L. S. Ry. Co. has paid Mrs. K. Pitt \$1,500 and costs in settlement of her claim resulting from the death of her brother, W. Spice, in a trolley accident.

The L. S. R. Co., will pay its taxes on an assessment of \$80,000, on poles, wires, rails &c., but will appeal against \$50,000 assessment on cars.

**LONDON TO GRAND BEND.**—Application is being made to Parliament for incorporation for an electric railway from London to Grand Bend, on Lake Huron. M. C. Cameron, Goderich, is solicitor for the applicants.

**METROPOLITAN & MIMICO ELECTRIC RYS.**—When the cases of the Metropolitan St. Ry. & the Mimico Electric Ry. came up in Toronto recently, an adjournment was secured until May 2. The companies contended that the Provincial Government has no power to make the running of street cars on the Sabbath an indictable criminal offence. This contention is based upon the case Regina v. Halifax Tramway Co., reported elsewhere in this issue. In the present cases the defence hold that only the Federal Government has the right to make the offence a criminal one, & the Solicitor-General must be given an opportunity to become a party to the action.

**NIAGARA FALLS PARK & RIVER RY.**—The bill giving the International Bridge Co. of Buffalo additional rights to enlarge the bridge has passed the N.Y. Assembly. It is the intention of the Bridge Co., which is owned & controlled by the G.T.R. system, to enlarge the bridge so as to permit of the passage of pedestrians & carriages, as well as trolley cars. It is known that for a long time the Niagara Falls Park & River Ry. on the Canadian side of the river has had its eye on getting into Buffalo to secure a direct feeder to its system from that city. Heretofore it has taken the people by boat from Buffalo, which has proved very unsatisfactory. A good deal of its traffic has been by a ferry at Lewiston & the upper suspension bridge. The changes in bridge construction & the desire to secure a belt line down one side of the river and up the other will very shortly revolutionize trolley travel about the Falls. There is little doubt that the Niagara Falls Park & River Ry., which owns the franchise along the river bank from Fort Erie to Queenston, will extend its line to the International Bridge when the proper time comes & make connections into Buffalo.

• **OTTAWA CITY RY. CO.**—At the recent annual meeting it was shown that 4,762,082 passengers were carried during the year & 1,538,836 miles run. Quarterly dividends of 2 per cent. were paid. A satisfactory in-

crease in receipts was reported, especially since September last. The following were re-elected directors: J. W. McRae, T. Ahearn, G. P. Brophy, W. Y. Soper, T. Workman, P. Whelen & W. Scott.

**OTTAWA & METCALF.**—An electric railway is being advocated between Ottawa & Metcalf, Ont. The distance is about 20 miles.

**ST. CATHARINES & PORT DALHOUSIE.**—Plans are said to have been completed for the building of an electric railway between these points.

**ST. CLAIR TUNNEL CO.**—It is said this Co. contemplates converting the motive power for the tunnel from steam to electricity. The matter is understood to be under consideration by Chief Engineer Hobson, of Montreal.

**THE ST. THOMAS STREET RAILWAY CO.** has awarded the Ottawa Car Co. a contract for cars, & to the Robt. Armstrong Engineering Co., Amherst, N.S., the contract for an engine.

**THE SMITH'S FALLS, RIDEAU & SOUTHERN ELECTRIC RY.** recently applied to the Smith's Falls Council for permission to lay rails & erect poles.

**TORONTO ELEVATED RAILWAY.**—An incorporated company recently submitted through its solicitors a proposition to Toronto City Council for a system of double-track elevated railways, the contract to expire 1921, fare, 10 tickets for 25c., and at least 5 miles to be in operation within 2 years.

**TORONTO RAILWAY CO.**—The hard-fought suit over the assessment of the poles, wires & tracks of the Toronto Ry. Co. was settled for the nonce by the Court of Appeal on March 15, giving judgment in favor of the city, Sir George Burton, C.J., dissenting. When the city made the assessment on Ward 1 last year, the Co. appealed to the Court of Revision, which sustained the assessment. Then the Co. appealed & brought the matter before three judges, County Judge McDougall of York, & the senior judges of the adjoining counties, Darnell of Ontario & McGibbon of Peel, who decided in favor of the Co., Judge McDougall dissenting. In the meantime the Assessment Department assessed the poles, wires, etc., of the Co. in the other wards of the city, & in each case the Co. appealed to the Court of Revision against the assessment, the Court of Revision, in view of the judgment of the three judges in the case of Ward 1, sustaining the appeal of the Co. This placed the city in the position of being the appellant against the decision of the Court of Revision, & an appeal was taken to Judge McDougall, it being deemed unnecessary to call in the other two judges in this instance. Judge McDougall, after hearing argument, reversed the decision of the Court of Revision & held that the Co. was liable for assessment. Then the Co. appealed from this decision to the Court of Appeal, with the above result. By the decision the assessment of \$452,277 against the Co. in Wards 2 to 6 is confirmed for 1898, which will probably yield between \$7,000 & \$8,000 in taxes. Next year a further addition to this assessment of about \$85,000 for Ward 1 will be made, making a total assessment of about \$540,000.

There is a likelihood of the Toronto Railway Co. buying out the City & Suburban Electric Line, & operating it as a separate concern, as it now does the Mimico branch. The City & Suburban Co. has 12 miles of rail laid between Toronto Jct., Weston & Lambton, & it is understood that for some time past it has been awaiting a good offer with a view to selling out. The deal between the two companies is as yet in its first stage. The Toronto Co. has not bound itself to any terms, but negotiations are pending & there is every prospect of the deal going through. At present the Toronto Railway has not running rights into Toronto Jct., & cannot take a pas-

senger within the town limits. It is also stated, on good authority, that the Toronto Railway Co. is willing to consider terms with the Metropolitan Co.

A Toronto evening paper recently started an agitation against the payment of fares on the street railway when the cars were too crowded to permit of a passenger being seated. The "no seat, no fare" agitation ended rather ingloriously when 2 passengers, who refused to pay their fare because there were no seats for them, were brought before the magistrate & assessed a maximum fine with costs.

There is every probability of an extension of the Toronto Ry. Co.'s system to Oakville. The line on Queen St. West is to be continued along Queen to Balsam Avenue, thence into Munro Park, where tracks are laid. The Kingston Road line is to be extended east at least 3 miles beyond the Country & Hunt Club. The Avenue Road line is to go as far as Heath Avenue, & a line will be built to connect with Yonge St. The Co. intends building a second line to Station St. to pass over York St. bridge & run east along Lake St. to Yonge St.

The gross earnings of the Toronto Railway Co. for the first 3 months of 1897 & 1898 are given as follows:

	1897	1898	Increase.
Jan'y....	\$74,545.55	\$86,562.36	\$12,016.81
Feb'y....	69,744.61	82,402.19	12,657.58
March....	78,891.45	92,818.12	13,426.67

The average operating expenses for 1897 were 48.8% of the gross earnings.

E. A. Macdonald threatens to enter suit against the Toronto Ry. Co., alleging that the franchise was obtained by fraud, bribery & corrupt means.

York Township Council & the Manager of the Toronto Railway Co. had a conference on Mar. 24 regarding the extension of the system to Mount Pleasant. The Council will have another meeting to push the project.

**TORONTO TO RICHMOND HILL.**—A. H. St. Germain, who proposes to establish an auto-car service between Richmond Hill & Toronto, has closed a contract with the Canadian Motor Syndicate for the 1st car. The motors are the invention of W. J. Still. The new car will be a passenger & parcel van capable of seating 25 people. It will be fitted with electric light & buttons & strong brakes.

**Quebec.**

**HULL.**—The Ottawa Car Co. recently received an order from the Hull Electric Ry. Co. for 5 open cars, one to be used as a motor. It will be of the latest design & finest finish. The other 4 are trailers. It will also remodel the parlor car of the Hull Electric Co., putting in longitudinal seats in place of the others. The 4 trailer cars & motor car will have curved seat panels, that will enable passengers to enter the car more quickly & with greater ease than with the old ones.

**ISLAND OF ORLEANS.**—There is a movement on foot to get an electric railway service for the Island of Orleans, near Quebec. It is reported that a charter will be asked to construct an electric railway around the Island. The power is to be obtained from Montmorency Falls.

**THE MONTREAL BELT LINE RY.** has established the first electric railway freight office at Moreau Street, Hochelaga, for transportation purposes. This will accommodate farmers & others shipping produce to Montreal markets. The Co. is asking the Dominion Government for an act to change the name of the Company, to extend the term for completion of branches & for enlarged powers of operation.

**THE MONTREAL PARK & ISLAND RY. CO.** was recently given two months by Judge Charland to comply with the condi-