

Three Rivers to Grand Mere.—The Three Rivers Board of Trade is endeavoring to secure the construction of an electric railway from that town to Grand Mere.

Jamaica Electric Ry.—Lieut.-Col. Henshaw, of Montreal, who has been in Jamaica recently, states that the electric railway, in which J. Ross, Montreal, W. Mackenzie, Toronto, & others are interested, has started operation & is proving decidedly satisfactory.

The Canadian Electrical Association will hold its convention at Hamilton, Ont., June 28 & 29. Among the features will be trips over the Hamilton Radial & the Hamilton, Grimsby & Beamsville Electric Railway & a visit to the Cataract Power Co.'s works.

Tramways in Shanghai.—A cablegram from Shanghai says: "Sir Chas. Ross, representing an American syndicate, has offered to purchase the municipal electric light plants, on condition that the purchaser is given the right to establish tramways." The Sir Chas. Ross mentioned is probably the one who is interested in electric power works & mines in British Columbia, & if so the syndicate is more likely to be a Canadian than a U.S. one.

International Electric Railways.—G. Johnson, Dominion statistician, says the 1st international electric railway operating between Canada & the U. S. was the Calais & St. Stephen, the 1st car of which crossed the bridge over the St. Croix river from Calais, Maine, to Milltown, N.B., in July, 1894; & the 1st car over the bridge between Calais & St. Stephen, N.B., crossed in June, 1895. On July 1, 1898, the Niagara Falls Park & River Ry. sent its first car over the bridge spanning the Niagara river from Niagara Falls, Ont., to Niagara Falls, N.Y.

Street Railway Advertising.—In the recent case of Macdonald vs. Stuffman, in Montreal, the plaintiff had contracted with defendant to have advertisements placed for him in 117 cars of the Montreal St. Ry. for \$350, payable in quarterly instalments. Some cars having been destroyed by fire, the advertisements did not appear in the number of cars mentioned during the 1st quarter, & defendant only tendered a portion of the amount. After the 2nd quarter, however, although the advertisements had appeared in more than 117 cars, he refused payment, alleging he had cancelled the contract. The Court held that he could not thus cancel a contract on his own account, & rendered judgment in favor of plaintiff for \$87.75, full amount due for the 2nd quarter.

St. John, N.B., Ry. Co.—The Supreme Court of N.B. has granted a new trial in the case of Prof. Hesse vs. the Co. In the Lower Court Hesse was given a verdict for \$25,000 on account of an accident by jumping from a car of which the conductor had lost control. Hesse had to have his foot amputated. The Co. appealed. The reason for the judgment is the misdirection of the trial judge as to the inference the jury might draw from defendant's objection to a witness stating the result of his inquiries at Providence, respecting Prof. Hesse's position, & from defendant's not using evidence taken under commission at Providence. The majority of the court held that Judge VanWort's comments in reference to the features of the case were improper, & calculated to affect the jury judicially from defendant's standpoint. Chief Justice Tuck held that the damages were out of proportion to the injuries sustained.

The Gorge Line.—The Niagara Falls & Lewiston Ry. has seen a lot of changes recently. J. R. Megrue resigned the receivership, being succeeded by G. Morgan, of Syracuse, N.Y. Then the line was sold at sheriff's sale at Lockport, N.Y., to H. P. Bissell, of Buffalo, for \$6,184, subject to a mortgage of \$1,000,000 held by the Knickerbocker Trust

Co., Bissell being said to represent 95% of the creditors & 75% of the stockholders of the old company. This was followed by an announcement that the Co. had been re-organized with Gen. F. V. Greene, of New York, as President & G. Morgan, General Manager, & that an agreement had been made with the International Traction Co., owners of the Niagara Falls Park & River Ry. for the cars of the Gorge line to cross the new bridge from Lewiston, N.Y., to Queenston, Ont., run over the N.F.P.R. Ry. to Niagara Falls, Ont., cross to Niagara Falls, N.Y., & on to the Gorge line again, making a belt line.

Cuban Street Railway.—The Havana, Cuba, street railway system, now owned & controlled by three syndicates, the International Bank of Paris, the Harvey Syndicate of New York, & one in Canada, is to be fully equipped with electricity. Capt. Burrowe, who won considerable reputation as a Rough Rider in the recent war, is General Manager of the system, having been placed in charge shortly after the purchase by the syndicates. He has been introducing American methods as far as possible, but it has been decided to wait until fall, after the rainy season, before beginning the work of equipping the road for electricity. The roads, even under the old methods, have been paying good dividends, & Capt. Burrowe believes that, with the adoption of electricity, the Havana street railways will be among the best paying investments in Cuba.—Street Railway Review.

A recent report that W. Mackenzie & other Torontonians had secured the street railway franchise in Havana, & that the New York syndicate, in which Montreal capitalists are interested, had lost it on the production of proof of bribery, is denied by Hanson Bros., representatives of the syndicate which holds the franchise, who says the report is absolutely untrue. They operate the street railway at the present time, & they give an emphatic denial to the statement of bribery. No such action as that described could be taken before such a charge was investigated by the courts, & at present there are no courts sitting.

TELEGRAPHS & CABLES.

The Yukon Telegraph Line.

On May 22 Sir Adolphe Caron, J.H. Turner, ex-premier of British Columbia, directors; W. V. Laugh, M.P., & Alderman Barker, trustees of the debenture stock of the Canadian, British Columbian & Dawson City Telegraph Co. had a long interview in London, Eng., with Lord Strathcona & Mount Royal, High Commissioner for Canada, in respect to the breach of the charter by the Dominion Government. It is understood that Lord Strathcona was strongly impressed by the representations made by the deputation, especially in regard to the importance of the government keeping faith with investing capitalists under chartered rights. He promised the deputation to forward a full statement of the Co.'s claim to Ottawa.

A petition addressed to the Governor-General-in-Council states that an act was passed by the Dominion Parliament in 1898 incorporating the Co., & sets forth as follows: "On Dec. 9, 1898, an English joint stock company, entitled the Canadian, British Columbian & Dawson City Telegraph Co., Ltd., was organized at great expense to carry out the objects of the above mentioned charter & subscriptions for debentures were opened to the English public. On Dec. 16, 1898, the Co. proceeded to allotment, having arranged with the contractor to construct the line of telegraph as detailed in the prospectus, and as provided in the construction contract. All the foregoing arrangements & contracts have been seriously prejudiced, & it is apprehended

will be rendered null & void by the announcement that the Canadian government has decided to construct a telegraph line to connect the Yukon territory with British Columbia, & that the franchise for a telegraph line to Dawson is too valuable a one, & too important from the standpoint of national safety to be allowed to go into any but government hands. The route selected by the government is said to be practically the same as that provided by the aforesaid act. Your petitioners therefore pray that government work on the telegraph line be stopped forthwith & abandoned, & any authority permitting construction withdrawn. In the alternative, it is submitted that adequate & proper compensation to both companies, viz.: The Canadian, British Columbian & Dawson City Telegraph Co. & The Dawson City & Victoria Telegraph Co. should be awarded."

This is just what we predicted would happen when the Government decided to build the line.

About the middle of May, J. B. Charleson, who is in charge of construction of the Dominion Government telegraph line from Bennett Lake to Dawson City, sent a message from Skagway to Vancouver by steamer to be wired to the Minister of Public Works at Ottawa, stating that the line had been built from Bennett City to Tagish, 52 miles, making with the White Pass & Yukon Ry. Co.'s line from Skagway to Bennett, a total distance of 97 miles from the coast. Mr. Charleson stated he expected the line would be completed to Dawson City by the end of Nov.

C.P.R. Company's Telegraph.

NEW OFFICES:—Noyan Jct. & Rockland, Que.; Port Dalhousie, Queenston, Dinorwic, & C.A.Ry., Station, Ottawa, Ont.; Cowan & Makinok, Man.; Estevan & McLeod, N.W.T.; Moyelle, B.C.

OFFICES CLOSED:—St. Joseph de Levis, Que.; Byron, Colgan & Rockliffe, Ont.; Myrtle, Oakville & Rosebank, Man.

Manager Hosmer has presented the C.P.R. Telegraphers' Institute at Winnipeg with the Encyclopedia Britannica.

Superintendent Wilson, of the Pacific Division, who had a serious illness in the Kootenay district recently, has been granted leave of absence to recuperate & has gone to California.

P. A. Perron, civil engineer of the Dominion Public Works Department, & his assistant, who were engaged last winter in surveying the coast of Labrador for the extension of the telegraph line from Esquimaux Point to the Strait of Belle Isle, have returned to Ottawa, having completed the work. They had a very hard winter in Labrador. It is said the laying of the line is to be proceeded with shortly.

The Dominion Railway Committee has passed the bill to incorporate D. C. Corbin, Spokane, Wash.; Duncan Ross, Greenwood, B.C.; John Dean, of Rossland B.C., & others as the Northern Telegraph Co. The capital stock is placed at \$50,000. The head office is to be at Greenwood, B.C. The Co. may construct and operate lines between such points in Yale, West Kootenay & East Kootenay as it may desire. There was considerable objection to giving a blanket charter, & the bill was greatly amended. Authority was given to connect with or sell out to the Spokane Northern Telegraph Co.

Construction has been started on the Dominion Government telegraph line from Alburni to Cape Beale, B.C., 38 miles. It is to follow the coast line as closely as possible, a trail being cut the entire distance, & the no. 6 standard Government gauge wire being stretched on poles all the distance, except where it skirts Nikasmus Bay, where it will