

Late Miscellaneous Items.

The barge Melrose belonging to the Montreal Transportation Co. ran on a shoal near Brockville, Ont., Nov. 23, and sank. The Melrose was a sister vessel to the Minnedosa, recently lost in Lake Superior.

The Canadian Locomotive Co. has applied to the Kingston City Council asking for an exemption of taxes for 20 years. If the exemption is granted the company proposes to increase the plant to double its present capacity, and to employ a large number more men.

Addressing a meeting at Winnipeg, Nov. 22, the Premier of Manitoba spoke in favor of a Government system of telephones for the province. The scheme outlined embraces a trunk line to be constructed by the Government, and available for the use of all municipalities which will construct the local and branch systems.

The Railway Age, Nov. 3, published a paragraph to the effect that A. J. Rossar had been appointed resident engineer, Canadian Northern Ry., in charge of construction work west of Edmonton, Alta. We were officially advised, Nov. 15, that this was incorrect, and that as a matter of fact the officer advising us did not know any one of that name.

The Board of Railway Commissioners paid a visit to Parry Sound, Ont., Nov. 17, to look into the question of the route of the C.P.R. Toronto-Sudbury branch through the town. The line according to the location survey will be carried over a section of the town on a trestle bridge. A number of objections have been made to the route by those whose land it is proposed to expropriate.

A new navigation company to operate on Lake Ontario is in process of formation in Buffalo, N.Y., with the title of the Niagara and St. Lawrence Steam Navigation Co. It is reported that the route will be from Lewiston to Alexandria Bay, N.Y., calling at Charlotte and Oswego, N.Y., and that it will be opened early in the summer. The company is reported to have acquired the steamer Chippewa and Iroquois, which were running on Lake Michigan last season. The screw str. Chippewa was built at Toledo, Ohio, 1900, for the Arnold Transit Co., Mackinac, Mich., her dimensions being:—length, 170 ft.; breadth 34 ft.; depth, 15 ft.; gross tonnage, 996 tons. The Iroquois was built at Toledo, Ohio, 1901, her registered owner or manager being W. H. Singer, Duluth, Mich. Her dimensions are:—length, 214 ft.; breadth, 34 ft.; depth, 21 ft.; gross tonnage, 1,169 tons.

ELECTRIC RAILWAYS.

Projects, Construction and Betterments.

Chatham, Wallaceburg and Lake Erie Rd.—The new electric railway from Chatham to Wallaceburg, Ont., was formally opened for traffic Nov. 22. The line has been constructed under a Dominion charter, the officers and directors being:—President, G. W. Kipp, Towanda, Pa.; Vice-President, N. H. Stevens, Chatham, Ont.; other directors: Hon. M. E. Lilly, Hon. S. F. Robinson, R. E. Kizer, Towanda, Pa.; D. A. Gordon, Wallaceburg, Ont.; J. T. O'Keefe, Chatham, Ont.; General Manager, W. N. Warburton; Secretary, and Solicitor, E. Bell; Auditors, W. Stanworth and J. D. McKendry. The company was organized in May, and the franchises having been obtained from the municipalities of Chatham, Dover and Wallaceburg, a contract for the construction of the line was let to E. Whalen. A power house was erected at the corner of King and Third streets, Chatham. (Sept., pg. 425).

Huron and Ontario Ry.—The act incorporating this company was passed by the Do-

minion Parliament in 1896, and an act amending the original act was passed in 1903. It has power to operate by steam or electricity, but it proposes to use electricity. The company has recently been reorganized, the President being S. F. Kilgour, the Secretary F. H. Kilgour, and the offices are in the Confederation Life Building, Toronto. The Chief Engineer is H. W. Middlemist, with D. S. Hartrick as engineer in charge of surveys in the field. Some surveys were made west of Uxbridge, but this was not gone on with, and the engineers are now engaged upon a survey between Owen Sound and Meaford, and it is proposed to start surveys from Edgeley towards Meaford. (Nov., pg. 541).

Hamilton Radial Ry.—Track was reported to have been laid into Oakville, Ont., on the extension from near Burlington, Nov. 20. The ballasting of the line was not expected to be gone on with this year. (Oct., pg. 487).

Montreal Street Ry.—A million dollars has been appropriated by the directors to be used during the current fiscal year for the construction of new feeder lines, increasing the power capacity at the several substations, and providing additional rolling stock. (Oct., pg. 487).

Toronto and York Radial Ry.—Work on the extension of the Mimico division has been completed to Port Credit, Ont., and some grading has been done beyond that point. It is intended that the line shall form a junction at Oakville with the Hamilton Radial Ry., which has just completed laying its track into that town. (Oct., pg. 487).

Electric Railway Notes.

Halifax Electric Tramway railway earnings for Oct., \$12,833.59, against \$12,434.51 for Oct., 1904.

The Niagara, St. Catharines and Toronto Ry. earnings for Oct., 1905, were \$21,762.81, against \$19,875.77 for Oct., 1904.

W. C. Irwin, a Glenora, Ont., farmer, was fined \$150 by Judge Hardy, for placing obstructions on the tracks of the Grand Valley Ry. last spring.

W. Laidlaw, K.C., heretofore solicitor for the Toronto Ry. Co., has joined the firm of McCarthy, Osler, Hosken & Harcourt, which firm has been appointed general solicitors for the company.

C. B. King of Detroit, Mich., has been appointed Manager, and T. D. Benson, Secretary-Treasurer, London Street Ry. These offices were formerly combined and held by C. E. A. Carr.

F. Griffith, Superintendent Hamilton Street Ry., has been appointed to a position in office of the Cataract Power, Light and Traction Co. He is succeeded by D. N. Miller, Assistant Superintendent. J. G. Gibson, Superintendent Hamilton Radial Ry., will act as Assistant Superintendent H. S. Ry. in addition to his present duties.

Three suits in which the Toronto Ry. and the City Council were interested have been decided. The suit of the company against the city to recover \$2,343 for car and material supplied for making experiments, was dismissed. The Divisional Court gave judgment for the city in the appeal of the company against the decision of the County Court Judge imposing penalties for running a car on Avenue Road without a suitable fender; the cars on this line were run for a distance of 1,200 ft. from a Y, with the rear of the car first. The third case was the judgment of the Privy Council in London, Eng., to the effect that the company had to pay to the city mileage on the track on Queen St., between Roncesvalles Ave. and the G.T.R. at Sunnyside in territory which was annexed to the city after the agreement between the company and the city was made.

Montreal Street Railway Co.'s Report.

The report for the year ended Sept. 30, presented at the annual meeting, Nov. 2, shows net earnings of \$1,056,908.12 as compared with \$952,826.80 the previous year. After providing for the percentage on earnings accrued to the city and interest on bonds and loans, the directors declared four quarterly dividends, amounting to \$691,666.67, and in view of the company having assumed its own fire risk, have placed an additional sum of \$25,000 to the credit of the fire insurance fund, which now amounts to \$304,929.92, and to the credit of the contingent account \$60,000, leaving a surplus of \$1,502.07, which has been transferred to the general surplus account. An amount of \$107,604.11, expended during the year on special renewals, has been charged against the contingent account. The gross earnings show an increase over the previous year of \$243,649.41. The operating expenses increased \$139,568.09. Several new extensions to tracks have been constructed during the year and the rolling stock and equipments have been increased to keep up with the requirements of the traffic. The directors purchased a large block of land on St. Denis St., north of the C.P.R. tracks, in order to permit of the construction of car sheds, substation, and other necessary buildings to keep up with the growing business. A contract was entered into with the Montreal Light, Heat and Power Co. for the supply of 3,000 h.p. alternating current to be delivered at sub-stations at outlying points in the city. The Mutual Benefit Association established by the men continues to prove a success. The majority of the employees now belonging to it, appreciate the many benefits derived from same. The company contributed to this association during its fiscal year ended April 30, \$12,021.66. The directors secured an extension of the franchise for the construction and operation of the system in the town of Maisonneuve. The gross earnings of the Montreal Park and Island Ry. Co.'s system have shown a satisfactory increase, and while the operating expenses have also shown an increase, the net results have been fairly satisfactory. A contract was made with the M.P. and I. Ry. Co. to supply it with all the power required to operate its system. This will permit of the closing down of its steam power stations. The company has paid to the city of Montreal the usual property and business taxes \$17,340.80, taxes on earnings \$147,724.10, account snow cleaning \$68,691.96, making a total of \$233,756.86.

Following are comparisons:—Gross receipts, \$2,707,474.11, against \$2,463,824.70; operating expenses \$1,650,565.99, against \$1,510,997.90; expenses per cent. of car earnings 61.88, against 62.37; net earnings \$1,056,908.12 against \$952,826.80; net income per cent. of capital 11.25 against 11.10; passengers carried 66,631,206 against 60,281,834; car earnings per passenger 4.00 cents against 4.00 cents; transfers 19,801,893 against 17,915,242; total passengers carried 86,433,099 against 78,197,076; car earnings per total passengers carried 3.09 cents, against 3.09 cents.

ASSETS.

Cost of road and equipment:

Construction, etc.	\$4,047,628.26
Equipment, etc.	3,923,915.74
Real estate and buildings	1,810,720.69
Stocks and bonds of other companies	1,223,264.70

\$11,005,529.39

Stores	\$187,469.67
Accounts receivable	82,543.52
M. P. & I. Ry. advances	229,755.28
Cash in bank and in hand	56,411.46

\$556,179.93

Fire insurance fund investment	266,000.00
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\$11,827,709.32