

Co., it could not be held responsible therefor. W. H. Jones, President of the King-Jones Co., claims to have been a pioneer in street car advertising.

NOTES FROM THE LINES.

British Columbia.

B.C. ELECTRIC RY. CO.—The case of Rae vs. this Co., at New Westminster, was recently decided by Mr. Justice Bole in favor of the defendant, each party to pay his own costs. The action arose out of an accident to a horse through the falling of a telephone wire, which came in contact with the defendants' wire.

Manitoba.

THE WINNIPEG ELECTRIC STREET RY. CO.'S annual meeting fixed for March 8 was postponed for some weeks. The Co.'s offices have been removed from the corner of Main St. & Assiniboine Avenue to the Queen's Hotel Block, where quarters are occupied jointly with the Manitoba Gas Co. & the Lake Manitoba Ry. & Canal Co., the three Co.'s being controlled by W. Mackenzie, of Toronto.

WINNIPEG & ST. ANDREWS.—E. F. Hutchings, of Winnipeg, & others ask for power from the Legislature to construct an electric or steam railway from Winnipeg along the east side of Red River to below St. Andrew's rapids, there to connect with steamers plying on Lake Winnipeg & Red River. The petition recites that the petitioners desire to establish a manufacturing enterprise at a point known as Lorne Hill.

Northwest Territories.

THE DAWSON CITY ELECTRIC CO. is applying to the Dominion Parliament for incorporation. The Co. asks to supply electric light, heat or power throughout the city, & within a radius of 200 miles, as well as to operate an electric tramway. The British American Light & Power Co. asks authority to construct & operate by electricity or other motive power tramways in Dawson City, Fort Selkirk & other points in the Yukon district.

Nova Scotia.

THE HALIFAX & BEDFORD ELECTRIC CO. is composed of Dr. Chisholm, ex-Mayor Keefe, E. F. Freman & others of Halifax, N.S. The Co. will build an electric railway from Halifax to Bedford, with such extensions as may be approved by the municipalities. The capital stock is placed at \$250,000.

THE HALIFAX TRAMWAY CO.'S business during the past year shows a steady increase both in electric lighting and street railway departments. The statement shows a surplus of \$27,308.77, after paying all fixed charges & 4 quarterly dividends of 1¼%. The directors have placed \$20,000 to the reserve fund account.

Ontario.

BRANTFORD STREET RY. is, Manager Barron states, to have considerable new equipment this season.

CHATHAM.—Angus Sinclair, of Toronto, has made a proposition to Chatham City Council in connection with the building of the Chatham City & Suburban Electric Ry., in which, it is said, English capital is interested.

THE CORNWALL ELECTRIC RY. CO. has submitted to the Town Council of Peterboro a scheme for the construction of an electric railway from that town to Chemong & Lakefield. The Co. proposes to lease the Chemong & Lakefield lines from the G.T.R., convert them into electric roads & take over the freight business. The cost is roughly estimated at \$350,000.

THE HAMILTON & DUNDAS RY. is now operated by the trolley system.

THE HAMILTON, CHEDOKE & ANCASTER ELECTRIC RY. CO. will ask the Finance Committee of Hamilton to recommend the City Council to purchase the Beckett drive for \$12,000, in which case the Co. will build its line to Brantford.

HAMILTON, GRIMSBY & BEAMSVILLE ELECTRIC RY.—The Lester party has left the H., G. & B., President C. J. Myles & the other directors having bought their stock, amounting to between \$17,000 & \$18,000. The party that has withdrawn is composed of Ald. T. W. Lester, J. Lester, A. T. Freed, J. Hoodless & A. Rutherford.

An idea of the extent of the Grimsby, Ont., fruit shipping business may be got by the knowledge that the H., G. & B. alone carried 170,729 packages of fruit last season, making a total of 2,850,000 lbs. Besides this, large quantities were shipped over the G.T.R.

The H.G. & B.R. recently discovered that some one had cut & stolen 100 pieces of heavy copper wire between Hamilton & the reservoir.

The H. G. & B. has a new palace car which Ahearn & Soper, of Ottawa, built for it at a cost of about \$4,500.

THE HAMILTON RADIAL CO.'S line is not likely to be extended beyond Burlington this year, but it is probable a connection will be made with the T. H. & B. Ry. for the purpose of handling the Hamilton Blast Co.'s business. The H. R. Co. will shortly change its line from Sherman avenue to Birch avenue in Hamilton.

The annual meeting of the H. R. Ry. Co. was held April 4. A successful year was reported, though no dividend was declared. Arrangements are being made for crossing under the G.T.R. tracks east of the Westinghouse Manufacturing Co.'s works, thus doing away with a dangerous level crossing. The directors & officers were elected as follows: A. Turner, President; W. A. Wood, Vice-President; J. Moodie, Treasurer; S. Malloch, Secretary; J. Dickson, Adam Zimmerman. Another director will be elected later on, there being a vacancy on the board.

In the dispute between the Radial Co. & St. Luke's Church, Burlington, over compensation for the possession of the avenue approaching the church, S. Barker, sole arbitrator, has awarded the church \$350 in addition to the costs of the arbitration.

HAMILTON STREET RY.—A special meeting of the City Finance Committee was held April 4th to consider the Street Ry. Co.'s application for better terms & for the extension of its franchise, there being a great many citizens present. The Co. was represented by E. Martin, Q. C., J. A. Bruce, B. E. Charlton & Manager Griffith. President Wm. Gibson, M.P., was unable to be present owing to illness. Solicitor Martin said the street railway business had for several reasons greatly fallen off since the introduction of electricity. The road represented an investment of \$204,000 by its stockholders, who were nearly all residents of Hamilton, & a further outlay of the proceeds of bonds, amounting to \$500,000, or \$704,000 in all in hard cash. The Co. had been disappointed in its earnings, & no dividends were paid in 1896 or 1897. The Co.'s receipts in 1897, amounting to \$115,019, had been disposed of as follows: For mileage, \$6,627.62 had been paid; for percentage, \$6,888.51; for taxes, \$2,517.13; & for wages, \$51,503.92. The balance of the total expenditure of \$113,977.19 presumably went for interest on bonds. The employees numbered 120. The Co. was willing to accept the terms of the 1896 by-law (which was previously rejected), regarding the removal of snow & ice, to sell 9 limited tickets for 25 cents, to extend the time for their use, & to lay down & operate a line on Wentworth Street to the east end incline railway & return, for which the city was

to throw off mileage, to readjust the percentage & to extend the franchise to 1928. Mr. Martin also submitted a proposition to abolish all mileage & percentage, & providing that, after the payment of all wages, expenses of management, interest & taxes, the net surplus should be divided equally between the Co. & the city until the share of each shall reach \$10,000 a year, when there shall be a return to the existing rate of percentage. President Myles, of the H.G. & B. Ry., asked that his Co. be allowed to put its line in the middle of Sherman Avenue, south of Main Street. Several citizens asked for street railway connection with the east end incline railway. Rev. S. E. Marshall spoke in favor of compelling the S.R. Co. & the Radial Co. to use the same line on Sanford Avenue instead of the Radial using Birch Avenue. After considerable discussion, the meeting adjourned until April 7.

Hamilton city's share of the earnings of the H. St. R. for the last quarter of 1897 was \$4,163.49, making a total of \$14,315.06 received from the Co. in 1897, against \$13,704 for 1896.

The H. S. Ry. mileage payments will be increased hereafter by the 5 years exemption having expired for Locke Street, from King to Herkimer, & King Street East from Sherman to Wentworth.

The movement for municipal ownership of the Street Railway is reported to be favored by a majority of Hamilton aldermen.

At the recent annual meeting of the H. S. Ry. Co. the directors were re-elected as follows:—W. Gibson, M.P., President; E. Martin, Q.C., Vice-President; F. W. Fearman, W. J. Harris, B. E. Charlton, I. Beer, J. A. Bruce, J. R. Griffith was re-appointed Manager.

HAMILTON TO ST. CATHARINES.—A syndicate, composed of the directors of the Hamilton, Grimsby & Beamsville Electric Ry. directors, & some other parties, is prepared to build an electric road from Beamsville to St. Catharines, so as to give through communication between Hamilton & St. Catharines, as soon as arrangements can be made for power, & a satisfactory bonus is granted by the town of St. Catharines. Negotiations are going on with the Cataract Power Co. in regard to power, & if these are successful, steps will probably be taken towards securing a bonus from St. Catharines.

THE INTERNATIONAL RADIAL CO. will, it is said, apply to Parliament for an extension of time for the building of the line from Hamilton to Guelph. Mayor Hewer, of Guelph, in a conference with Mayor Colquhoun, of Hamilton, recently expressed himself decidedly in favor of the project. In Guelph, he says, opinion is divided. Some think an electric road would divert the Morristown & Aberfoyle trade, which is considerable, to Hamilton. Mr. Hewer thinks not, as the run to Hamilton from either place would take an hour, while to Guelph would be only 20 minutes or so. Then the road would be a great benefit to Guelph in ensuring the prompt delivery daily of fresh fruit, whereas at present the city has to depend upon what comes in by waggons. Where Hamilton would reap its greatest benefit, he thinks, would be in catching a great slice of the Guelph trade which now goes to Toronto. The question of a bonus from Guelph has not been discussed there.

KINGSTON, PORTSMOUTH & CATA-RAQUI ELECTRIC RY. CO.—In Toronto recently, Judges Osler, MacLennan & Moss heard the appeal in the case of the City of Kingston vs. this Co. Robinson, Q.C., & D. M. McIntyre, Kingston, for plaintiffs, appealed from judgment of Street, J. (28 O.R., 399), in favor of defendant. The action is brought to compel the defendant to keep its cars running over the whole of its line of railway during the whole of each year, pursuant