

ceeding from the Co.'s power house, situated between William & Barre streets, the Superior Court dismissed the action and the Court of Review has confirmed this judgment. (Nov., pg. 339.)

A correspondent of the Montreal Herald having asked why the Co. will not allow passengers to get on & off at the front end of cars, Superintendent McDonald has replied as follows: "The reason for not permitting passengers to get on & off the cars at the front end is simply a measure of precaution for the protection of passengers from the danger which attends getting up & down at the front end of the cars. Further, on account of the hills & heavy grades, which are much steeper & more frequent here than in any other city in Canada, it is necessary to prohibit passengers from riding on the front platform in order that the motorman may not be interfered with in the management of the car. The difficulty of controlling a car on the heavy grades in Montreal is not to be compared with the same duties in Toronto, where the roads are perfectly level & the conditions entirely different."

At a recent meeting of the city Finance Committee the question of keeping the streets clear of snow caused a lively discussion between the aldermen & the President & Manager of the Co. The contract between the city & the Co., which has been in force for the last 5 years, expired Nov. 1, & the question of making a new contract came up. By the old contract the Co. paid the city \$1,650 a mile & the city kept the streets clear of snow, & the Co. had to keep its own tracks clean. In the 5 years this cost the city \$101,328; & the Co. \$266,236. The Co. objected & said it was willing to pay half the cost, but could not pay two-thirds, as it had been doing. The aldermen tried to talk the Co.'s officials out of this position, but could not do so, & decided to approve of the Road Committee's action in reporting to Council to adhere to the by-law, which says:—

"The Co. shall, under instructions from the city, keep the track free from ice & snow, & the city may, at its option, remove the whole or such part of ice & snow from curb to curb, as it may see fit, from any street or part of street, in which cars are running, including the snow from the roofs of houses, thrown or falling into the streets, & that removed from the sidewalks into the streets, with the consent of the city, & the Co. shall be held to pay half the cost thereof."

In the interpretation of the by-law is where the dispute comes in. The Co. says it means that the cost of removing the snow from curb to curb is to be divided equally. The city says no. The Co. must first clear its tracks, & that not by throwing the snow on the streets, but by taking it away, & then pay half the cost of removing the rest of the snow. The Co. says it will go to Court about it, & the committee says go ahead.

E. W. Olds, Superintendent of Rolling Stock, & T. E. Mitten, General Superintendent of the Milwaukee Electric Ry. & Light Co., recently spent some days in Montreal to look into the M.S.R. Co.'s system. In an interview Mr. Mitten said:—"Our mission here is for educational purposes. We have had an electric system in Milwaukee for the past 7 years, & our mileage is over 165 miles of track, to accommodate a population of between 280,000 & 300,000. We have spent immense sums of money on equipment, etc., & believe ourselves thoroughly up-to-date, but we have had to come to Montreal to learn something more. Your street railway system here has the reputation in the U.S. of being the best conducted system there is in America. I mean by that, that you serve more people with greater satisfaction & in a more systematic fashion than in any other similar city on the continent. I speak as one who knows, when I say that. I have been on all routes, & the service every-

where is excellent. In Milwaukee our fares are 5c. straight & we sell 20 tickets for \$1. Our transfer system is similar to yours. We are allowed to travel between 8 & 15 miles an hour, averaging 8½ miles. The city ordinance compels us to have fenders on. They are similar in construction to yours, only they are below the platform instead of in front of it. We have an average of seven fatal accidents a year, & in only one instance since 1892, when the electric system was adopted, has a jury censured the Co. or held it responsible. The U.S. courts hold that before a company can be held responsible for accident the injured party must have proved that he exercised all due precaution. Thus, if a man walks across a street at an intersection & is knocked down by a car, he cannot justify a claim for damages unless he can prove that before crossing he 'stopped, looked & listened' to find out if there was any probability of danger. Our city charter gives us the right of way, & it is on this principle the courts act. I am a street railway man of considerable experience & I can assure you that I have never yet known of an accident for which the injured party was not to a great extent responsible. 'Stop, look & listen;' this ought to be taught in the public schools as a headline for copy, & if that were done accidents would be minimized."

Ontario Electric Railways.

Berlin to Port Dover.—It is said progress is being made with this project, the idea being to build from Berlin via Blair, Roseville, Ayr, Paris, Brantford, Waterford, & Simcoe to Port Dover. The promotion is being done by what is termed the Clarke-McNair Syndicate, & L. H. Green, a Montreal engineer, has been going over the route. An unconfirmed press report says the syndicate has bought the Grand Valley Ry. Charter, which gives power to build from Berlin to Galt, also that it has bought the Ayr toll road & that it has an option on the Cavan water-power, owned by the Grand River Electric Power Co. There is difficulty in securing a franchise in Paris. Promoter Clark says the road will go through; that prominent New York financiers are at his back, & that it is the intention of the Co. to apply for an amended charter for the Grand Valley Ry. Co. & to acquire the street railways of Berlin & Brantford. The President of the Brantford St. Ry. Co. informs us that no arrangement for its sale has been entered into.

Fort Erie to Chippawa.—It is announced that the Niagara Falls Park Commissioners have reached an agreement with the Fort Erie Electric Ry. Co., under which the latter will be allowed to extend its line for 13 miles along the bank of the Niagara River to Slater's Point. This extension will bring the line within 2 miles of Chippawa, but the ground between the two points is already occupied by the Niagara Falls Park & River Ry., which has not, however, been running cars between Slater's Point & Chippawa this season, & if it fails to do so much longer the Park Commissioners may cancel the agreement & transfer running rights to the Fort Erie Co. In return for the franchise from Fort Erie to Slater's Point the Fort Erie Co. has agreed to acquire a right of way, giving a width of 66 ft. over the land to be traversed, & to pay a yearly rental. The terms as to the rental have not been divulged, but it is stated that the amount will begin at about \$2,000, & increase every subsequent 5 years, until at the end of 15 years the maximum is reached. In considering the question of the right of way two courses were open to the Commissioners. They had either to purchase the land themselves at very considerable cost & then sell a portion of it to the railway company for the purposes of a track, or to require the company to obtain the land with the right to occupy 20 or 24 ft., setting apart the bal-

ance as a carriage way. The Commissioners adopted the latter course as being more in the public interest. The land in question forms part of the chain reserve extending along the bank of the river from Chippawa to Fort Erie. Farmers along the route are willing to afford a right of way to the railway & to move their fences back, but the bank for a considerable distance has been washed away through the erosion of ice or water, & there would hardly be sufficient width at some places for carriages to pass. The Park Commissioners, therefore, insist upon the railway company purchasing a width of land sufficient not only to lay its tracks, but to give a carriage way of 40 ft. The company will also be required to make good the bank at points where gaps exist, & strengthen it against further inroads. The acquisition of the necessary right of way will cost the company about \$50,000. The agreement between the Commissioners & the company will be submitted to the Ontario Government for ratification. (Nov., pg. 336.)

The foregoing appeared in the Toronto Globe. The Chairman of the Park Commissioners informs us that it is not altogether correct. Pending the Government's action he will not make any further statements.

The Hamilton Consolidations.—J. Moodie, Jr., followed up the legal proceedings mentioned in our last issue by issuing a writ against the Cataract Power Co. to set aside the letters patent recently issued granting the Co. enlarged powers. It is said that he is, however, being settled with, & that he will get \$143,000 for an actual expenditure of \$38,500 in the Co.'s stock. (Nov., pg. 337.)

The London St. Ry. Co. has gone to the Court of Appeal with its case against the city assessment of \$150,000 upon its rails, poles, wires, etc. The Co. seeks to have it declared that the material in question should have been assessed on the basis of scrap.

Metropolitan Electric Ry.—See under "Railway Committee of Privy Council," on an earlier page of this issue.

Niagara Falls & Wesley Park Tramway Co.—A press despatch says that the Sutherland Improvement & Development Co., of New York City, has secured a controlling interest in this Co., & proposes to change the line from a horse one to electricity by July 1, 1900, that a deposit of \$1,000 has been made with the Town Council, and that the line will be extended to Fall's View & out to Lundy's Lane.

Niagara, St. Catharines & Toronto Ry.—The following officers were recently elected: President, J. A. Power, Lansingburg, N.Y.; Secretary & Treasurer, A. P. Colvin, Glens Falls, N.Y.; other directors, J. W. Herbert, Helmetta, N.J.; J. W. Flavell, Z. A. Lash, & A. Jarvis, Toronto, Ont.; J. L. Hees, Fonda, N.Y.; General Manager, F. A. Cheney; General Freight & Passenger Agent, W. N. Warburton.

The work of converting the line from steam to electricity is rapidly progressing, & it is expected to have passenger cars in operation between St. Catharines & Niagara Falls by Jan. 1. The cars will be of a special type, with heavy cross seats, electrically equipped with 4 motors of 50 h.p. each. (Nov., pg. 336.)

Ottawa Electric Ry.—The line being built between Ottawa & Britannia will be a double track railway for the whole distance. It will connect with the city tracks at Holland Avenue, & will run through a most picturesque country, commanding a fine view of the Ottawa River, to a sandy beach at Britannia-on-the-Bay. The rails are 72 lbs. standard railway section, with long fishplates, each having 6 bolts. The ties are placed at 2 ft. centres. Bonding is done with 4/0 copper wire. The centre pole construction is used throughout. The trolley wire is of the figure 8 shape, & will entirely avoid the flashing at the supports which occurs in the use of the ordinary round wire. The poles will be painted for the whole distance, as well as the fence posts on either