

THE Victoria, B.C., Electric Railway is to be sold at auction on April 11th, if not sold earlier by private sale by the bondholders. It is expected that they will buy in the road themselves and run it. The prospects for the unsecured creditors are not bright.

By-LAWS to allow the Trenton Electric Co. to erect poles and string wires between Belleville and Trenton, and one to allow the Belleville Traction Co. permission to extend their street railway from the city to the cemetery, were recently adopted by Belleville council.

THE town council of Lachine, Que., will allow the Montreal Park & Island Railway running privileges in the town, with exemption from taxation for thirty years. It is contemplated to build this line at once, and to extend the Outremont line to St. Laurent during the summer.

IF the city council of New Westminster, B.C., will grant a bonus of \$50,000, the Consolidated Railway and Light Company will build an electric railway from Westminster to Steveston, with a branch to Sapperton, and locate the central offices and repair shops in New Westminster.

JOHN MCGILL, JR., of Thorold, Ont., has invented an ingenious and useful device to save electric light wires from breaking at the poles, where the swinging and weight of the lamps frequently cause a broken circuit. He has had the device patented in Canada and the United States.

MONTREAL has entered an action for \$1,544.25 against the Royal Electric Company, a claim for taxes alleged to be due on the poles and wires of the company, and made up as follows: On 3,177 poles, at twenty-five cents per pole, \$794.25, and one per cent. on \$75,000, value of the wires, \$750.

THE Hamilton, Grimsby & Beamsville Railway directors have employed R. H. Fraser, of Toronto, to survey a private route from Grimsby to Grimsby Park, to avoid going along the road, owing to the high terms asked for the privilege by the Grimsby council. The right of way will be purchased.

THE project to span the Niagara River with a wonderful building, says the *Hamilton Herald*, is one of the biggest things we have come across in some time. And what strikes us as particularly remarkable about it is that it did not originate in the fertile brain of E. A. C. Pew.—*St. Catharines Journal*.

THE new board of directors of the Hamilton Radial Railway Company is as follows. Rev. Dr. Burns, president; A. McKay, M.P., vice-president; J. D. Andrews, secretary; W. G. Lumsden, treasurer; James Masson, M.P., Owen Sound; F. A. Carpenter, A. H. McKeown, E. P. Powell, London, Ont.; J. F. Smith, Thomas Ramsay, and R. McKay.

THE H., G. & B. Electric Railway Company has an agreement with the H. & D. Railway Company by which it has permission to use the tracks of the latter on Main street until June 30. It has asked to have this permission extended, but the H. & D. Railway Company has refused the request, and the intervention of the Hamilton City Council is sought by the H., G. & B.

THE *Ottawa Journal* says: "The Ottawa and Aylmer Railway and Bridge Company, Limited, composed of the leading shareholders of the Ottawa Electric Street Railway Co., will begin the building of an electric railway to Britannia by the tenth of April, and anticipate having the line completed six weeks later. The line will run along the south side of the Richmond road, at a distance of twenty feet from the roadway.

THE promoters of the Canadian Electric Railway and Power Company, which proposes to build an electric line from Windsor to Montreal, are Castle Smith, London, Eng.; J. K. Osborne, T. M. Jones, C. W. Beardmore, W. H. Cawtura and Edmond Bristol, of Toronto, and E. F. Fauquier, of Ottawa. The application was opposed by the Grand Trunk and C.P.R. authorities before the Railway Committee, and will receive further consideration.

At the annual meeting of the Citizens' Light and Power Co., Ltd., Montreal, the following officers were elected directors:—R. Wilson Smith, president; ex-Ald. Lyall, W. McLea Walbank, vice-presidents; J. H. Burland, M. P. Davis (Ottawa), J. H. Heneault, mayor of St. Cuneonde, F. Dagenais, of St. Henri. This company is acting in concert with the Lachine Power and Light Co. It has also bought out the Standard Light and Power Co., whose rights extend all over the Province of Quebec. The company propose to put their wires underground at an early date.

THE Hull Electric Company has obtained water-power for the operation of their electric railway and lighting plant. It is at Deschene mills, between the island and Conroy Bros.' mill. The estimated cost, aside from that of placing dynamos and other elec-

trical machinery, is \$25,000. The plant will be operated by five 60-inch special new American turbine water-wheels. At a meeting of the shareholders the following were elected directors:—W. J. Conroy, President; R. H. Conroy, Chas. Magee, vice-presidents; F. A. Magee, James Gibson, J. M. McDougall, Q.C., E. Seybold, managing director, and Theophile Viau.

THE Bell Telephone statement shows that the past year has been very satisfactory. The gross revenue for the year amounted to \$1,087,124.28, and the expenses \$787,249.36, making the net revenue \$299,874.92. Approximately the earnings amounted to 9½ per cent., against about 9 per cent. a year ago. The number of new subscribers added during the year was 1,028, making the total number of sets of instruments now earning rental, 28,809. Over 500 miles of poles and 1,760 miles of wire have been added to the long distance system in 1895. The long distance lines now owned and operated by the company comprise 14,851 miles of wire on 5,884 miles of poles, which include a copper circuit from Montreal to Toronto constructed during the past year. The annual meeting authorized the issue of bonds amounting to \$600,000 to meet expense of new buildings and to carry on the pending underground work in Montreal. The following directors were elected: C. F. Sise, Robert McKay, W. H. Forbes, John E. Hudson, R. Archer, Wm. R. Driver, Hugh Paton and Charles Cassils.

Mining Matters.

PICTOU, N.S., coal mines are being worked full time.

SHAFT No. 3 of the Lethbridge, Alberta, coal mines, has shut down.

THE New Vancouver Coal Co., B.C. exported 15,000 tons of coal in January.

THE New Vancouver Coal Co. is going extensively into the stone quarrying.

THE C.P.R. will use Galt, Alberta, coal on the Winnipeg division of the road.

THE Iron Mask Gold Mining Company, of Spokane, U.S.A., is registered to mine in British Columbia.

THE French Creek Mining Company, of Milwaukee, U.S.A., is registered to mine in British Columbia.

THE strike at the Joggins mine is over. The men concluded that half a loaf was better than no bread.

ANOTHER extensive deposit of hematite iron has been discovered on the west coast of Newfoundland.

THE Mines Contract Co., of London, England, a Transvaal mining company, is said to be looking for investments in Ontario.

THE British Columbia Syndicate, Limited, of Rossland, B.C., capital \$100,000, is a general mining company recently incorporated.

D. JORDAN, West Wellington Coal Mining Company, has made a satisfactory arrangement with his creditors, and the mine will resume.

G. F. MONCTON, M.E., has bought the assay plant formerly the property of the Vancouver Smelter Co., for the Vancouver Mining School.

THE iron ore bearing ledge at Port Kells, B.C., has been traced for three-quarters of a mile, and is said to assay 72 per cent. of iron.

THE Main Quesnelle Gold Dredging and Mining Company, of Tacoma, U.S.A., has been registered to do business in British Columbia.

THE *New Glasgow Chronicle* notes activity in Goldenville. A pumping plant has been set up at the Coburg mine and the shaft will be kept dry.

THE report of the Geological Survey on the iron deposits along the line of the Kingston and Pembroke Railway is expected to be published shortly.

THE matter of building a smelter at Rossland, B.C., for the War Eagle Mine, is to be left over till the routes of the various railway schemes are decided.

THE General Mining Association of Quebec is asking the Provincial Government for a grant of \$2,500 to aid in establishing a mining bureau in Montreal.

DR. DE BERTRAM and other New Yorkers are inspecting the coal deposits along the line of the Central Railway in Nova Scotia, with a view to development.