

of building an electric railway between the points named.

Peterboro.—The rumors of extensions to neighboring villages have again been revived.

Port Arthur.—In our last issue, pg. 243, we mentioned the inspection that had been made of this line by Manager Phillips, of the Niagara F. P. & R.R., at the instance of the Ontario Government. We have since obtained some additional particulars. The construction of this road into Fort William in the first place was bitterly opposed by the business people & the authorities of that town, as it was viewed as an attempt to capture the trade of a new & growing place, & to keep the business centre in Port Arthur. In consequence, a sullen opposition has been maintained ever since to everything in connection with the road, ever accentuated by the rivalry existing between the two towns. While Fort William has had just cause of complaint in respect to the condition of the roadway & crossings throughout the town, as shown by Mr. Phillip's inspection, the successive councils were themselves to blame for the weak & irresolute manner in which they acted in the matter. The track was not in the first place put in the condition required by the Order-in-Council, but, in places, the ties were exposed & never covered between the rails at all. This & sundry violations of the agreement were allowed to continue, with feeble protests & complaints lodged from time to time. Port Arthur, on the other hand, has run the road at considerable loss, so far as making it revenue producing, & has given a very fair and regular service. While the object of the road was to bring grist to its own mill, it has, it is generally admitted, been quite accommodating to the people of both towns, in the way of special trains, etc., as should be expected, but there has been little effort made to keep their track and crossings in repair. The management claims that the Fort William people are unreasonable, & that they will not meet them or co-operate with them in the work of repair or maintenance, & thus wrangle and vituperation are continually in evidence.

Mr. Phillips has made a lengthy report on the condition of the line. He finds that on some portions of the line within the limits of Fort William there is no planking inside or outside the rails, & that on other portions the planking is in very bad condition, that the rails in places are about street grade, & the earth filling below the level of the rails, & that the ends of the ties are exposed. At some street intersections there are no crossing planks. Frogs at turnouts are not packed as required by law. The trolley wire, no. 4 copper, is too small, & it appears from the number of splices that there has been considerable trouble with the wire breaking. At places the wire is too low, being only 12 to 14 ft. above the rails, on account of the span being slack, the poles on the sides of the streets leaning towards the roadways owing to the soft nature of the soil, or imperfect setting. There is no guard wire over the trolley wire to protect telephone & telegraph wires from contact with the trolley wire. A great number of the insulators used in attaching the trolley wire to the span wire are in bad condition, & must allow the span wires to become charged with electricity in a number of places. An iron wire was noticed off the insulator & lying on the cross arm. The rails are being rebanded with copper bonds. The cars are in good condition, being clean & well kept, & apparently run on schedule time. In conclusion, Mr. Phillips, under the authority vested in him by the Government, requires that the repairs, &c., pointed out as necessary be made forthwith, & it is said the Fort William authorities will insist on this being done.

Sandwich, Windsor & Amherstburg.—This Co. has given a chattel mortgage of \$150,000 to G. Gooderham & T. G. Black-

stock, of Toronto. We are informed that this is merely a renewal & should not in any way affect the credit of the Co. any more than for the past 5 years. The mortgagees have held the Co.'s bonds since 1893, and are secured by chattel mortgage.

St. Catharines & Niagara Central.—Application will be made to the Dominion Parliament next session for an Act to incorporate the Niagara Falls, St. Catharines & Toronto Ry. Co. with power to assume the assets, privileges, etc., of the St. Catharines & Niagara Central Ry. Co., the name of which was changed in 1895 to the Niagara, Hamilton & Pacific Ry. Co., and to extend the line to Port Dalhousie & to Hamilton, with power to operate the line by steam or electricity, also to sell electric power & to operate steamboats, etc.

Toronto & Mimico.—The Toronto daily press recently stated that it had been definitely decided to extend this line to the Long Branch ranges, & possibly to Lorne Park. Manager Keating informs us that while he has been looking into the matter for some months, no decision has yet been reached, so that he is unable to say whether the extension will be made or not.

Toronto & Scarborough.—As mentioned in our last issue, the question of extending this line about 7 miles from its terminus near the Hunt Club to the west side of Highland Creek Hill, is under consideration, but Manager Keating advises us that no decision has yet been reached as to whether the extension will be made or not.

Toronto Ry.—The gross earnings of this Co. are as follows:—

	1898	1897	Increase.	Decrease
Jan.....	\$86,562.36	\$74,545.55	\$12,016.81	
Feb.....	82,402.19	69,744.61	12,657.58	
Mar.....	92,818.12	78,891.45	13,926.67	
April.....	86,898.83	73,756.38	13,142.45	
May.....	92,670.35	82,461.51	10,208.84	
June.....	94,119.32	91,533.44	2,585.88	
July.....	104,302.92	105,381.64		\$1,078.72
Aug.....	110,300.54	93,224.33	17,076.21	
Sep.....	138,021.74	113,672.44	24,349.30	
Oct.....	99,650.16	86,404.22	13,245.94	
Nov.....	99,735.01	88,607.96	11,127.05	

The percentages paid to the city in Nov. of the past 3 years have been as follows:—1896, \$6,091.65; 1897, \$7,155.79; 1898, \$8,016.40.

Province of Quebec Lines.

Hull Electric Co.—The cars of this Co. between Hull & Aylmer have been equipped with headlights, which have 5 lamps of 16 candle power each, placed together before a strong reflector. It is said the equipment will be altered so that the running speed may be increased to 40 miles an hour.

Montreal Island Belt Line.—The cars between Montreal & Bout de l'Isle have been fitted with an arc light reflector on the front vestibule, which acts as a powerful searchlight, small objects a quarter of a mile ahead being plainly visible to the motorman.

Montreal Park & Island.—The Town Council of St. Louis is urging the Co. to increase its service on Park avenue & has passed a by-law requiring the Co. to remove snow, etc., thrown to the sides of the streets by snow plows, etc.

Montreal Street.—The gross earnings are as follows:—

	1898	1897	Increase.
Oct.....	\$133,419.69	\$116,093.09	\$17,326.60
Nov.....	125,125.10	110,698.98	14,426.12

The road committee will ask the City Council to take steps to have all electric wires, except trolley wires, placed underground.

Quebec, Montmorency & Charlevoix.—In our last issue, pg. 241, we gave full particulars of the issue by this Co. of \$1,500,000 5% 1st mortgage gold bonds. On Dec. 6 we were advised that from \$700,000 to \$800,000 of the bonds had been sold & that the vendors felt

warranted in saying that it had been a most satisfactory and successful issue, as bonds were being sold every day.

The Co. gives notice of application to the Dominion Parliament for an act amending its act of incorporation, to change the name of the Co. to "The Quebec Ry. Light & Power Co." to confirm the purchase of the property & franchise of the Quebec District Ry. Co., the issues of bonds & stock made for the purpose of paying therefor, & to authorize the Co. to build railways or tramways in the counties of Levis, Bellechasse, Dorchester, Beauce & Lotbinière, to ratify the purchase by the Co. of the property of the Montmorency Electric Power Co., & the issues of bonds & stock made by the Q. M. & C. Ry. Co. in connection with that purchase, to empower the Co. to carry on the business carried on by the Montmorency Electric Power Co.; to acquire water powers & to construct & maintain dams, locks & other constructions necessary to improve the water powers; to expropriate for the purpose of placing poles & carrying wires; to authorize the purchase of gas & lighting companies, & for other purposes.

RAILWAY PROJECTS.

The Atlantic & Northwest Ry. Co. gives notice of application to the Dominion Parliament for an act extending the time within which it may complete its works. This line, originally chartered in 1879, is leased to the C.P.R.

Arthabaska.—Notice is given of application to the Dominion Parliament to incorporate the Arthabaska Ry. Co. to build a line from a point at Dudsell, on the Quebec Central Ry., to Maddington Falls, on the north side of the I.C.R., & with other powers.

The B.C. Southern Ry. Co. gives notice of application to the Dominion Parliament for an act authorizing it to proceed to construct its eastern section until Jan. 1, 1904, & to build a railway between a point on its line in the neighbourhood of Fort Steele to or near Golden on the C.P.R., by a route having the same general direction as the valleys of the Columbia & Kootenay Rivers, & also branch lines therefrom not exceeding in any one case 30 miles in length. The eastern section above referred to is defined by the Dominion Statutes of 1896-7 as commencing at the junction of Summit Creek with Michel Creek, thence by way of Michel Creek to Elk River & the Upper Kootenay River, with power to go to the 49th parallel & the Tobacco Plant.

B.C. Yukon Ry. Co.—Application will be made to the B. C. Legislature for an act to amend this Co.'s act passed in 1897, so as to empower the Co. to build a branch line from its main line in B.C. to the Taku Arm of Tagish Lake & thence to Atlin city.

Canadian Yukon.—F. B. Gregory, solicitor, Victoria, gives notice of application to the B. C. Legislature for an act to amend the C. Y. Ry. Co. Act, 1898, by striking out sec. 40, which provided that the Co. should within 6 months after the passing of the act deposit with the Government \$5,000, as security that it would expend not less than \$10,000 in surveys or construction before June 30, 1899. An alternative amendment is to substitute 18 months for 6, & June 30, 1900, for June 30, 1899. This is a Mackenzie & Mann charter.

Carp, Almonte & Lanark.—A statement which has been extensively published to the effect that work is to begin soon on this road is at least premature. The charter granted by the Ontario Legislature has lapsed without any work being done, & Andrew Bell, C.E., of Almonte, Ont., who is interested in the scheme, informs us that it has not yet been decided whether application to revive the charter will be made next session, though it is probable it will be if arrangements for