

rolling stock, will come under the hammer. The line will continue to run as usual. A writ of execution was recently issued & placed in the hands of the bailiff, who immediately commenced the work of taking an inventory of the Co's. belongings. These include a number of fine cars, lines to St. Laurent, Cartierville, Sault au Recollet, Cote des Neiges, & Lachine, etc. It is the present intention of the directors to allow the sale to proceed, as a judicial sale will free the line of many incumbrances. The public will not be in any way inconvenienced by these proceedings.

The M. P. & I. R. is issuing tickets, giving 3 hours continuous ride on any of its lines. These are specially intended for those wishing to take an enjoyable airing, and are just the thing for nurses with children. Good only up to 6.30 p.m.

As some confusion has arisen respecting the Montreal Island Belt Line Ry. Co. & the Chateauguay & Northern Ry. Co., it may be stated that they are two separate & independent corporations, though the capital stock of both companies is owned by the same parties. The C. & N. Co. built the section of the line between Montreal & the end of the Island & sold it to the M.L.B.L.R. Co. It is said that certain extensions are contemplated, but no information can be given in regard to them at present. The Co's stock is not yet listed.

Montreal St. Ry.—The gross earnings are as follows:

	1897.	1896.	Increase.
Oct.	\$116,292.09	\$109,110.38	\$7,182.71
Nov.	110,929.60	100,818.57	10,111.03
Dec.	113,128.91	103,116.02	10,012.89
	1898.	1897.	
Jan.	110,140.83	89,620.55	10,520.28
Feb.	102,625.49	89,951.68	12,673.81
Mar.	114,677.91	99,441.87	15,236.04
April	110,819.37	103,045.93	7,273.44
May	123,508.09	116,537.03	7,171.06
June	133,104.61	130,676.78	2,427.83
	\$1,035,287.90	\$952,118.81	\$83,169.09

The M. St. Ry. has opened a cross town route to be known as the Park Avenue to River Front line. It traverses Park Avenue, Bleury, Craig, McGill & Commissioners St. to junction of Commissioners & Youville streets, then return by Youville, McGill, etc., giving a direct cross town line from Pine Avenue to the river side every 5 minutes.

The M. S. Ry. Co. has appealed to the Supreme Court from the judgment of the Court of Appeal in its dispute with the M. P. & I. Ry. Co., concerning the destruction of some cars at the Exhibition grounds fire.

At the Montreal City Council's last meeting Ald. Martineau drew attention to the matter of the taxation of the poles, wires, rails, etc., of the M. St. Ry. Co., which have hitherto gone unassessed.

The inhabitants of Longueuil are expecting to have an electric car service connecting with Montreal as soon as the Victoria Jubilee bridge is finished.

The Quebec, Montmorency & Charlevoix Ry. Co. has taken over the electric railway system of the Quebec District Ry. Co. The bonds of the amalgamated concerns, amounting to \$1,500,000, were sold to Hanson Bros., of Montreal, who have paid for some \$1,150,000 of the issue. The remaining \$350,000 of the bonds have been lodged with the trustees, the Montreal Trust & Deposit Co., & the proceeds of the sale of these are to be used for further extending the present city electrical system, & electrifying the steam system of the Q., M. & C. Ry. Co., so that in the near future pilgrims & others will be able to visit the shrine at St Anne de Beaupre by electric cars. A cheque for the \$1,150,000 of bonds was handed over by Hanson Bros. to Mr. Strathy, representing the Trust Co., which undertook to see to its proper disbursement to the old bondholders, creditors, etc., of the two concerns.

Investigation by the Rapid Transit Commission in New York has revealed some interesting facts as to the revenue & taxation of street railways. For the year ended June 30, 1897, it appears that the Metropolitan Co. paid in percentage & license fees about \$266,000, & for taxes on real estate \$384,000, a total of about \$650,000. During that time it carried about 178,000,000 passengers, & its gross earnings were \$8,888,000. Thus it paid about 7 1/3% of its gross earnings in taxes, or about 1/3c. for each passenger. The taxation of the Manhattan Co. was about \$609,000, its gross receipts were \$9,163,000, & it carried 183,000,000 passengers. The taxation thus was about 6 2/3% of its gross earnings, & 1/3c. per passenger. On a much smaller business the Third Avenue road paid about 28-10% of its gross earnings, or 7/8c. per passenger.

TELEGRAPHS & CABLES.

The Pacific Cable.

The Hong Kong Press says: The development of events in the Far East & the addition of We-hai-wei to the list of British posts on the Pacific lend special interest to the renewal of activity with regard to the construction of swifter means of communication between the scattered British communities. The Australian premiers in conference have agreed that if Great Britain & Canada will contribute two-thirds of the cost of a Pacific cable, Australia should contribute one-third. In Canada an influential deputation has waited on the Premier & laid before him a proposal that a Pacific cable trust should be created under authority of the parliaments interested in the scheme, with power to raise the necessary funds & proceed to the construction of the cable. In this country it is understood that as soon as the Australasian & Canadian colonies shall agree in manifesting a strong desire for the construction of the line, any proposal which they may make to that effect will receive at least favorable consideration. The question with which the Imperial & Colonial Governments are playing is whether that Pacific cable shall be in British or in foreign hands. Japan has passed through an industrial second birth. Russia is pushing industrial enterprise on the northern Asiatic coast. France has not shrunk from heavy cost to establish a commercial footing on the south. Germany has made her latest move in the interests, we are asked to believe, of the protection of her commerce. Thus, north & south & east & west, the ocean is surrounded by rival nationalities. In presence of these waiting powers indications are given that the immense commercial field of China is about to be thrown open. Instantly the waters of the Pacific are alive. The military & political movements which have taken place are but the forerunner of intercourse. The trunk line of cable once established branch lines can easily be constructed to connect it with important points. One terminus under British protection in Australasia & another in Canada, one branch, if necessary, to join the San Francisco connection with Hawaii & another to Japan & the China ports would create a British network of cable communication which would for a long time to come meet the principal commercial needs of the Pacific. The matter might, indeed, be safely left to the operation of private interest but for the fact that in the present somewhat exceptional condition of affairs, when all ears are turned to the Far East, time may become a question of importance.

Both the C.P.R. & the Western Union telegraphs now have call boxes in the hotels & business houses of Victoria, B.C. The C.P.R. use the messenger service boxes, while the Western Union has put in boxes of its own.

G.N.W. Telegraph Changes.

OPENED.—Ampersand, N. Y.; Ausable Chasm, N.Y.; Bluevale, Ont.; Cacouna, Que.; Caledonia Springs, Ont.; Childwood Station, N.Y.; Frontenac, N.Y.; Grand View House, Lake Placid, N.Y.; Grimsby Park, Ont.; Hotel Champlain, N.Y.; Hotel Childwood, N.Y.; Hotel Douglas, N.Y.; Hotel Ruisseau-mont, Lake Placid, N.Y.; Kushaqua Lodge, N.Y.; Lake Side Rest, Saranac Junction; Loon Lake House, N.Y.; Mountain View, N.Y.; Murray Isle, N.Y.; Pond View House, Gale, N.Y.; Port Sandfield Ont.; Roberval Hotel, Que.; Sandy Creek, N.Y.; Stevens House, Lake Placid, N.Y.; St. Lawrence Park, N.Y.; St. Placide, Que.; Thousand Island Park, N.Y.; Whiteface Inn, Lake Placid, N.Y.

CLOSED.—Chesterville, Ont.; Dunham, Que.; Etchenin Mills, Que.; St. Lin, Que.

Telegraph & Cable Items.

The directors of the Commercial Cable Co. recently declared the usual quarterly dividend of 1 3/4% payable July 1.

The largest telegraph office in the world is in the general post office building in London, Eng., over 3,000 operators being employed.

There are 41 ships engaged in the ocean cable telegraph service. The total capital invested in the submarine lines is estimated at \$200,000,000, & the number of lines is 1,305, of which 37 are over 1,000 miles long & 93 over 500 miles.

The C.P.R. Co. is building a telegraph line from Nelson, B.C., to Kuskonook, the point at which the Crow's Nest Pass Railway reaches the Kootenay Lake, & which will be the western terminus of the railway pending its completion to Nelson.

The total length of the world's telegraph system is not much under 5,000,000 miles. This is exclusive of 1,814,000 miles of submarine cables. This mileage is apportioned as follows: America, 2,500,000; Europe, 1,765,000; Asia, 311,000; Africa, 100,000; Australia, 218,000.

The new copper wire of the C.P.R.'s telegraph line from the coast to Vancouver was completed between Montreal & Winnipeg June 17, the first message over the new wire being from Mr. Hosmer, manager of telegraphs, to Mr. Shaughnessy, Vice-President of the Co., who was then in Winnipeg.

Hon. Dr. Lanctot, of St. Henri, Que., & others give notice that they will apply for incorporation under the name of 'La Compagnie d'Electricite de Soulanges,' to operate telegraph & telephone lines in the County of Soulanges, with a capital stock of \$10,000, & principal place of business at Coteau Landing.

At the annual general meeting of shareholders of the Dominion Telegraph Co. in Toronto, July 6, the directors were re-elected as follows: T. Swinyard, President; Sir F. Smith, Vice-president; T. T. Eckert, C. A. Tinker, A. G. Ramsay, H. Pellatt, H. Mackenzie, T. F. Clark, T. R. Wood & F. Roper, Secretary & Treasurer.

The committee representing the C.P.R. dispatchers, agents & operators on lines west of Fort William concluded their deliberations with the management in Winnipeg early in July. They report having secured a liberal set of rules & regulations governing their branch of the service, in addition to an advance in wages. The committee speak very highly of the courteous & fair treatment shown by the management.

A firm of timber contractors in New Westminster has received an order for poles for the telegraph line to be built between Vancouver & New Westminster, B.C., by the Western Union Co. Work will be pushed simultane-