

Niagara Falls Park & River Ry.—Notice is given that application will be made to the Dominion Parliament for an act to enable the Buffalo Ry. Co. or other company to be named in the act, to acquire & undertake the franchise, assets & business of the N. F. P. & R. Ry. Co., the Clifton Suspension Bridge Co., the Queenston Heights Suspension Bridge Co., & the Queenston Heights Bridge Co., & of such other companies of a similar kind as may agree thereto.

The Niagara, St. Catharines & Toronto Ry. has placed an order for its entire motor equipment, consisting of six 4 motor & four 2 motor equipment.

Ottawa Electric Ry.—The first car was run on the extension to Britannia Dec. 18, when the track was completed to within about a mile of Britannia. It is expected to complete the extension early in Jan. The Co. has ordered 4 open cars for this line. These will be 50 ft. long, with an aisle down the centre & 14 benches on either side of the aisle. The Co. has purchased 12 acres of land at Britannia for park purposes. (Nov., '99, pg. 337.)

Port Arthur-Fort William Electric Ry.—At a recent joint meeting of the Town Council & Board of Trade of Port Arthur, the Mayor stated that Mackenzie, Mann & Co. would be willing to purchase the electric lighting & street railway, now operated by the town, but the proposition did not appear to meet with approval.

Port Stanley Electric St. Ry.—President Caughell has notified the Elgin County Council that this Co. has been incorporated & intends to operate an electric railway along the London & Port Stanley gravel road, beginning at Port Stanley & extending northward to the boundaries of Westminster township. The Co. is making arrangement with the lessees of the London & Port Stanley gravel road for the construction & operation of its railway along that road through the county of Elgin. (Nov., '99, pg. 337.)

Toronto Railway.—A dividend of 1% for the quarter ended Dec. 31, 1899, has been declared.

The gross earnings are:

	1899.	1898.	Increase.	Decrease.
Jan. ..	\$95,590.12	\$86,502.36	\$9,187.76	.....
Feb. ..	91,860.30	82,402.19	9,458.11	.....
Mar. ..	103,234.88	92,318.42	10,916.46	.....
April ..	95,212.37	86,898.83	8,313.54	.....
May ..	104,806.62	92,670.35	12,136.27	.....
June ..	109,063.18	94,119.32	14,943.86	.....
July ..	116,844.94	104,302.92	12,542.02	.....
Aug. ..	123,282.70	110,300.54	12,982.16	.....
Sept. ..	137,621.10	128,021.74	.....	\$400.64
Oct. ..	111,465.37	99,650.16	11,815.21	.....
Nov. ..	102,102.78	99,734.91	2,367.87	.....
Dec. ..	119,363.08	108,719.86	10,643.22	.....
	\$1,310,027.44	\$1,195,647.60	\$115,686.88	\$400.64

Increase, Jan. 1 to Dec. 30, \$115,285.94.

The annual meeting will be held Jan. 17. The coroner's jury on the death of Mrs. J. E. Rogers, who was killed by a sleigh in which she was riding being run into by a Church st. car last month, said in the verdict: "We find that the fender in use was not the best available; that the speed of the car was so great as to be inconsistent with safety to life, & we find the responsibility for these conditions rests with the general board of management of the Toronto Ry. Co. We find that the motorman did his duty, but there was the contributory negligence on the part of the driver of the sleigh." As a result the Crown Attorney has instituted proceedings for manslaughter against the City Engineer, on the ground that he failed to regulate the speed of cars on Church st., also against J. Gunn, Superintendent of the T.R. Co. & against the motorman & driver of the sleigh.

Toronto Suburban St. Railway.—A special general meeting will be held in Toronto Jan. 24, to sanction amendments to the by-laws & for the election of directors.

Notice is given that an application will be made to the Ontario Legislature for an Act to

change the name of the Co., & to enable it to amalgamate with or enter into traffic or other agreements with other companies having powers to operate steam or electric railways. To enable the Co. to expropriate lands necessary for right of way or other purposes of the railway. For power to acquire the assets & franchises, & to operate the railway of any company owning or operating electric railways in Ontario. To legalize agreements between the Co. & the municipal corporations of York township, Western Toronto Junction, & other municipalities.

A writ has been issued by J. Broom against the T. S. St. Ry., the Toronto Ry. Co., & the corporation of Toronto Junction, to prevent the Toronto Ry. Co. taking over a portion of the tracks of the T. S. St. Ry. for the purpose of running cars into the town.

Electric Lines in Western Canada.

British Columbia Electric Ry.—The directors have declared an interim dividend at the rate of 4% per annum for the 6 months to Sep. 30, 1899, on the ordinary shares.

A contract has been awarded for the erection of terminal buildings in New Westminster for \$7,445.

The management has under consideration the further improvement of the Victoria-Esquimalt line by the placing on it of large cars such as are used between Vancouver & New Westminster. The bridges will have to be strengthened before the change can be made, & it is proposed that the expenses be divided between the Co. & the city of Victoria.

Dawson, Yukon.—A Vancouver despatch says Dawson is to have an electric railway. A line is being built through the town which will cross the Klondike River & connect Dawson City & Klondike City. If Parliamentary sanction is obtained it is proposed to extend this line up the Klondike River to the mouth of Bonanza Creek, & thence to the forks of Bonanza & Eldorado.

Nelson, B.C., Electric Tramway.—The first cars were run on this Co.'s line on Dec. 21. (Nov., '99, pg. 339.)

Winnipeg Electric Street Ry.—Roadmaster Wallace, of the Toronto Ry. Co., has been in Winnipeg looking into the system of operating, & as a result it is said to be proposed to make some important changes so as to distribute the cars over a wider district & avoid bunching.

Niagara Gorge Ry.—It is said three steel bridges are to be built on this line, one being to replace a wooden trestle near Lewiston, N. Y.

The Sao Paulo Ry., Light & Power Co., Ltd., incorporated under the Ontario Companies Act., has had its name changed to the Sao Paulo Tramway, Light & Power Co., Ltd.

London, Eng., Electric Railway.—A London cable says that the English metropolis has decided to adopt the underground electric street car system, such as is now in use in Washington, Boston & New York, & will use American-built and American-equipped vehicles. The County Council has taken steps to appropriate about \$15,000,000 to install the system.

Demerara Electric Co.—A Georgetown, Demerara, cablegram of Dec. 25 says:—"The application of the Demerara Electric Co. for license to construct & operate electric tramways & lighting plants in this city has been granted on terms satisfactory to the Co. The capital stock of the Co. is \$850,000. The directors are Sir Wm. Van Horne, Senator Drummond, A. Kingan, J. Hutchison, W. B. Chipman, Montreal, & Senator McKeen & B. F. Pearson, Halifax." Fourteen miles of track are to be laid, & it is expected to have the whole line in operation this year.

Havana Electric Railways.—A New York despatch of Dec. 21 says:—"All the street railway interests in the city of Havana were consolidated to-day at a meeting in the office of the Havana Electric Ry. Co. in this city, thus ending a contest begun more than a year ago. In Dec., 1898, the International Bank of Paris, Hanson Bros., of Montreal, & Col. G. B. M. Harvey & F. S. Pearson, of New York, known as the Harvey syndicate, acquired all of the existing railway properties. There was in existence at the time one other concession known as the Torre Pla concession, covering about 12 miles of streets, the title of which was claimed by the American Indies Co., comprising those of the Ryan, P. A. B. Widener, R. A. C. Smith, Sir Wm. Van Horne, W. Mackenzie & others. The Harvey syndicate also claimed to own the true title to this concession. Litigation was begun by the two parties, & has been continued through the year without promise of adjustment for some time to come. In view of this state of affairs, Col. Harvey, on behalf of his Co., began negotiations to bring about a settlement, which was finally effected by complete consolidation to-day. Under the terms of the arrangement the Havana Electric Ry. Co. acquires all the rights & shares of stock of the Havana Traction Co., to which the American Indies Co.'s claims had been assigned, & the Havana Traction Co. becomes part of the Havana Electric Ry. Co. The electric company reimburses the owners of the traction company for their expenditures, & turns over to them a certain proportion of interest in the united company. Work was begun by the electric company several months ago, & it is now expected that a complete system of electric traction will be in operation by June 1 next."

General Telegraph Matters.

There is a talk of an extension of the Dominion Government telegraph line from Cheticamp to Meat Cove, Cape Breton.

The C.P.R. Co.'s Telegraph has opened offices at Elora, Fergus, Hillsburg, Erin, Alton, Cheltenham, Inglewood, Cataract, & Belwood, Ont.

From London, Eng., to Vancouver, 6,000 miles, a cable message costs 1s. 6d. a word, but from London to Bombay, 6,390 miles, the charge is 4s. a word.

The Commercial Cable Co.'s capital is to be increased \$5,000,000, of which \$3,500,000 will be issued to the present shareholders at par, in the proportion of 1 new share for every 3 old shares.

Complaints come from Nicola, B.C., as to delay in starting the operation of the Dominion Government telegraph line between there & Kamloops. It is said the delay is partly owing to a movement to have it operated as a telephone line instead.

A petition is being circulated asking the Dominion Government to increase the telegraphic facilities & trails on the West Coast of Vancouver Island, the object being to provide for ready communication in cases of shipwreck & other emergencies.

Efforts are being made to stir up the Board of Control of the Pacific cable to take some decisive measures. Now that the Board has been appointed, the course is clear for the preparation of specifications & the calling of tenders to ascertain the cost. No survey is necessary, this work having been effectively done by H.M.S. Egeria.

Reference was made in our last issue, pg. 376, to the agitation in Prince Edward Island in regard to the Anglo-American Telegraph Co.'s service. There are, of course, two sides to the question. The A.A.T. Co. does not charge 50c for a message to Nova Scotia, New Brunswick, Quebec & Ontario, but col-