

clause a provision that none but union men be employed. This the Co. refused to consider.

The Ottawa Electric Ry. has got its desired legislation through the House of Commons despite vigorous attempts to change it. The Co. is given power to extend its line from some point on its present line in the municipalities of Hintonburg or Nepean to Bell's Corners, the extension to be begun within 18 months & completed within 3 years. The most important clause in the Act reads:—"Notwithstanding anything contained in the statutes of 1892, chap. 53, sec. 6, it is hereby declared & enacted that the following words in the Ontario statutes of 1898, chap. 45, sec. 2: 'no car of any description shall be run between midnight of Saturday & midnight of Sunday,' are not & shall not be applicable to the Ottawa Electric Ry. Co."

Owen Sound.—The matter of a summer resort at Balmy Beach, on the Georgian Bay, is being earnestly discussed. It is said that New Orleans & Cincinnati capitalists are looking into the matter, & the people are very hopeful that by next year the plans at present outlined will be put into effect. Property owners at the point named are active in their endeavors to interest outsiders, & offer all the ground & help possible to further the enterprise. One great feature of the culmination of this resort plan will be the construction of an electric railway to the proposed spot. The connection of Owen Sound & Balmy Beach has for a long time been talked of, & if the resort plans go through there will be no question of the road being built at once.—Street Railway Review.

The foregoing refers to the Owen Sound & Georgian Bay St. Ry. Co., particulars of which were given in our April issue, pg. 120.

The St. Thomas St. Ry. Co. has planned to give its patrons one of the most delightful pleasure resorts in the entire Dominion. Yarwood Farm has long been noted for its beautiful lakes & its natural & picturesque scenery. It lies 6 miles from St. Thomas & is reached by the railway. The Co. has recently purchased the farm & has had expert landscape gardeners at work laying out the grounds, & by the combination of art & nature has made a series of parks & amusement grounds rivalling anything in Canada. At the entrance to the resort is Yarwood Park. This is what constituted the handsome grounds around the old family residence. This needed no embellishing at the hands of the gardener; it had already been laid out as attractively as possible. The old farm house is a part of the purchase & from it such supplies as hot water & other aids to the comfort of the picnicker can be obtained. From this point, too, there is a splendid view of Lake Pinare, a large body of clear, pure water which affords the most ample facilities for boating & bathing. The lake is large enough to make the use of steam launches & sailing yachts entirely convenient. The car line, after winding around & half encircling Yarwood Park, leads up to the pretty station the Co. has built at the entrance to Central Park. Here is where the artist has shown his skill. This park is one of the most delightful spots imaginable. Just enough trees have been left standing to afford shade, while the smooth walks are bordered on either side with the gayest & the choicest flowers. One end of this park reaches to the bank of Lake Pinare & here has been built a large & airy pavilion which can be used as a lunching room for those who prefer it to eating out of doors. Over to the right from Central Park is the bicycle track & athletic grounds & close by are the golf links, the tennis court & the baseball grounds. The whole section is indeed but a series of parks & play grounds, the whole constituting one beautiful resort, the equal of which it would be hard to find. The Co. owns & controls it all & takes its passengers there, a pleasant ride in comfortable cars for a 5c. fare.—Street Railway Review.

Toronto Railway.—The gross earnings are:

	1899.	1898.	Increase.
Jan.	\$95,600.12	\$86,502.36	\$9,187.76
Feb.	91,800.30	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
	\$490,804.29	\$440,792.15	\$50,012.14

The City Treasurer's report shows that the city received as percentage from the Co. last year \$162,631, an increase of \$16,958 over the previous year. The estimated percentage revenue for this year is \$164,000.

On Queen's Birthday 158,700 passengers who paid fares were carried, exclusive of transfers. On the King street route there were over 10,000 more people carried than on the same day in 1898.

A proposal to run cars between College & Bloor sts., by way of the University ravine, has been blocked by the University authorities.

Woodstock.—The Council has refused the application of a United States promoter for a 99-year street railway franchise.

Quebec Electric Railways.

The Hull Electric Ry. Co. has met its third defeat since 1896 in its attempt to secure power to bridge the Ottawa River & extend its railway from Hull to Ottawa. On May 16 the Railway Committee of Parliament rejected the Co.'s bill empowering it to build a bridge from Hull to Kent Street, Ottawa. The bill was supported by the Ottawa City Corporation & opposed by the Ottawa Electric Ry. Co. & the Beemer interests.

Montreal Island Belt Line Ry.—After a protracted fight between this Co. & the Montreal St. Ry. Co., the Railway Committee of the Privy Council has granted the M. I. B. L. Co.'s application to cross the Montreal St. Ry. Co.'s tracks on St. Catherine & Notre Dame Sts. in order to build a line to the Dominion Cotton Mills. The M. S. R. Co. wanted the M. I. B. L. Co. restricted to the carrying of freight on this line, but permission to carry passengers was also given. The road, which will be known as the Davidson St. line, is already under construction.

Montreal Park & Island Ry.—M. Conolley, contractor, has taken action against H. S. Holt, Hon. A. A. Thibaudeau, W. Strachan, D. Morrice, A. Brunet & L. S. Beaubien directors of this Co. He says that in 1894 he bought 22 of the Co.'s 1st mortgage bonds of \$1,000 each. The interest warrants upon the bonds were regularly paid until Jan., 1898, when default was made, & has continued since. He alleges the directors informed him that neither the principal nor the interest of the bonds would be paid, as the issue of which they formed part was defective & did not carry any mortgage upon the property of the Co., & that the Co. was insolvent & unable to meet these unsecured liabilities. The declaration sets forth that the defendants, to further their own private interests, have fraudulently hypothecated the property of the Co. with new encumbrances for the express purpose of creating a charge that should have priority over plaintiff's claim & make his recourse against the Co. valueless. The Co. having been authorized to further increase its bonded obligation, the defendants, in 1887, issued certain bonds purporting a 1st charge, & declaring them free & clear of previous encumbrance. To carry out the completion of the road a Co. has been organized called the Montreal Construction Co., which entered into a contract for the construction of the railway & covenanted to receive in part payment bonds of the railway company for \$25,000 a mile. The directors of the Montreal Construction Co. were directors of the M. P. & I. Ry. Co., the President of the M., P. & I. R. Co. was President of the Montreal Construction Co., the Secretary was also Secretary of the other company, & the defendants were the chief

proprietors & shareholders of the Construction Co. The issue of bonds at the rate of \$25,000 a mile is alleged to have been excessive, & calculated to render the railway company unable to meet any other liability, & in fact, rendered it virtually insolvent.

Montreal St. Ry.—The gross earnings are:

	1898-9.	1897-8.	Increase.
Oct.	\$133,419.69	\$116,093.09	\$17,326.60
Nov.	125,126.10	110,698.98	14,427.12
Dec.	127,678.00	113,029.33	14,648.67
Jan.	125,276.04	110,155.96	15,120.08
Feb.	113,838.02	102,425.99	11,412.03
Mar.	123,754.11	114,476.98	9,277.13
April	130,405.96	110,619.27	19,786.69
May	145,466.38	123,308.08	22,158.30
	\$1,024,964.30	\$900,807.68	\$124,156.62

The Co. has voluntarily increased the pay of motormen & conductors, who have been in its service for two years & over, to 15c. an hour. Those who have been 5 years & over will get free uniforms. The Co. has also decided to insure all its operating department & workshop employes in an accident insurance company for \$1,000 each, in case of death from accidents either on or off duty; \$500 for total disablement, & \$5 weekly indemnity for disablement through injuries or specified diseases. Hitherto employes have had to pay their own insurance.

The Co. has decided to double-track the Verdun extension out to Queen's Park, to vestibule all cars front & rear, & to build 3 car sheds with a combined capacity of 224 cars.

Superintendent McDonald, who recently returned from visiting a number of U. S. cities, said he had been investigating the fender question particularly, & would prepare a report on it. His opinion is that a combination fender, which will unite the best points of several of those now in use, will eventually be adopted. In a recent conference with the City Surveyor of Montreal, Manager Wanklyn said the Co. would subject to a thorough trial all the fenders submitted to it, & would adopt for all its cars the one proved by the tests to be the best for the public protection. The present fender was adopted after thorough trial & mature consideration, because the management considered it the best available. Mr. Wanklyn considers it has done its work well, for it has saved many lives. Most of the accidents which have occurred could not have been prevented by any possible kind of fender.

The action of the Railway Committee of the Privy Council in giving the Montreal Island Belt Line Ry. Co. access into the city for passengers, as well as freight, has dispelled the idea that the Montreal St. Ry. Co. has a monopoly, & has somewhat depressed the stock lately. The \$100 shares were up to \$335 early in May, but went down to \$312, since which they have been climbing up again. It is said the Co. is trying to absorb the Montreal Park & Island Ry. Co., which has exclusive franchises from a number of suburbs. It reaches Montreal by 4 different points, & enters by a friendly arrangement over the M. S. Ry. Co.'s rails. But it is in a bad condition financially, & it is obvious that a change in the management might rupture this friendly arrangement. It is understood that it has been offered \$800,000 for all its property & franchises, but it is said to be holding out for a round million. Such a purchase would dispose of a good slice of the new stock of the M. S. R. Co., which at the last session of the Legislature was given permission to increase its capital from \$5,000,000 to \$10,000,000 for the purposes of extensions but has not yet found an opening for the extra capital.

Quebec, Montmorency & Charlevoix Ry.

—We are officially informed that the Co. has abandoned, for the present, its intention to construct the upper road or line on the top of the cliff to Montmorency Falls. (Apl. pg. 121.)

The name of this Co. is to be changed to the Quebec Light & Power Co.