

yearly by the Co. to the City. The Judge held in favor of the City's contention as to the nature of a turn-out & against the Co.'s claim that curving and connecting tracks & street intersections constitute turn-outs. Certain minor questions of counter-claims were decided in favor of the Co.

The Co.'s assessment appeal against \$79,000 on its rails, poles & wires in Ward 2 has been adjourned sine die. It is before 3 county court judges. So far evidence as to value has been given by Mr. Kynock & E. Mackenzie for the Co., & by Mr. Van de Mark, electrical engineer, Detroit, for the City. The latter said that more than 50 large U.S. cities use girder rails, thus enhancing their value, while the other witnesses rather limited their value as scrap-iron. The pivotal point in this test trial is the value of rails, poles & wires per set, not their value as contributing to the working of the road.

Laidlaw, Kappelle & Bicknell, solicitors for the T. Ry. Co., have taken proceedings to restrain F. G. Lear & E. A. Macdonald from publishing, exhibiting, or making use of letters, &c., alleged to have been abstracted by Lear while in plaintiffs' employ as stenographer. It is said the matter which it is sought to enjoin consists of copies of letters dictated by W. Laidlaw to be sent to his partner, G. Kappelle, some of which were not even sent. It is alleged that when Lear left plaintiffs' employ he took the shorthand note books away with him & subsequently divulged their contents to Macdonald. Plaintiffs have obtained an injunction, which is being appealed against.

The City Council has petitioned the Provincial Government to appoint a commission to investigate the charges of irregularities in connection with the granting of the street railway franchise, provided the evidence forthcoming warrants such a step.

The illustration on page 193 shows the office building recently erected by the Co. at the corner of King & Church Streets.

Toronto Suburban.—The troubles between this Co. & the village of Weston were explained in our Aug. issue, pg. 166. In addition to stopping its cars at the eastern boundary, before entering the village, the Co. has ceased supplying power to light the village streets.

Brockville.—The Brockville Times says: "There is no reason why an electric railway connecting Brockville with the summer resorts up the river & with Prescott below should not pay. The local traffic on such a railway would be large & a great many tourists would travel over the line if it were properly advertised. There is no doubt that such a railway would bring many customers to the merchants of Brockville. Light freight cars as well as passenger cars could run over it, & farmers could thus send their produce cheaply & conveniently to town."

The Hull & Aylmer Co. has given notice of application to the Dominion Parliament for a charter for a bridge between Hull & Ottawa, to enable it to get into Ottawa. A vigorous lobby defeated its bill last session.

The Metropolitan Co. is anxious to engage in electric lighting & is seeking franchises from the municipalities along its railway.

Province of Quebec.

Montreal Island Belt Line.—A special general meeting of shareholders was held recently to divide the undertaking into sections as authorized last season; to authorize the directors to withdraw & cancel the existing bond issue; to authorize a new issue, & after providing for the old issue to dispose of the balance as may be deemed necessary. The proposed bonds will be secured by the execution of a mortgage deed upon the whole of the property, assets, rents & revenues of the Co.

Montreal Park & Island.—This line will be sold by the Sheriff Sept. 22. The Co. has during the past summer had some cars on the Carterville route, which ran at the rate of 45 miles an hour.

The difficulties between the Co. & the municipality of St. Louis have come to a crisis. In the action taken by the municipality to annul its contract with the Co., Judge Charland rendered an interlocutory judgment ordering the Co. to comply with the terms of the contract as interpreted by the municipality within 2 months. That judgment was taken to the Court of Appeal & to the Privy Council, but without success. Consequently, counsel for the municipality moved, on Sept. 12, for final judgment. That motion was opposed on the ground of irregularity, & the case was taken en delibere. Meanwhile the municipality has been served with an intervention on the part of D. Morrice & A. Thibaudreau in their quality of trustees for mortgage bondholders. In the event of the intervention being set aside, & the opposition to the motion for judgment being dismissed, the regular course will be for the Co. to be called to show if the interlocutory judgment has been complied with. It is stated in this connection that tickets at reduced rates have recently been issued by the Co.

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

| | 1897. | 1896. | Increase. |
|--------|----------------|----------------|--------------|
| Oct. | \$116,392.09 | \$109,110.38 | \$7,281.71 |
| Nov. | 110,929.60 | 100,818.57 | 10,111.03 |
| Dec. | 113,128.91 | 102,116.02 | 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 | 7,773.44 |
| May. | 123,908.00 | 116,337.03 | 7,571.06 |
| June. | 133,164.61 | 130,676.78 | 2,487.83 |
| July. | 129,245.92 | 143,986.62 | 14,740.70 |
| Aug. | 143,801.19 | 131,431.77 | 12,369.42 |
| | \$1,308,535.01 | \$1,227,537.30 | \$110,279.31 |

The Co. has extended its line along Berri St. to Bonsecours Market & along Amherst & Berri to the wharf.

On Sept. 16 one of the Co's storage sheds in the centre of its yard at Hochelaga was burned, together with the contents, consisting of 60 cars of the winter equipment & 7 sweepers. The loss is estimated at from \$150,000 to \$200,000. Insurance \$90,000.

Sherbrooke.—R. R. Smith, of Worcester, Mass., has been appointed Manager, succeeding L. E. Whitehead, resigned.

Electric Railway Items.

The Halifax, N.S., Tramway Co. has declared its 7th quarterly dividend at the rate of 6% per year, payable Oct 1.

J. D. Fraser, of Ottawa, Ont., has been elected a member of the Executive Committee of the Street Railway Association of America.

It is stated in Montreal that Jas. Ross has succeeded at last in his Birmingham St. Ry. negotiations, and that the line will be converted into an electric tramway without delay.

Electric railways in Canada have shown a wonderful development during the past few years. On Jan. 1 last there were 35 electric railways in operation, with a total mileage of 583. The number of passengers carried in 1897 was 83,800,000 as compared with 16,170,000 by the steam railways on their mileage of 13,000. The paid-up capital of the electric railways in Canada is \$18,700,000.

Trolley car competition has injured the New York Central's regular & excursion traffic to near-by points, particularly Niagara Falls, Lewiston & Lockport, & to counteract the popular feeling for trolley rides the Passenger Department has announced a reduction in rates to the points named of about 50%. The Central is now selling round trip tickets from Buffalo to Niagara Falls for 50c., to Suspension Bridge, 60c., & to Lewiston & Lockport, 75c.

TELEGRAPHS & CABLES.

Pacific Cable Matters.

A Sydney, N.S.W., dispatch dated Aug. 22 announced that the premiers of Queensland, New South Wales & Victoria had met in conference & discussed plans for a Pacific cable, & decided to make the definite offer that if Great Britain & Canada together would guarantee five-ninths of the cost of laying the new cable, they would recommend to their respective Legislatures to contribute one-ninth each, asking New Zealand to contribute the remaining one-ninth.

A committee of the New Zealand Legislature has reported in favor of adopting the above-mentioned proposal, that colony to contribute one-ninth of the cost. The committee also recommends that Canada be trusted with the construction, administration & maintenance of the cable, on the understanding that the contributing colonies are to be entitled to representation & votes on matters of policy of the management, & that the cable is to be jointly owned & controlled by the contributors.

In the Imperial House of Commons last month Mr. Provand asked the Secretary for the Colonies whether he could inform the House of the present position of the negotiations relating to the proposed cable from British Columbia to the Australian Colonies. Mr. Chamberlain, in reply, said: "We have no proposals from Canada or from South Australia & New Zealand. The premiers of the remaining 4 Australasian colonies have joined in a resolution that their Colonies will favorably consider the proposal for a Pacific cable, provided that Canada & the United Kingdom will each contribute 1/2 of the cost. Until we have formal & definite proposals from all the Governments concerned, Her Majesty's Government cannot proceed further in the matter."

R. Belfort, writing to the London, Eng., Times, says:—"The problem of the protection of British interests in the Far East, menaced by astute, unscrupulous rivals, is daily becoming more urgent. Will you allow me to point out that an important factor in this problem is the projected all-British Pacific cable, the immediate establishment of which has become imperative? Both Imperial & Colonial interests demand it. Canada & Australasia are willing to participate with Britain in its cost. It would liberate Colonial cablers from the present crushing cable corner. A cablegram from Vancouver to Melbourne has to tour the world, costs over 6s. a word, & is often subject to disastrous & exasperating delays. By the direct Pacific cable it would cost 2s. a word & arrive within the hour. Until this alternative cable is laid, our Australian Colonists will frequently be compelled to depend on the shaky Siberian land-lines for telegraphic communications with the Mother Country. Those lines are controlled by Russia. Naval & military experts assert that our foreign-controlled cables would certainly be cut by our enemies during any crisis. This might imperil the very existence of outlying portions of the Empire. Britain thus needs a strategic cable system free from foreign control. Commerce needs a system free from the deadly grasp of the monopolists. If the Pacific route existed, the cabling public would save nearly £225,000 a year. In 8 years this sum would pay for the new cable. The project is perfectly practicable from the electrical, engineering & financial standpoints. The control of Pacific cable communication should by right devolve on the British—the pioneers & principal constructors of the world's sub-marine cable system. To allow another nation to forestall us by executing this great work would constitute a most humiliating abdication of our recognized position as lords of the ocean depths. Finally, by a mutual effort, Britain, Canada & Australia can