

The directors agreed upon certain ways and means to raise funds for the company. At the present time, operations are being reduced at the mines, and during the winter the company will only continue doing such work as cannot well be avoided, the idea that it would be possible to operate all winter, having been abandoned. It is therefore necessary to carry over considerable stocks.

The opinion prevails that certain action is being taken which will have a good effect upon the stocks of the company and which will put the bonds in a much better position than they have been in for some months past.

Railways Now on Better Terms.

Relationship of a somewhat more amiable nature has evidently been established between the new directorate of the Montreal Street Railway and the Montreal Southern Counties Railway than existed between the old directorate and the latter company. It may be remembered that the Montreal Southern Counties Railway, through its organizer, Mr. W. B. Powell, carried on for years a fight for the purpose of gaining an entrance to the city, efforts in this direction being constantly opposed by the directorate of the Montreal Street Railway. Consent was finally granted in March 1909, and the railway was ordered to have its cars running by November the same year. These instructions were carried out and a terminal was established not far from the head offices of the Grand Trunk Railway, on McC street. According to the present announcement, the Montreal Street Railway will permit the Montreal Southern Counties Railway to make a limited use of its tracks, in order to penetrate further into the heart of the city, for the purpose of accommodating passengers to the other side of the river.

Company Operates Trolley Line.

The company now operates a trolley line connecting the city with the south shore of the St. Lawrence, via Victoria Bridge. The line passes through St. Lambert on the south end of the bridge and proceeds along down the shore to Longueuil, where it belts the town and makes connection with the Richelieu & Ontario ferry. Another line proceeds a distance up the river from St. Lambert to the country clubs and suburban districts now being built in that direction.

During the past season, the company obtained a lease of the Grand Trunk's Central Vermont line, running down past Farnham, Granby, and other principal towns, to Waterloo, a distance of fifty miles from the city. This was one of the indications pointing to the interest of the Grand Trunk in the new trolley system. The company is now busy preparing to electrify the Central Vermont line and the work will be completed next summer. A branch line will also be operated in somewhat the same direction, besides which are to be constructed extensions to lines already in operation.

Extensions Advantageous for the South Shore.

By means of these various extensions and developments the south shore will be opened up. It would seem not improbable that the Montreal Street Railway may have found it somewhat to its advantage to work in harmony with a road which bids fair to have upwards of one hundred miles of track in operation through a populous portion of the province during the next few years. Montreal will watch future developments with much more interest than it has in the past. Some day a bridge or tunnel will connect the harbor of Montreal with the south shore, and then will begin growth on the other side of the river which can hardly be possible so long as the only means of reaching there is by means of a bridge or a ferry, to make use of either of which one must go a considerable distance from the centre of the city.

COBALT SILVER FOR CHINESE MINT?

The fame of Ontario's silver is spreading. This week Mr. Wahn, the Chinese Imperial Consul for Canada, and his acting secretary, Mr. K. M. Toms, inspected a number of mines at the Cobalt camp for the purpose of reporting to his department the advisability of acquiring one or more ore-shipping mines of Cobalt, for the purpose of furnishing silver to the Chinese mint. China consumes annually a large quantity of silver, and, having to purchase in the open market, the government is sometimes forced to pay the highest prices for the raw material. Mr. A. Hallow, of Cobalt, some months ago suggested the present idea to the Chinese government, who replied they could not officially enter into such a deal, but the matter had been laid before some of the foremost capitalists of the country, and it had been decided to direct the Chinese consul for Canada, who has his headquarters at Ottawa, to come to Cobalt and report.

BRITISH COLUMBIA.

The Electric Railway's Consolidated Franchises—Railway Companies Are Busy.

(Staff Correspondence).

Vancouver, November 26th.

Tram companies and municipalities will be particularly interested in the negotiations now being held between the British Columbia Electric Railway Company and the city of Vancouver, in respect to the consolidation of the company's tram franchises. The company operates a street railway system in Vancouver under a 25-year franchise, which expires in 1918, when the city has the option of purchase. During the last year or two, it has obtained franchises for operation in Point Grey, South Vancouver, D.L., 301 and Hastings townsite, all suburban districts of the city of Vancouver. It is proposed to annex perhaps all of these municipalities, thus giving a greater Vancouver covering the territory between Burrard Inlet and the Fraser River.

These franchises are for varying terms up to 40 years. With no consolidation of franchises it will mean two fares. When the first conference was held, the company stood out for 25 years, and the city council for 20 years. At a meeting held on Tuesday afternoon last, a reply was received from the London board, that while it believed the city would get a good bargain on the 25-year term, to promote the advancement of a larger city, it would accept 23 years, but that was final. The city will be inclined to agree to this, but will ask concessions. At present, it costs the company \$250,000 to maintain an eight-inch strip on either side of its rails, and the city would have this space increased, if not to eighteen inches, then to fifteen.

Other requests will be: Providing for poles in the middle of the devil strip where such construction is demanded, the city to be allowed to place its street lights on these poles if a municipal street lighting system is in force; poles to be moved at once on the city's demand and at the company's expense in case of alterations of street lines, etc.; the company to stand all damage resulting from electrolysis; the city to have the right to lay a duct for city wires in any underground conduit laid by the company. A request has also been made for more passes for the civic officials, but the company objects, and proposal for a larger percentage to be paid the city has been offered. The matter stands adjourned for further consideration.

Good Business Anticipated on the Coast.

Records of various public offices show continued increase in business in all lines. This applies not only to the two large cities of Vancouver and Victoria, but also to New Westminster and Nanaimo. In the interior, mining is much stronger, new properties are being opened up, and the working staff increased on the older locations.

When the year began, Vancouver's building inspector placed the estimate of \$12,000,000 for the year's building. This figure has already been reached, though it is \$5,000,000 in advance of the total value of permits issued in 1909. The issuance of permits for as high as \$750,000 shows the trend of conditions. Bank clearings, though not over the record, are good. Real estate is active. This condition applies particularly to Victoria, indicative of the faith in the future of the capital city, consequent on the prospective further development of the untouched resources of Vancouver Island. That further development is in prospect, is shown by the starting of construction in Vancouver, of the largest cold storage plant on the northwest Pacific coast, by the Canadian Fishing Company. It will have a capacity of eight million pounds of fish and will be able to freeze 100,000 pounds a day. Vancouver men see chances for greater business and bought 400 feet frontage on Coal Harbor, for \$160,000, from Mr. R. S. Van Slack, formerly of Toronto, on which to erect bunkers and do a general docking business. Altogether the prospect is bright.

Railway Companies Busy With Construction.

This week Mr. D. D. Mann, of the Canadian Northern, and Mr. E. J. Chamberlain, general manager of the Grand Trunk Pacific, are on the coast. Mr. Mann is to confer with the government at Victoria. He tells of immediate commencement of construction on wharves and bunkers at Port Mann, and of activity of survey parties in the Fraser River Pass. Incidentally, in this connection, the rumor is afloat that the Canadian Northern will not have its principal location at Port Mann, though it will have its shops, works, etc., according to published announcement. Current story is that it will go nearer the ocean. The origin of this rumor may lie in the action of the Canadian Pacific Railway years ago, when it extended its line from Port Moody to Coal Harbor, much to the chagrin of many who bought heavily at the head of Burrard Inlet. No confirmation of the story can be obtained.