consummated to-day, the syndicate paying cash for the purchases, & the sellers accepting the offered terms. The International Co. was recently formed by a number of capitalists interested in the development of electric energy from Niagara Falls, which is already in considerable use in Buffalo & adjacent territory. The International Co. will be used to combine these companies, & will purchase power from the Niagara Falls Power Co. The terms on which minority stockholders may come in will be announced later in the week."

A Buffalo despatch of Mar. 22 says: "It is stated that, as a result of the Pan-American project, extensive improvements will be made this summer on the shore property on the Canadian side of the river, including the construction of an electric railway from Fort Erie to Point Albino, 13 miles, & from Fort Erie to Chippewa, from which point an electric road runs along the Canadian side of the river to Queenston, affording one of the most glorious views that can be secured of Niagara Falls, the whirlpool & other portions of the beautiful, historic river. The road will have a branch line to Fort Erie race track, & the company will run a system of trolley cars from Fort Erie to the grove at Erie beach, extending east to the upper part of the beach, which is extensively occupied during the summer months by well-known Buffalonians, who have their country homes on the south shore. The trolleys may be extended as far as Crescent Beach. New York capitalists are back of the enterprise, & will expend, it is said, about $265,000 in equipping the trolley lines. It is also said that the road to Fort Erie Beach will be in operation by July 1. The Chippewa branch will not be completed until some time in the autumn."

We gave full particulars of the companies going into the amalgamation in our Mar. issue, pg. 89. Speaking of the matter the Street Railway Review says: "All the railways of the city of Buffalo, the lines connecting that city with Niagara Falls & Lockport, the electric road of Niagara Falls & the Niagara Falls Park & River Ry. on the Canadian side, all fall into the possession of a syndicate capitalized at $25,000,000. While there is yet much believed to be back of the plans of the syndicate, it is known that it is proposed to retire all the stock bought with an issue of new bonds, while there will also be a new issue of preferred & common stock. The companies consolidated are the Buffalo Ry. Co., the Buffalo Traction Co., the Buffalo, Bellevue & Lancaster Ry. Co., the Buffalo & Niagara Falls Electric Ry. Co., the Buffalo & Lockport Ry. Co., the Niagara Falls & Suspension Bridge Ry. Co., & the Niagara Falls Park & River Ry. Co. But in addition to these electric roads the new syndicate becomes the possessor of two of the great Niagara bridges, one of them the fine new upper steel arch, owned by the Niagara Falls & Clifton Suspension Bridge Co., & the other the suspension bridge now in course of erection across the Niagara gorge at Lewiston. These bridges will afford crossings for a belt line about the gorge, while the possession of the Buffalo & Niagara Falls road gives trackage facilities from Buffalo to the falls on the New York side. As the Niagara Falls Park & River Ry. controls a franchise for a line from Fort Erie to Chippewa on the Canadian side, it will be seen that the new company has all the rights for a belt line skirting the Niagara River on both shores from Lake Erie to Lake Ontario. Much of the stock of the several railway companies was bought below par, but it is understood the stockholders of the Buffalo Ry. Co. will receive par. Also that about 75c. was paid for stock of the Buffalo & Niagara Falls road, about 50c. for the Buffalo & Lockport road, & about 40c. for the Niagara Falls Park & River Railway. The amounts involved in the purchase of the various interests are about as follows: Buffalo Ry. $15,215,000, Buffalo Traction $3,858,000, Buffalo & Niagara Falls Ry. $2,250,000, Buffalo & Lockport Ry. $1,500,000, N.F. Park & River Ry. $1,000,000, Lewiston & Queenston Heights Bridge $285,000, a total of $24,108,009. This is exclusive of the property of Niagara & Clifton Bridge Co., the bonds of which Co. are out to the extent of about $400,000, & are understood to be equally divided between Canadian and U.S. capitalists."

The International Traction Co. has filed articles with the Secretary of State at Trenton, N.J., amending its original articles of incorporation, increasing the capital stock from $85,000 to $15,000,000. B. W. Franklin, President, & Chas. McVeagh, Secretary, signed the papers. The office of the Co. is 60 Grand street, Jersey City, N.J. L. J. Hayden & W. H. Blain are also connected with the International Traction Co. J. P. Morgan & Co., New York, are reported in charge of financing the consolidation of the varions street railways. A new mortgage will be made for $30,000,000, of which $11,000,000 at 4% will be issued, & the remainder devoted to improvements & retiring prior liens. Reports are that J. P. Morgan & Co. recently issued a call to subscribers for the payment of 80% of their subscriptions.—Railroad Gazette.

On Mar. 31 we were officially informed in regard to the organization of the International Traction Co. that while more than ⅔ of the stock of each of the constituent companies had been secured & delivered, no steps had been taken towards consolidation further than the reorganization of the boards of directors & officers of each of the constitutent companies on the U.S. side. Similar steps will be taken soon in regard to the Niagara Falls Park & River Ry. & the Canadian companies owning the two bridges involved.

Announcement is made that the Buffalo Traction Co., under date of Dec. 1, 1898, gave a mortgage for $2,345,000 to the Metropolitan Trust Co., New York as trustee, to secure 5% gold bonds. The deed was signed by President E. G. S. Miller. Secretary Bissell is reported as stating that the mortgage is in the interest of the Traction Co., & has nothing to do with the consolidation now taking place in Buffalo.—Railroad Gazette.

Liability to a Motorman.

At the recent spring assizes in Toronto, W. Downs sued the Toronto Ry. Co. for $5,000 for injuries received while performing his duties as a motorman on one of the Co.'s cars last year on Carlton Street, when it was being repaired. He was driving a motor car, & seeing a piece of asphalt on the tracks slowed up. It was less than the size of obstacles which it was common to run cars over, but he was aware that the rear motor box hung lower than it should. He thought the car would run over the obstacle, as it was not more than 2 ins. in height, but kept the brake tight & his hand to the regulator in order to stop at a moment's notice. The front motor box crossed the asphalt, but the rear one caught it & jolted the car so that he was thrown forward, & had to liberate the brake, which came round & hit him with such force as to render him unconscious. He was obliged to stay in bed for 6 weeks, & had not been able to do any work since. Medical evidence was produced to show that he was permanently disabled, & was at the time of the trial suffering from lung trouble as a result. Downs claimed that the Co. was to blame for having permitted a car to be run with a motor box so near the track, & that if the car had not been defective the accident would not have happened. He swore he had notified the repairer at the stables of the defect 2 days before the accident happened. When Downs became strong enough to get out after the accident, he signed a deed of release to the Co., & received $65. Because of this the judge took the case from the jury & non-suited the plaintiff, giving him power to go to the Divisional Court in order to determine whether the deed of release does not fall under the Workingman's Compensation Act, sec. 10. The Act stipulates that an employe cannot be compelled to sign a deed of release; if he is, the deed cannot be held valid. With the deed