

Tp. to Otonabee River, and from either of the first named starting points to Rice Lake. The capital stock was fixed at \$500,000, and the head office at Peterborough. Further power was granted in 1906, to extend the line from Clear Lake through Douro and Dummer Tps., or Smith Tp., to Stony Lake, and in 1914, the company was empowered to issue bonds or other securities to the extent of \$35,000 a mile for each mile of single track, instead of \$20,000 as formerly authorized. The track actually built is all within the city limits of Peterborough and consists of 6.04 miles of main line. The last statistics available are for the year ended June 30, 1914, and show that the gross earnings from operation were \$47,615, operating expenses \$29,566; taxes, funded debt, etc., \$6,690; net income \$11,034; total car mileage 280,092; fare passengers carried 1,060,499.

Compensation for Injuries in the Queenston Accident.

The International Ry. of Buffalo, N.Y., which operates the Niagara Falls Park and River Ry. in Canada, is said to have paid upwards of \$30,000 for damages, for injuries to children alone as a result of the Toronto church picnic excursion wreck at Queenston Heights, Ont., July 7, 1915. It is said that other sums have been paid in settlements which were not taken into court. In 22 cases have settlements for various sums been ratified by the courts. They are as follows: Beatrice Goodman, \$250 and medical expenses; Elizabeth Harris, \$400 and medical expenses; Annie Hall, \$100; Emily Hall, \$425; Beatrice Hall, \$125; J. R. Hall, \$100; Geo. L. Walters, \$1,500; Calvin de Witta, \$300 and \$180 for medical expenses; Wm. Mitchell, \$350; Norman A. Bent, \$325 and \$205 for medical expenses; Louise Symonds, \$325; Hazel Deverning, \$405; Bessie B. Yule, \$350; Sarah Grelsman, \$650 and \$425 for medical expenses; Earl A. Russell, \$700; Harold F. Hargraves, \$400; Wm. C. Keates, \$3,000; Gordon Dowling, \$700; Ralph, Rayner, \$500; Fred Draper, \$800; Calvin J. Sloan, \$1,800; Hannah Crombie, \$1,500; A. J. Hall, \$120; Katie Grant, \$855; Janet Rayner, \$2,500; Gladys Newton, \$1,500; Costs, etc., are said to have brought the total up to \$30,790.

Increased Service on British Columbia Electric Ry.—A circular issued by W. G. Murrin, General and Mechanical Superintendent, on Mar. 10, gave details of alterations and improvements in the services on the company's lines in Vancouver, New Westminster and other mainland points, which were put into effect Mar. 15. The circular said: "At a heavy cost the experiment of increased service is being carried out, and if it is found that increased travel can at all justify this experiment it will be maintained. The cost of operating cars is a subject to which the general public naturally does not give much attention, but perhaps it will indicate the fact that improvements in service mean additional expense to the company when I state that these changes represent, as additional out of pocket expenditure, without allowing any cost for power consumed at all, of upwards of \$40,000 a year, compared with the service in operation prior to Mar. 15. It is not, therefore, unreasonable to expect that additional travel should result from these improved services which will make it possible to continue and perhaps still further improve in certain directions."

Hydro Electric Power Projects at Edmonton.

The Edmonton, Alta., City Council has passed a bylaw repealing the bylaw previously passed, after having been approved by the ratepayers, agreeing to grant a franchise to the Edmonton Power Co. for the delivery in the city of electric energy. The passing of the original bylaw was secured after considerable opposition, and since it was passed there have been some negotiations in the way of concessions being granted by the company, these negotiations taking a more definite form after the proposition of the Alliance Trust Co. to supply power developed by natural gas. A letter from G. W. Farrell, Montreal, representing the Edmonton Power Co., and dated Feb. 13, outlined several modifications of the agreement, and some counter propositions were made by the city power committee. No agreement was reached and the bylaw repealing the original bylaw was passed, only two aldermen voting in its favor. The City Clerk subsequently notified the Clerk of the Provincial Legislature of the action of the council, in view of the fact that the E. P. Co. is applying to the Legislature for confirmation of the agreement.

The Dominion Parliament is being asked to incorporate the Edmonton & Southwestern Ry. Co., to build a standard gauge railway from Edmonton southwesterly to the Saskatchewan River at Blue Rapids, 70 miles. The consent of municipalities must be obtained for the construction of the railway on any highway, street or public place within their jurisdiction. The company also desires to have power to operate steam and other vessels, to build wharves, docks, elevators, warehouses, etc., and may acquire, but not by expropriation, water powers for the development of electricity, and may transmit and distribute electric power, or it may grant an easement on its right of way for a power transmission line. The provisional directors are: H. A. O'Meara, G. W. Farrall, Montreal; T. A. Burgess, L. Cote, R. H. Pringle, Ottawa. This is the railway proposed to be built by the Edmonton Power Co. interests in connection with a hydro electric power plant at Blue Rapids.

The Alberta Legislature is being asked to confirm an agreement between the Edmonton City Council and the Northern Alberta Natural Gas Development Co. for the supply of natural gas for lighting and power within the city. This is said to be the company in which the Alliance Trust Co. is interested and for which larger proposals are being made to the city council in opposition to the Edmonton Power Co.'s proposals.

Hamilton Street Railway Wages.

Negotiations between the Hamilton St. Ry. and its conductors and motormen have resulted in a new agreement being entered into for two years from April 1. The following table shows the rate paid up to Mar. 31, the rate asked by the men, and the new rate agreed to.

	Old Rate	Rate Asked	New Rate
1st. year.....	20c	25c	22c
2nd. year.....	22c	28c	24c
3rd. year.....	25c	30c	28c

Overtime and Sunday work will be paid 2c an hour extra, 25c being the minimum amount for any one run. Extra conductors and motormen who report at car barns, and relief changes, are guaranteed minimum wages of \$6 a week unless they fail to report at any time during the week.

The Toronto Railway and the Toronto City Council.

At a meeting of the Toronto Board of Control early in March, it was decided to proceed with the preparation of an indictment against the Toronto Ry. for maintaining a nuisance by allowing overcrowding on its cars. The company has already been indicted on two occasions, and a conviction stands against it for overcrowding, but this is under appeal. In the meantime, the company is acting under orders from the Ontario Railway and Municipal Board in providing increased accommodation, and the time allowed under this order has not yet expired. The getting together of evidence on which to apply for an indictment was urgently pressed by the Mayor, notwithstanding the advice tendered by the legal department as to the standing of the matter under the previous proceedings and the Ontario Railway and Municipal Board's order. A conference took place between the General Manager, Toronto Ry., and the Board of Control, Mar. 13, to see if some arrangement could not be made whereby matters in dispute between the company and the city could not be settled without recourse to litigation. After some consultation, the Board of Control decided not to proceed with the application for an indictment for overcrowding, also to withdraw the application for legislation to compel the company to allow soldiers to ride free. Other matters of a very minor nature, of which some complaints had been made, are to be submitted to the city's advisory transportation commission for adjustment. The General Manager of the Toronto Ry. is reported to have stated that a bylaw was being prepared having for its object the reservation of a space on the rear platform of the cars for easy access to and exit from the cars, and to prevent overcrowding on the back platform. The General Manager also stated that for the first time in the company's history, it had been compelled to advertise for men. During the first 11 days of March, 67 employees enlisted. During February, 175 new men were engaged, but only 43 completed their course. Of the 50 additional cars ordered to be placed in service, by the Ontario Railway and Municipal Board, 25 were already running on the streets, and the material was in hand for the balance.

The City of Toronto is promoting a bill in the Ontario Legislature to compel the Toronto Ry. to build and operate 200 additional cars, and in default to pay to the city a penalty of \$500 a day after a lapse of three months from the passing of the Act. In an interview respecting the suggestion that the company be compelled to carry soldiers free on its cars, the Mayor is reported to have said, Mar. 23, that the city's bill containing such a provision was before the Legislature, and in addition the matter was to be taken up by the Advisory Transportation Commission recently appointed. As a matter of fact, the clause calling upon the company to carry soldiers free, was withdrawn from the bill following the conference between the Board of Control and the company's General Manager, as mentioned above.

The St. John River Hydro Electric Co., is asking the New Brunswick Legislature to revive and amend its act of incorporation authorizing the development of a water power on the St. John River at Pokiok, N.B., and to transmit electric power. R. W. McCarty is Secretary.