

consideration that gives emphasis to the plea for an economical power-house plant.

"To return to the previous line of argument. Note what a large saving is effected when a cost of $\frac{1}{2}$ d. a car-mile for power is substituted for 5d.; on a car-mileage of 7,000,000 it means no less than £131,250 a year! & indicates the source whence the increase of net earnings may be obtained to pay for the heavy cost of electrical installation. The whole cost of working a large electric system, including working charges of all kinds, should be under 5d. a car-mile, but this can only be obtained with a carefully constructed power house, where the works-cost of the current is cut down to a minimum.

"The limits to which this note had to be confined prevent the introduction of any more elaborate figures or statistics than those given, but enough has been said to indicate that, in my judgment, it is to the power house that the chief attention should be directed in order to insure the financial success of an electric system. Other parts of the system claim attention, but it is on this that success or failure mainly turns. More money can be lost on the one item of power than would pay all the other working charges, & whether the high potential system with transformers, or the multiple unit system be adopted, the successful working ultimately depends upon having engines & boilers that will do their work with a low consumption of fuel."

The Hamilton Consolidations.

When the Cataract Power Co., through J. Paterson, began to try & secure control of the Hamilton St. Ry. stock, a number of shareholders formed a syndicate to protect their interests, being afraid that if the Cataract Co. got a majority of the shares without them they might have to accept less than par for their stock. Enough combined to prevent the Cataract Co. getting control, & forced it to pay them a shade over par for their stock. For some of the other stock bought previously the Cataract Co. paid as high as 110. Before there was any talk of the Cataract Co. endeavoring to get control, some of the holders of the stock held it at 60 or 70. J. Paterson recently stated it was too early to say just what changes would be made, but in time the system would be greatly improved.

The acquiring of the street railway franchise is only one of a number of enterprises that the capitalists of the Cataract Co. are going to carry out. The syndicate has completed arrangements for the control of the Hamilton & Dundas Ry. & also has control of the Hamilton Radial Ry. The Radial Ry. will in the near future be extended to Oakville. Considerable money will also be spent in beautifying the Beach, the plan being to build a big hotel.

It is said the Cataract Co. will not negotiate for the Hamilton, Grimsby & Beamsville Ry., it being the intention to build a fast electric line parallel with the G.T.R. to Niagara Falls. This line is wanted for the nickel steel plant which will be established if the government can be induced to put a duty on nickel.

Plans have been completed for lines from Hamilton to Guelph & Waterloo. The York St. line will be used to the cemetery, from where it will run along the high level road to a point beyond the old canal. Then the line will be carried over on a big bridge, & will run to Rock Chapel. It will be double track to Rock Chapel, from where the Waterloo & Guelph lines will diverge. The Guelph line will run through Freelon, Aberfoyle & Morris-ton. The other line will run through Greensville, Galt & Preston to Waterloo & Berlin. It may be that a spur will be built from the Guelph line to Watertown. It is expected that the grading of these lines will be commenced this year, but as it is impossible to

get rails until next year, the construction cannot be completed until then. It is proposed to make the run from Hamilton to Guelph in 45 minutes, & from Waterloo in an hour.

The Cataract people have been asked to take over the proposed Hamilton, Ancaster & Brantford Electric Ry., but nothing definite has been decided on.—Hamilton Spectator.

Moncton, N.B., St. Ry.—It is said negotiations for the transfer of this property are progressing favorably.

Passenger Traffic.—The Dominion Statistician states that the number of passengers carried by the electric railways of Canada last year reached the 100,000,000 mark.

Lewiston & Youngstown Frontier R.R.Co.—F. G. Lott has succeeded W. A. Heller as Superintendent. He was formerly with the Buffalo & Niagara Falls Electric Light & Power Co. in a similar capacity.

The International Traction Co. hopes to have connection made between its Falls St. tracks at Niagara Falls, N.Y., & the upper steel arch bridge at Niagara Falls before Aug. 1. Plans have been submitted to the Commissioners of the New York State Reservation covering the proposed track on the river way from Falls to Niagara St., & as soon as the Commissioners approve the plans the work of track-laying will commence. The Suspension bridge between Queenston, Ont., & Lewiston, N.Y., having been completed, an electric car service across it will be started almost at once.

Niagara Gorge R.R.—The Niagara Falls & Lewiston Electric R.R. Co., which built & for 4 years operated the electric railway through the Niagara gorge along the N.Y. bank, has passed out of existence & been succeeded by the Niagara Gorge Railroad Co. as the result of a sale of the road by the sheriff of Niagara County. The purchaser was H. P. Bissell, of Buffalo, the chief promoter of the new company, & the only one of the old company remaining in the new one. The capital of the new company is \$1,000,000, whereas the old company was capitalized at \$1,400,000. During May & June large forces of men were employed in the reconstruction of the roadbed, removing fallen rock, & putting in new trestles & bridges. New retaining walls were built at several points. The roadbed was re-ballasted & the overhead construction repaired. The incorporators of the new company are: Gen. F. V. Greene & A. D. Andrews, New York; H. P. Bissell, J. H. Metcalf, J. T. Jones, W. C. Cornwell, C. M. Bushnell, E. W. Eames, J. A. Kennedy, G. A. Ricker, A. C. Coffey, H. H. Hewitt, G. C. Riley, G. V. Turner & B. L. Jones, Buffalo. The board of directors includes all of the incorporators mentioned excepting Messrs. Kennedy, Ricker, Coffey & Riley. The officers of the Co. are: President, Gen. F. V. Greene; Vice-President, H. P. Bissell; Secretary, H. H. Hewitt; Treasurer, B. L. Jones; General Manager, G. Morgan; Chief Engineer, G. A. Ricker. W. A. Heller, who recently resigned the superintendency of the Lewiston & Youngstown Electric Ry., has been appointed Superintendent. The line commenced running under the new management on July 1.

Great North-Western Telegraph Co.

The improvements to the Co.'s building, at the corner of St. Sacramento and St. Francois Xavier Sts., Montreal, which have been going on for the past 10 or 12 months, are completed. The building, which was constructed by the Montreal Telegraph Co. in 1873, is of Ohio sandstone, 5 storeys, covering an area of 7,200 sq. ft., was considered one of the most substantial & imposing business structures in Montreal, until recent years, the advent of

the sky-scrapers with their modern conveniences & elegant interior appointments having put the building in the shade, in this respect. All this, however, has been changed. About a year ago the management believing that there was something to be gained thereby, resolved to remodel and refit the structure in a manner that would put it abreast of the times. A glance at the tenant list, & from the increased activity about the place, gives the impression that the expectations have been realized. The work has been done most thoroughly. Necessarily the progress has been slow, owing to the fact that the Co.'s business could not be interfered with, & care had to be taken that this was adhered to. Entirely new systems of drainage, plumbing, lighting & heating of the latest approved kind have been introduced throughout. An electric passenger elevator of the most recent design has been installed, much to the joy of the toilers on the upper flats. The main entrance is in inlaid mosaic & marble wainscoting, the interior fitting being quartered antique oak, chipped plate being used in the partition work. The transformation has not only brought the building up to date, providing for all requirements of the G. N. W. T. Co. which have been put in more conveniently than ever before, but also provided room for a number of tenants, including some of the great steamship lines. The telegraph receiving office is on the main floor, also the offices & board room of the Montreal Telegraph Co., the rest of the space being rented as offices. On the 2nd floor, east side, is the main operating room, pronounced to be one of the finest for that purpose in America. The basement, not before utilized to any extent, has been transformed into airy, light offices. A stock broker occupies the St. Sacramento st. front, & the G. N. W. stores are at the rear.

Dominion Telegraph Company.

At the 30th annual meeting at Toronto, July 5, the following statement was presented:

ASSETS.	
Capital expenditure	\$1,281,819 47
Toronto Grey & Bruce Ry. Co. 1983 bonds, & interest thereon	1,596 24
Cash in bank & on hand	30,142 23
	<u>\$1,313,557 94</u>
LIABILITIES.	
Capital stock paid up	\$1,000,000 00
Dividends unclaimed	912 70
Dividend 92, payable July 15, 1899	15,000 00
	<u>\$1,015,912 70</u>
Balance at credit of profit & loss	297,645 24
	<u>\$1,313,557 94</u>

The directors reported the payment to the Co. by the lessees—the Western Union Telegraph Co.—of the guaranteed interest of 6% per annum on the capital stock of the Co., up to & including June 30, 1899, the proceeds of which have been promptly distributed quarterly to the shareholders.

The following were re-elected:—President, T. Swinyard; Vice-President, Sir Frank Smith; other directors, Genl. T. T. Eckert, C. A. Tinker, A. G. Ramsay, H. Pellatt, H. Mackenzie, T. F. Clark, T. R. Wood.

C.P.R. Company's Telegraph.

The Co. has established communication between Rossland & Spokane, Wash.

J. Kent, Superintendent of the Eastern Division, is acting manager during C. R. Hosmer's absence in England.

The Acton Burrows Co., Toronto, are getting out large enamelled iron signs, lettered on both sides, with flange, for this department. They will be different from those heretofore used & will be very striking, plain & easily read.

A building for commercial telegraph purposes is to be built by the Co. on Hastings