

the superintendence of Mr. Hasson, of San Francisco. The polling & wiring is now complete, a distinct telephone service connects Goldstream station with the city offices, & the 2 wheels which will provide power have been placed in position. Accommodation is provided for a third wheel should necessity arise for any additional power.

One great improvement is promised under the new system, which will be appreciated by the large number affected by it. Three distinct circuits will be established, 1 for the tram cars, 1 for power, & a 3rd for light. These will be independent of one another & a heavy drain on the car service will thus have no effect whatever on the light or power. Hitherto when extraordinary demands were made in the service for power for the tram cars, as for instance during summer concerts at Oak Bay, the extra power required was drawn from the lights, which suffered in consequence. This defect will be entirely obviated by the reform proposed. Some other improvements are also contemplated in regard to lighting. The new plant will afford the Co. all the power it requires for the various uses to which it is devoted, with a good reserve fund for emergencies. A large part of the present plant on Store street will be retained in case of accident to the Goldstream plant, but this is merely a precaution & is not taken because of any fear that it will be required. A dynamo & 2 of the engines will in all probability be removed to Vancouver, where additions to the present equipment are urgently required.

D. A. Shiles, who has been connected with the Vancouver & New Westminster tramway since its opening, has been appointed superintendent of traffic for the B. C. E. Co. at Vancouver, in place of C. Aird, resigned.

Manitoba.

Winnipeg River.—A contemporary which ought to be better informed says that: "An electric railway from the mouth of the White-mouth River to points on the Winnipeg River & the transmission of power to Winnipeg, is in contemplation by a company of Winnipeg capitalists who propose to utilize a portion of the water power on the Winnipeg River for this purpose." Seeing that the mouth of the White-mouth River is in the woods some 12 miles north of the C.P.R. main line, it would be interesting to know how that distance is to be traversed. No one lives along the route of the suggested line except Indians & a few trappers until the Hudson's Bay Road at Fort Alexander, near Lake Winnipeg, is reached. The scheme must have originated in a reporter's very fertile brain.

Ontario Lines.

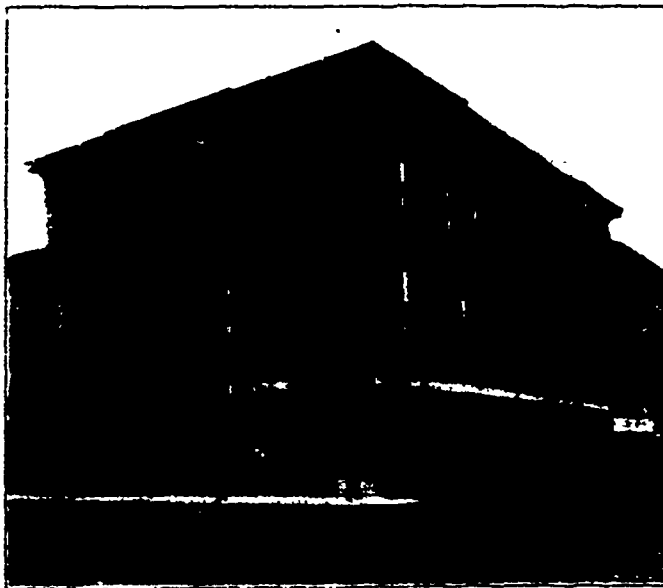
The Hamilton, Grimsby & Beamsville has asked Barton Township Council to allow it to remove its rails on Maple Avenue, between Trolley St. & Sherman Avenue, & continue the line on Main St. to Trolley St. & along that street. The Co. asks this to avoid 7 sharp curves. The request is meeting with strong opposition from the St. Ry. & residents in the section interested. It is said the St. Ry. Co. wants the use of Main St. to continue its line to Bartonville.

Hamilton Radial.—This Co. & Saltfleet Township Council have patched up their difference over the Beach-sprinkling question for this season, the Co. promising to have a sprinkler in operation by June 15 next, & the Council withdrawing its action at law.

Hamilton Street.—Following up the directions of the people, as expressed at the polls, to extend this Co.'s franchise until 1928, the City Council introduced a by-law which had a stormy passage. A number of amendments were moved, such as to extend the time for the use of limited tickets from 5 to 7, & to give 10 limited tickets for 25c., the vote being a tie. It was decided that the Co. should carry firemen free. An amendment that it should carry all school children for 5c. for the round trip was lost. The hours of labour for employees were fixed at 60 a week, and wages at 15c. an hour for regular work & the same for overtime.

Lanark County.—The ratepayers of Perth have defeated the Lanark County Electric Ry. bonus by-law. A scheme is now on foot to build an electric road from Carleton Place to Lanark.

London.—The earnings for July were \$10,659.50, against \$10,617.50 a year ago. The small increase is attributed to the fact that there was one more working day last year compared with this year, & a couple of circumstances which will figure in the August earnings this year. The earnings for the first 7 months this year were \$57,265.75, against \$53,577.28 for the corresponding period.



TORONTO RAILWAY CHAMBERS.

The City Council will proceed against the St. Ry. Co. to restrain it from permitting advertising in its cars.

St. Catharines & Niagara Central. This steam line, which has been in trouble for some time (see July issue, pg. 118) has been sold to Haines Bros., of New York, who, it is said, make a business of buying up bankrupt railways, putting them in first-class running shape, & then operating them. It is the intention to operate the road by electricity. Good coaches will be put on, & the trip from Niagara Falls to St. Catharines made in 40 minutes. Various changes to the road-bed itself will be made. The trestle work at Merritt & Thorold will be done away with, & the road run on the ground, the motor cars being able to overcome grades which steam cars could not do. The G.T.R. at Merritt will be crossed on the level by means of interlocking switches. The plans include the extension of the road to Port Dalhousie.

The Niagara Falls Park & River Ry. has commenced to supply power to the new corbendum works.

The Oshawa Electric Ry. will likely be extended to the south of Cedarville.

The Co. is building a siding to J. O. Guy &

Co.'s elevator, which is being supplied with power for its machinery by the Co.

Ottawa St.—This Co., which has been having trouble with its employees on account of hours & wages, has decided to pay 15 c. an hour to employees of 3 years' standing, 14 c. to employees of 2 years' standing & 14 c. for those of less than 2 years' standing. This it is thought will prevent a strike, as it meets the demand of 80 out of 136 motormen & conductors. Spare men will be allowed 13 c. an hour, but the Co. will not recognize the Union. In this settlement both sides made compromise that enabled the employees to come out of the negotiations with a considerable gain, their day having been reduced an hour without any corresponding reduction in wages.

It is expected the Co. will extend its line from Rockliffe Park to the rifle range next year, the Dominion Government having promised to furnish free old steel rails taken up from the Intercolonial Ry.

The suburb of Britannia wants the Ottawa Co.'s lines extended to that place.

The Peterboro & Ashburnham St. Ry. & all property thereto belonging, including the franchise, was sold at sheriff's sale, Sep. 12, at the suit of James White, to Messrs. Hazlett, Bradburn & Stevenson & the Walsh Estate, for \$20,000. These parties are members of the present Co., & hold a judgment against the road for \$50,000. The cars are now being operated.

St. Catharines, Merrittton and Thorold. A change has taken place in the ownership of this line. Heretofore the stock was all held by G. Dawson, St. Catharines, & G. Symmes, Niagara Falls. Mr. Symmes has sold out to Mr. Dawson. H. C. Symmes, who has managed the road, will retire Oct. 1. The extension of the line to Port Dalhousie is talked of.

Sarnia.—At the annual meeting, Aug. 24, the following were elected: President, J. S. Symington; Vice-President, S. A. Macvicar; other directors, J. Flintoff, J. H. Jones, J. Cowan, F. Smith; Secretary & Manager, H. W. Mills. It is said the statement of affairs submitted was very satisfactory.

Thamesville to Rondeau.—An electric line from Thamesville, via Morpeth & Ridgetown, to Rondeau Park is talked of.

Toronto Ry.—The gross earnings of this Co. are as follows:—

	1897	1898	Increase.	Decrease
Jan	\$74,545.55	\$80,562.50	\$12,016.81	
Feb	69,744.01	\$1,402.19	12,657.38	
Mar	78,891.45	92,818.12	15,426.67	
April	72,560.38	86,858.83	14,142.45	
May	82,401.51	92,670.35	10,268.84	
June	91,333.43	94,110.32	2,776.89	
July	105,381.04	101,302.92		\$1,078.72
Aug	95,224.33	110,300.54	17,076.21	

Upon the total receipts for August the Co. pays 10% to the city. Under the agreement the Co. pays \$1 on amounts up to \$1,000. 00, & 10% on the next \$500,000. The million dollar mark was passed in July. Last year the receipts reached about \$20,000 in excess of \$1,000,000. The fiscal year between the Co. & the city closes Aug. 31.

The Co. has declared a dividend of 1% for the quarter ended Sep. 30, payable Oct. 1.

The Co. carried 1,879,298 passengers from Aug. 29 to Sep. 10, not counting transfers. These were the 2 exhibition weeks; the receipts were \$15,167.11 in excess of last year.

The Co. has had judgment given against it by Judge Ferguson on the dispute between it & the City as to what constitutes the "turn-outs," which are excluded by the Co.'s agreement from the track allowance of \$800 on single track & \$1,600 on double track, paid