

The electric railway which it is proposed to construct will run from Chilliwack through the delta of the Fraser River, to New Westminster, a distance of about 50 miles. The company has secured a water power on the Veda River, about six miles from Chilliwack. J. B. Morgan is the principal promoter of the company.

Fort William Ontario Incline Ry. and Mount McKay Resort Co.—Application will be made next session of the Ontario Legislature for an act incorporating a company with this title to construct an incline railway from Fort William across the Kaministiquia River to Loch Lomond; to generate electrical power for the purpose of operating the line, and for sale; and to establish summer resorts. Watson, Smoke and Smith, Toronto, are solicitors for the promoters.

Glenora Water Power Co.—A company is being formed in Prince Edward County, Ont., to develop a water power and to construct a system of electric railways in the county.

Longueuil Street Ry.—The Longueuil, Que., town council is discussing the application of this company for a 20-year exclusive franchise in the town. In connection with the application it was stated that letters had been received from the Minister of Railways and C. M. Hays, Second Vice-President and General Manager, G.T.R., to the effect that the Montreal and Southern Counties Ry. had practically secured permission to run its projected electric line across the Victoria bridge.

Montreal Street Ry.—A second track has been laid on St. Lawrence St., between Sherbrooke St. and Mount Royal Ave., and a second track is being laid on Notre Dame St. west, Montreal. (July, pg. 315.)

Niagara, St. Catharines and Toronto Ry.—A proposition has been submitted to the St. Catharines, Ont., City Council by F. Nicholls, President, in connection with the electric railway development of the district. The plans provide for the construction of a spur line from the N., St. C. and T. Ry. at Thorold, to connect with the projected Toronto and Hamilton Ry. at Allanburg; and lines from St. Catharines to Welland via Fonhill; and an extension westerly to Stoney Creek to connect with the Toronto and Hamilton Ry. there. The latter extension includes the construction of a high level bridge at St. Catharines, for which the city council is asked to guarantee the interest on \$100,000 of bonds at 4½%. (Aug., pg. 371.)

Peterborough Radial Ry.—We are advised that it had not been decided when construction operations would be started on the proposed extension from Peterboro' to Young's Point, Ont. The survey for the extension is being made by —. Heathcoate. (July, pg. 315.)

Southern Light and Power Co.—We are advised that until the company's power plant has been completed it will not be in a position to say anything definite regarding the construction of an electric railway. Press reports recently stated that the company proposed to construct an electric railway from Port Credit to Collingwood, Ont., and had already secured some franchises. (Aug., pg. 371.)

Toronto and York Radial Ry.—Work has been started on the extension of the Mimico Division from the present terminal at Long Branch, to Oakville, Ont., where a junction will be effected with the Hamilton Radial Ry., now nearly completed from Burlington to Oakville. (Aug., pg. 373.)

Vernon to Lumby.—The Vernon-Okanagan Land Co. is developing a water power at Shuswap Falls, B.C., and proposes to construct an electric railway from Vernon to Lumby. D. R. Young is the Manager.

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Railway earnings for June—Vancouver, \$24,076; Victoria, \$10,795; Westminster, \$11,902; total, \$46,773, against \$40,896 for June, 1904. Gross earnings, railway and lighting, \$71,592, against \$65,932 for June, 1904. Working expenses, \$39,059; renewal funds, \$6,695; net income, \$25,838, against \$39,455 working expenses; renewal fund, \$4,988; net income, \$21,489 for June, 1904. Net earnings for twelve months ended June 30, \$328,680, against \$285,042 for same period, 1903-04.

Guelph Radial Ry.—The Guelph, Ont., city council has passed a by-law subscribing \$48,000 of the capital stock of the G.R. Ry.

The \$48,000 of bonds issued in connection with the street railway ten years ago, have been retired.

Some time ago the City Council sold \$30,000 of street railway debentures, receiving therefor a bonus of \$2,000. The council paid the \$30,000 to the Street Railway Commissioners, and the latter's treasurer is seeking to secure the bonus also.

Halifax Electric Tramway.—Railway receipts for July, \$17,284.44, against \$17,528.42 for July, 1904.

Hamilton Street Ry.—The City Treasurer has received cheque for \$5,790 mileage and percentage on receipts for the quarter ending June 30. For the half year ended June 30 the city's receipts on per centage, etc., were \$10,688 against \$10,707 for same period, 1904.

Kingston, Portsmouth and Cataract Ry.—Following are the officers and directors of the re-organized company:—President, H. W. Richardson; Vice-President, R. V. Rogers; Secretary-Treasurer, W. F. Nickel; other directors: G. Richardson, H. C. Nickel and G. A. McDonald, of Kingston, Ont.; W. D. Ross, Toronto.

Montreal Street Ry.—Passenger earnings for July, \$234,097.34; total earnings, \$257,827.99, against \$223,137.17 and \$226,695.18 for July, 1904. Working expenses, \$136,319.14; fixed charges, \$32,751.80; surplus, \$88,757.05, against \$131,276.13 working expenses, \$25,636.78 fixed charges, and \$69,782.27 surplus for July, 1904. Net earnings for ten months ended July 31, \$786,980.03; fixed charges, \$231,919.73; surplus, \$555,060.30, against \$707,399.64 net earnings, \$201,007.79 fixed charges and \$506,391.85 surplus, for same period 1903-04. Interest on Montreal Park and Island Ry. Co.'s bonds held, not included.

Niagara, St. Catharines and Toronto Ry.—Gross earnings, Jan. 1 to July 31, \$123,875.97; net earnings \$38,329.93, against \$113,778.96 gross and \$35,347.51 net for same period, 1904.

Toronto Ry.—Car receipts for July, \$242,698.60, against \$213,854.20 for July, 1904.

Electric Railway Notes.

H. C. Nickle has been appointed Superintendent of the Kingston, Portsmouth and Cataract Electric Ry.

The second annual picnic of the Montreal Street Ry. Benefit Association was held at Riverside Park, Montreal, Aug. 14 to 20.

Record of Recent Construction, no. 50, of the Baldwin Locomotive Works, Philadelphia, Pa., describes the electric motor and trailer trucks manufactured by it.

The Mayor of Toronto has prepared another plan for the entrance of the radial electric railways into the city, and will submit the same to the Board of Control early in Sept.

The Ottawa Electric Ry. has issued orders to its conductors not to wet their fingers in their mouths before separating strips of tickets for passengers, on the ground that it is

unsanitary. Some of the conductors, on their part, have talked of refusing to take money from passengers who hold it in their mouths.

The question of whether the Metropolitan Ry. has exclusive rights on Yonge St., Toronto, north of the C.P.R. tracks, is likely to be finally settled by the courts. The city solicitor is preparing a case which will be submitted to the courts unless the Metropolitan Ry. and the Toronto Ry. agree as to their respective rights.

The Judicial Committee of the Privy Council, London, Eng., has reserved judgment in the appeal of the Toronto Ry. against the decision of the Court of Appeal in the mileage suit cases. The original action was to recover mileage on the tracks on Queen St., west of Roncesvalles Ave., and the amount which would now be due, should the Privy Council conform the judgment, is \$8,000.

The general dimensions of the Montreal Street Ry.'s new observation car, of which an illustration was given on pg. 371 of our Aug. issue, are: length, over all, 46 ft. 5½ in.; length of car body, 34 ft. 2½ in.; width 8 ft., 4½ ins.; front platform, for motorman and entrance to car, and rear platform, for conductor and entrance to car, each 5 ft. 3½ ins. by 6 ft., 10 ins.; height of car from rail to top of grille, front 5 ft. 11 ins.; at rear, 8 ft. 7½ ins. The seats, of which there are four on each level, are each 3 ft. by 15 ins.

The Toronto branch of the International Street Railway Men's Union has endorsed a recommendation of its business manager to form a voluntary death benefit fund. The proposal is to assess each member \$1 on the death of a member and to turn over the amount to the widow or family. Failure to pay the assessment will not affect the member's standing in the union. The proposal to make an assessment of 50c. a member on the death of a member's wife was laid over for future consideration. The local branch has 1,168 members.

The report of Judge Snider, the referee appointed to take evidence in the penalty suits brought against the Toronto Ry. by the City Council has been filed. The judge found that under the street railway agreement the City Engineer has power to order a time-table determining the speed and service of cars; that the schedule prepared by him was workable and reasonable; that the company did not attempt to comply with its requirements for the busy hours, for a night car service and for the routes to be taken by certain cars, and that, therefore, the company is liable to a fine of \$100 per day for each of the 181 days mentioned in the statement of claim, as provided by the legislation passed at the last session of the Provincial Parliament. The city solicitor will move for judgment, but it is understood that the company will appeal.

Parks and Park Amusements.

By J. McArthur, Superintendent Toronto and York Radial Railway.

In order to make a park a success financially it is essential that the population of a place be large enough to guarantee a sufficient attendance. From a street railway manager's point of view the primary object of a company in obtaining and controlling park property is to make it a source of revenue. The ordinary traffic of a street car is composed largely of working people going to and from their work; of business and professional men going to and from their offices; of people of all classes out to do some shopping, and of people going to visit friends. If in addition to the above mentioned traffic, the company can by offering sufficient attractions, induce the public to patronize its cars, it means that the revenue of the company is increased by just the amount of the extra patronage secured.