

Onto. The formal conviction made by the Magistrate imposed a fine of \$5 upon the Co. for running trolley car 528 without a proper vestibule for the protection of the conductor. J. Bicknell, who appeared for the Co., read the statute empowering any city to pass a by-law compelling electric railway companies to provide their cars with vestibules sufficient to protect motormen & persons in charge of the car from exposure while engaged in operating the cars. He contended that the words "persons in charge of the car" meant persons in charge of the car in the same capacity as motormen; that at the time the statute was passed the word "motormen" was new, & that the statute was intended to cover all such persons as might operate the cars, whether they were called motormen, engineers, drivers, controllers, or by any other name. He further contended that the conductor was not intended to be covered by the statute; that he was not in charge of or operating the car within its meaning, & that the Co. therefore had not committed any breach of the by-law. He also contended that the liability at the most was to provide for proper & sufficient vestibules for protecting the operators of the car, & unless it could be shown that the present vestibules were improper or insufficient for such protection, no offence was committed. He also contended that the Toronto Ry., by crossing the G.T.R., the C.P.R. & the Toronto Belt Line Ry., became a railway for the general advantage of Canada, & that therefore, the Co. was liable only to put vestibules on its cars when ordered by the Railway Committee of the Privy Council, J. S. Fullerton, Q.C., & W. C. Chisholm, who appeared for the City of Toronto, contended that the statute & by-law were sufficiently wide enough to include conductors; that they were persons who were entitled to such protection as motormen, & that the Legislature when using the words "motorman & persons in charge of a car" must have included persons of a different class from motormen, & that the other class intended to be covered must be conductors. The argument was lengthy & exhaustive, & judgment was reserved.

The Solicitors for the City of Toronto have served upon the Solicitor for the Co. a statement of claim, comprising 27 pages of typewritten matter, in the overcrowding case. The gist of the statement of claim is that the Corporation seeks an injunction restraining the Co. from overcrowding its cars. The Corporation also desires an order restraining the Co. from using the old trailers purchased from the City. It also asks that the Co. shall be compelled to furnish transfers from day cars to night cars. The defence of the Co. has not yet been put in.

Manager Keating says it is the intention of the Co. to extend the west branch, which goes to Long Branch now, but before any lines can be laid, of course, the consent of the county authorities has to be given. Regarding this proposal the York County Council is willing to allow all necessary extensions, but the Peel County Council has yet to be heard from. If there is no objection, Mr. Keating would favor extending the line to Oakville, but at least he thinks the rifle ranges should be connected with the city for the convenience of the many soldiers going to & coming from the butts. Mr. Keating has asked Peel County Council for the privilege required, the obstacle being the Etobicoke river, over which there is a regular traffic bridge already built. The Co. will be willing to strengthen the present bridge to allow the line to pass over safely, or if this is not satisfactory it will construct a bridge of its own. The Peel authorities have acknowledged the receipt of the Co.'s letters, but no definite answer regarding the consent has been received. As soon as it is known that there is no objection to the proposed scheme the survey will be

made, & the work of constructing this valuable line will be gone on with. However, it is not the Co.'s intention to proceed with the initial steps till it is assured that the whole scheme can be carried out.

An eastern radial to run as far as Oshawa is also one of the probable new lines. Already the survey as far as Highland Creek has been made; this the Scarborough Co. had done last autumn, while the municipal authorities' sanction has been granted as far as that point. There is a fine level country from Highland Creek to Oshawa, & it is thought there will be no objection offered to the projection of the line thus far. The largest places on the line would be Oshawa & Pickering, both of which would certainly profit by the electric freight & passenger communication with Toronto. Mr. Keating has had estimates of the probable traffic prepared, which show that these lines would be of immense value to the towns & villages which they would touch.

Toronto Suburban St. Ry.—A contemporary recently stated that a new agreement had been entered into between the town council of Toronto Junction & this Co., extending the franchise for 23 years from Sep. 1st last, the Co. agreeing to extend its lines to Cooksville or Woodbridge in 2 years, & to reach both places before the expiration of the present franchise. We were officially informed on Mar. 8 that the foregoing was incorrect, and that the negotiations between the Co. & the town were then still pending.

Quebec Electric Railways.

Hull Electric Co.—Wright county council has passed a resolution, asking the Dominion Government to grant a permit to this Co. to build a bridge across the Ottawa river, from Hull to Bank Street, Ottawa.

Montreal Island Belt Line.—This Co. will apply to the Dominion Parliament for an amendment to its act of incorporation to alter its bonding sections, increase its bonding powers, extend its powers concerning branch lines, change its name, & to enable it to purchase the franchise & powers of the Chateauguay & Northern Ry. Co.

Montreal St. Ry.—The gross earnings are:

	1898-9.	1897-8.	Increase.
Oct.....	\$133,419.69	\$116,093.09	\$17,326.60
Nov.....	125,126 10	110,698.98	14,426.12
Dec.....	127,678.00	113,029.33	14,648.67
Jan.....	125,276.04	110,155.96	15,120.08
Feb.....	113,838.02	102,425.99	11,412.03

\$72,933.50

The Co.'s bill before the Quebec Legislature met with a good deal of opposition in the Legislative Assembly, but went through early in Mar. without any material amendments. Among its principal provisions are the granting of power to increase the capital from \$5,000,000 to \$1,000,000 & the right to cross over the St. Lawrence River to St. Lambert, & to extend its lines towards Longueuil & Verdun.

The City Council wants the Co. to pay percentage on its total gross earnings, including the earnings derived from the car service in suburban municipalities outside the city. This the Co. refuses to do, & it is said the matter will go into court. From 1892-3 to 1897-8 inclusive, the Co. paid the City \$256,007.52 percentage, the largest payment being \$58,951.37 in 1897-98. The City claims some \$36,000 more. The clause in the by-law on which the City bases its claim reads:—"The Co. shall pay to the City annually from Sep. 1, 1892, upon the total amount of its gross earnings arising from the whole operation of its railway, either with cars propelled by electricity, or with cars drawn by horses, 4% of its gross earnings up to \$1,000,000; 6% of its gross earnings from \$1,000,000 to \$1,500,000; 8% of its gross earnings from \$1,500,000 to \$2,000,000; 10% of its gross earnings from

\$2,000,000 to \$2,500,000; 12% of its gross earnings from \$2,500,000 to \$3,000,000; 15% of its gross earnings above \$3,000,000."

Since 1892 the City has done all the work of cleaning the tracked streets of snow, the Co. paying \$1,650 per mile of track towards the cost. In 1898-9 the Co.'s payment for this was \$59,730.

Plans for a car shed for the Co. on Upper St. Denis street have been completed. It will be located a little north of the C.P.R. tracks, & will be built of corrugated iron with a steel frame, & will be 250 ft. long & 100 ft. wide. It will provide accommodation for about 72 cars, & is chiefly designed for the storage of winter cars during the summer, & summer cars during the winter.

The Co. is testing a street car recorder, similar in principle to the ticker used in brokers' offices to record the fluctuations of the stock market. By attaching the instrument to any line a record is shown at the Superintendent's office, & it can then be seen how many cars pass a given point in a given time.

Daily press rumors predict that the Co. will absorb the gas & electric companies & run the electric railway, lighting & power business of all as one concern. The Co.'s management denies any knowledge of such a scheme.

The Quebec, Montmorency & Charlevoix Ry. Co. proposes changing the existing steam railway system from Quebec to Cap Tourmente, 30 miles, into an electric system. In addition it proposes to construct a branch line, parallel to the existing line but on top of the cliff & alongside of the public road, between Quebec & Montmorency Falls, 7 miles. With this object in view the Co. has let a contract for the necessary cars, which will be somewhat similar to the ordinary steam railway cars, 55 ft. long & equipped with four 50 h.p. motors & air brakes manufactured by the Westinghouse Co. & speeded for 50 miles an hour. The additional generating plant required at the Montmorency Falls power house will consist of one 600 K.W.A.C.D.C. generator with converter, switchboard, etc., complete, & at the sub-station which it is proposed to build at St. Anne de Beaupre, one 200 K.W. rotary transformer with converter, switch board, etc., complete. This will all be supplied by the Westinghouse Co. The Q., M. & C. Co. already operates the street railway in Quebec City by electricity.

Since the foregoing was written we have been informed that the changes between Quebec & Cap Tourmente will undoubtedly be made this year, & if there are no undue obstructions in purchasing the right of way for the branch line between Quebec and Montmorency Falls, it also will be built this year. All the work will be done by the Co. itself, & the contracts for rails, ties, timber & other material have been placed. The cars will be somewhat similar to those used by the Detroit & Ypsilanti Ry., & each will have four 50-h.p. Westinghouse motors, with controllers, air brakes, etc. The generators, rotary transformers, etc., for generating the current at the power house at Montmorency Falls, & at St. Anne de Beaupre, will also be of Westinghouse manufacture. The water wheel, which will be required to operate the generators under 195 ft. head, has not yet been ordered.

Sherbrooke St.—Nothing further has transpired respecting the negotiations for the sale of this road to F. Thompson & Co., & it would appear that the deal has not been closed. No change has been made in the directorate or management, & it is said no extensions will be made this year. (Mar., pg. 92.)

Consolidation of Electric Lines.

The New York Evening Post of Mar. 21 says: "The purchase & control of the Buffalo & Niagara Falls electric railways, in the interest of the International Traction Co. was