

be delayed or interfered with by persons who are constantly taking the risk of riding bicycles immediately in front of the cars as well as on the strip between the tracks. The matter seems to be of such importance that I would respectfully suggest the advisability of your consulting with the legal department of the city, & that the Council should devise some way to regulate the speed & system of bicycle riding on streets in order to reduce the great & increasing danger arising from the use of the track allowances for this purpose. I shall be pleased to meet any committee that may be appointed for dealing with the matter in order to discuss the whole question. I may mention that instructions have been given to change the jets on the trolley sprinklers so as to water the portion of the track allowance lying between the Street Railway Company tracks in accordance with the agreement between the Co. & the City. Will you please give this matter your most careful consideration, & I hope that some reasonable & proper means may be devised to check the fast & often reckless riding of bicycles on the track allowance & to prevent bicyclists from using the strip between the tracks."

The City Solicitor informed the Council that, without having looked up the law, he was of opinion that the Co. has no power under the charter to water the streets, & as the only right to do so is that under the agreement with the City, the Co. can only water such portions of the streets as the City directs. The Co. has been notified that the city will not allow it to carry out the policy indicated in Mr. Keating's letter.

Wm. Banks, a Toronto newspaper man, has been employed by the T. R. Co. to take charge of its excursion business during the summer. The Co. proposes to greatly extend its business in this direction, both in connection with the new pleasure ground at Munro Park & the other resorts adjacent to the city.

Conductor McMurray has been awarded a bronze medal for conspicuous bravery in saving the life of Motorman Cruise, by freeing him from a live wire in March last.

Quebec Lines.

La Patrie & Scotstown.—It is proposed to build an electric railway between La Patrie & Scotstown.

The Montreal & Southern Counties Ry. Co. has secured Dominion legislation empowering it to issue preference stock to construct an electric railway from La Prairie to Montreal.

Montreal Park & Island Ry.—As far as we can ascertain, the story that this line was about to be purchased by the Montreal Street Ry. Co. was made out of whole cloth. On June 7, at a meeting of the shareholders & creditors of the M. P. & I. Ry., President Holt explained that although the road was thoroughly equipped & the receipts increasing, certain old liabilities had to be met shortly, & this hampered the directorate. Further, large blocks of stock had been issued to the original promoters, & he, with his fellow directors, believed that in fairness to all concerned a reorganization of the Co. was absolutely necessary. A committee representing the different interests involved was appointed to draft a plan of the reorganization as follows:—H. S. Holt, for the directors; Mr. Beique, Q.C., for the bondholders & Montreal Construction Co.; Mr. Geoffrion, for the Banque du Peuple & the Seminary of Quebec, & W. Strachan, for the shareholders. In order to facilitate matters & make things run easy, the trustees of the bonds were appointed to act as receivers & will manage the road until the plan of reorganization is com-

plete. The trustees are, for the original bonds, E. Hanson & S. H. Ewing, & for the new issue A. A. Thibault & D. Morrice.

C. A. E. Carr, Superintendent of the London, Ont., Street Ry. Co., has been appointed Superintendent of the M. P. & I. Ry., in succession to A. J. Corriveau, who recently resigned. Mr. Carr still retains his position with the London Co., & will manage both jointly. The new Manager of the M. P. & I. will be remembered as having been Secretary to H. A. Everett.

The constantly increasing traffic on the lines of the M. P. & I. Ry. warranted the Co. in commencing in the middle of May a quick & frequent service, so that the public can take advantage of the beautiful scenery through the country. Cars run on Sundays round the mountain, cemeteries & Lachine lines every 15 minutes, & on Back River & St. Laurent-Cartier Ville every 20 minutes. On week days cars run round the mountain, cemeteries & Lachine lines every 20 minutes, & Back River & St. Laurent-Cartier Ville every 40 minutes. These latter lines, as well as the Lachine line, are now operated with high speed cars.

The case of the M. P. & I. Ry. Co. & the Town of St. Louis came up in the Court of Appeal May 26 as an appeal from a judgment of the Superior Court condemning the Co. to carry out within a delay of 2 months its obligations towards the municipality of St. Louis, the obligations including the sale of tickets at a reduced rate, a 5-minute service on St. Lawrence-st., & the granting of transfer tickets to the cars of the M. S. Ry. Co. without extra charge. After hearing argument the Court took the case en deliberé.

Mrs. E. M. Aulton recently obtained \$6,000 damages against the M. P. & I. Ry.

Montreal St. Ry.—In 8 months Montrealers have spent over \$900,000 in street car fares, an increase of \$80,681.00 over the corresponding time last year. During May the earnings of the street railway reached \$123,508.09, against \$110,819.37 the month previous & \$116,337.03 for May, 1897. The average daily earnings of the railway during the 8 months were \$3,712.45, and the average daily increase, \$332.03. The monthly earnings in detail, with comparisons, are as follows:

	1897.	1896.	Increase.
Oct....	\$116,292.09	\$109,110.38	\$ 7,182.71
Nov....	110,929.60	100,818.57	10,111.03
Dec....	113,128.91	103,116.02	10,012.89
Jan....	110,140.83	89,620.55	10,520.28
Feb....	102,625.49	89,951.68	12,673.81
Mar....	114,677.91	99,441.87	15,236.04
Apr....	110,819.37	103,045.93	7,773.44
May....	123,508.09	116,337.03	7,171.06

\$902,123.29 \$821,442.03 \$80,681.26

The M. S. Ry. will shortly inaugurate a couple of changes in its service in the city, which will considerably facilitate the means of inter-urban communication. Rails are being laid on Place d'Armes Hill, connecting Craig & St. James streets, & when completed the Bleury & St. Catherine cars will run over the new line. This will greatly shorten the present circuitous route taken by these cars, & will be a further advance in the direction of rapid transit. Another change will be made in the extension of the Bleury & Park avenue line from Craig street to the river front by way of Craig & McGill streets. The new service from the Exhibition grounds to the water front will be practically the first cross-town car line in Montreal.

A deputation from the municipality of Verdun recently asked the Provincial Government that the charter of the M. S. Ry. Co. be extended to allow it to run to that suburb of the city, & also that the village be empowered to borrow \$10,000 to assist in the work.

The Recorder of Montreal has given judgment against the M. S. Ry. Co. for the nominal sum of \$25 & costs for refusing to build & operate its line up Cote des Neiges Hill, as agreed in its contract with the City, within a certain space of time that expired on May 1, 1897. In his judgment the Recorder refers to the fact that although the Secretary & the President of the Company have signed the specifications upon which the by-law which contains the section providing for the building of the line was based, they now claim that the City could only call for such a line by means of a simple resolution, so that the by-law passed for that purpose must be illegal. The Recorder holds that though everything that may be decided upon by the passing of a by-law might not be legally decided upon by the passing of a simple resolution, there is no doubt that as long as a decision reached by a simple resolution is legal, a similar decision reached by a by-law must be legal. But all these objections on the part of the Co., states the Recorder, dwindle into insignificance before the one prominent one, namely, that such a line would be too dangerous. The Co. brought up all sorts of expert witnesses to support this view, but the City, on the other hand, brought its own experts to prove that the new street car line in Quebec is built with much shorter curves, much steeper hills, & much shorter declines & inclines than would mark the line in question in Montreal. In addition to this, Mr. McKenna, of Cote des Neiges, has sworn that in 1892 the Co. itself had made overtures to the municipality for the building of a line like the one which it now objects to, & that in May, 1893, the Co. accepted the terms offered by the municipality of Cote des Neiges for the building of the line, & never made any mention of the danger. In short, the Recorder says: The preponderance of testimony shows that it there is to be any danger attached to the line, that danger can only be caused by negligence, ignorance or imprudence on the part of the Co., its engineers, or other employees, & to this all institutions of a similar nature are liable. He regretted exceedingly to be compelled to find the Co. guilty, because, as a rule, it had fulfilled its duties towards the City well; but it had neglected its agreement with the City, in this instance, & without being able to prove that there was really anything to prevent its carrying out its obligations.

The proposed bridge over the canal will be 217 ft. in length & 44 in width, & will cost \$85,000. It will have 2 tracks for electric cars, a double road for vehicles, & space for foot passengers. Two electric motors of 50 h.p. will supply the power.

The North Shore Electric Ry. Co. has been incorporated to build from Three Rivers to Montreal. Among the incorporators are Hon. W. Owens, Westmount; Hon. V. W. Larée, Quebec; W. Strachan, R. Prefontaine, T. Gauthier & A. J. Corriveau, Montreal.

Quebec City & Suburbs.—At a special general meeting of shareholders of the Quebec, Montmorency & Charlevoix Ry. May 26, it was decided to exercise the rights vested in the Co. & to acquire the Quebec District Ry. by July 1. The Co. will then control the Quebec City Electric Ry., & will commence operations to electrify the Q., M. & C. steam road to St. Anne de Beaupre, 21 miles from Quebec. It is expected that the steam road will be electrified as far as the Falls of Montmorency, 9 miles, this summer, & that the change to St. Anne de Beaupre will be completed for the summer of 1899. It is not likely that the city electric system will be extended this season. (Official.)

An extension of the Q., M. & C. line from St. Anne de Beaupre to Murray Bay is said to be contemplated in the near future. (See April issue, pg. 54.)