

**London.**—The Mayor has been notified that the London St. Ry. Co. will enter suit against the City to recover the amount of taxes, \$2,714, paid under protest. The taxes were paid on the Co.'s rails, poles, wires & rolling stock, according to the assessment as fixed last year by the Board of County Judges. By paying the taxes & bringing a suit to recover, the Co. will be in a position to appeal until it takes the matter to the Privy Council, if it chooses.

**Metropolitan Street.**—A special general meeting of shareholders was held in Toronto, July 28, to consider the issue of bonds to the extent authorized by the statutes relating to the Co. for each mile of single track of the railway, & authorizing the execution of a mortgage or mortgages upon all the property, tolls & income of the Co. for securing the payment of such bonds, such bonds to replace the existing issue of bonds, which are to be cancelled, & to authorize the increase of the capital stock of the Co. from \$100,000.00 to \$450,000.00. The meeting authorized the issue of 1st mortgage bonds to the extent of \$450,000.00, the capital stock to be increased to the same amount. (Official.)

**Ottawa.**—The City Council has decided to submit the Sunday street car question to the popular vote next January. There are two obstacles in the way of the operation of street cars in Ottawa on Sunday, the prohibitive act of the Ontario Legislature & a clause in the Street Railway Co.'s charter forbidding Sunday cars.

The men are asking for a 9 hour day at the present rate of pay, \$1.50. The Co. has offered \$1.43 for a 10 hours day, which the men refuse. It is not known whether they will strike or continue the 11 hour day.

**Preston & Berlin.**—A deputation recently waited upon the Ontario Government in the interests of this Co., & asked for a modification of the requirements of the statutory provisions respecting the granting of bonus by municipalities to railways. The law at present requires that the petition to a municipal council in favor of granting aid to any railway shall bear the signatures of a majority of the ratepayers & two-thirds of the real estate owners before the council can act upon it.

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

	1897	1898	Increase.	Decrease
Jan. ....	\$74,545.55	\$86,562.36	\$12,016.81	.....
Feb. ....	69,744.61	82,402.19	12,657.58	.....
Mar. ....	78,891.45	92,818.12	13,926.67	.....
April. ....	73,756.38	86,898.83	13,142.45	.....
May. ....	82,461.51	92,670.35	10,208.84	.....
June. ....	91,533.44	94,119.32	2,585.88	.....
July. ....	105,381.64	104,392.92	.....	\$1,078.72

The decrease in July is explained by the Epworth League convention having been held in July, 1897, & the increase for that month was \$18,800 over July, 1896, or more than \$10,000 above the normal increase. July this year more than maintained the normal monthly increase.

**Toronto Suburban.**—Owing to a dispute between the Co. & the Weston village authorities, the Co has ceased to run into the village & now stops its cars at the eastern boundary. The contention between the Council & the Co. has been, according to the former, the neglect of the latter to build the track as agreed to, to the upper end of the village. When the line was first established, about 4 years ago, it ran only to the outside limits of the village. The Co. then obtained a franchise from the Council, one of the conditions of which was that it was to build its line as far as the Methodist church, & subsequently to the farther limits of the village. The Co. built its line to the Methodist church, but all proceedings on the part of the Council has failed to induce it to carry out the other part of the contract. The case came up at Osgoode

hall in March, when it was judicially stated that the Co. should carry out its agreement under the franchise, or suffer the consequences.

Manager Close, in an interview, said: "The village Council had the law on its side, but no common sense. Weston was one of those villages a few yards wide & 2 miles long. The cars stopping on the village limit, instead of running half-way to the other end, would be of great inconvenience to the citizens, & he thought that after they had been without the cars for a couple of weeks the Council would come to its senses. In the meantime, the Co. would regard the law."

### Province of Quebec.

**Montreal Belt.**—The traffic in July was very heavy, no less than 92,000 passengers being carried. In July, 1897, 62,000 passengers were carried, an increase for July of the present year of 30,000.

It is expected that this Co's stock will be listed in the near future. Last year the Co. paid interest on its \$300,000 issue of bonds, & this year, with the constantly increasing traffic, it expects to pay a dividend on the ordinary shares, amounting to \$500,000. If it is able to do this, it will be the most eloquent testimony to the future success of the road. The Montreal Witness says there is a great sparsity of good investments on the local stock exchange at present, & the stock of an electric road so favorably placed as the Belt Line would be welcomed on the list. Of course the success or non-success of the issue will resolve itself into a question of earnings or expenses; if these are satisfactory success is assured.

**Montreal Park & Island.**—This Co. has been refused the right to appeal to the Privy Council from the judgment of the Quebec Court of Appeal confirming that of the Superior Court. The Co. entered into a contract with the town of St. Louis du Mile End some years ago, by which it was to supply the town with a first-class electric car service on the leading streets, with transfers to the Montreal St. Ry. & tickets at the same rates as prevail on the latter line. The Co. failed to carry out its contract, & the corporation took out an action against it. After considerable delay the case finally came up for hearing before Judge Charland, who held the action to be well taken, but granted the Co. a delay of 2 months in which to carry out its contract. This did not suit the Co., & it took the case to the Court of Appeal. The latter Court confirmed the first judgment. Then the Co. took the case to the Privy Council, where it was represented by E. Blake, Q.C. L. O. Taillon went over for the corporation, & succeeded in having the Co's application for appeal thrown out.

On Aug. 17 the safe & office furniture of the Co. was sold by bailiff's sale at the head office of the Co., Place d'Armes Hill, at the instance of the Collector of Provincial Revenue, for taxes due. The same day the bailiff went out to the office at St. Pierre aux Liens to sell the effects of the Co's office there. The furniture was purchased back by the trustees, Messrs. Thibadeau & Morrice.

**Montreal Street.**—The gross earnings are as follows:—

	1897.	1896.	Increase.
Oct. ....	\$116,292.09	\$109,110.38	\$7,181.71
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	20,520.28
Feb. ....	102,625.49	89,951.68	12,673.81
Mar. ....	114,677.91	99,441.87	15,236.04
April. ....	110,819.37	103,045.93	7,773.44
May. ....	123,508.09	116,337.02	7,171.06
June. ....	133,164.61	130,676.78	2,487.83
July. ....	129,245.92	143,986.62	14,740.70
	\$1,164,533.82	\$1,096,105.43	\$68,428.39

The Montreal Star says:—"The average daily earnings of the road for the past 10 months were \$3,879.23, & the average daily increase over last year has been \$322.11. The excellent showing has, of late, created increased interest in the stock on the Exchange, & in the last couple of weeks it has advanced several points. The earnings have also led to talk of an increased dividend, but whether the directors will make the change remains to be seen. They will hold their annual meeting in a few weeks from now, & it is quite possible that the matter will be discussed. At present the stock pays 2½% quarterly, or 10% annually."

On Aug. 2 the Bank of Montreal paid in London, Eng., the coupons due Aug. 1 on the M. S. Ry.'s 4½% loan for £140,000.

The Co. is laying a 60 ft. rail along its whole route on Craig St. With the fewer points the cars will run much more smoothly than where rails are shorter.

**Montreal to St. Bruno.**—A number of Montrealers have purchased a mountain at St. Bruno, Chambly district, about 10 miles from Montreal, & purpose expending considerable in improvements. An electric railway from Montreal to St. Bruno is included in the scheme.

**Quebec, Montmorency & Charlevoix.**—It has been decided not to extend the electric railway system of Quebec to Montmorency this year by electrifying the Q. M. & C. Ry., but everything will be got in readiness during the winter to change the motive power of the entire railway from Quebec to Cap Tourment from steam to electricity next spring.

**Rimouski & Gaspé.**—The people of the parishes in Rimouski & Gaspé counties want Ahearn & Soper of Ottawa to establish an electric railway along the St. Lawrence in the districts named. Mr. Soper states that he has replied that his firm's interests in Ottawa preclude them from going into the proposed line.

### Jurisdiction of Railway Committee.

In the case of the G. T. R. Co. v. Hamilton Radial Electric Ry. Co., Judge Street, Toronto, recently held that under certain sections of the Dominion Railway Act, enacting that the plaintiff's & other railways, & any railways whatever crossing them, are works for the general advantage of Canada, & are to be subject thereafter to the legislative authority of Parliament & the further enactment that no railway shall be crossed by any electric railway whatever, unless with the approval of the Railway Committee of the Privy Council, are within the powers of that Committee, & therefore the Committee could empower the defendant's railway, contrary to the provisions of its Provincial Act of Incorporation, to cross the plaintiff's railway at grade, against the will of the latter. (An appeal was entered in this case, but subsequently abandoned.)

The Ontario Divisional Court has held that it is the duty of a motorman in charge of an electric street railway car to specially see that the car is sufficiently under his control, so he may take special care to avoid collision with aged & infirm persons on foot whose ailments are plainly evident, & who cross the road at a street crossing.

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