

Port Arthur.—W. Phillips, Manager of the Niagara Falls Park & River Ry. has been inspecting the Port Arthur & Fort William Electric Ry. on behalf of the Dominion Government.

St. Catharines & Niagara Central.—Haines Bros., of New York, who recently bought this line, have paid over \$3,529.91, being 10% of the purchase price under the judicial sale. As we mentioned last month their intention is said to be to electrify the road & make a number of improvements. An extension from St. Catharines to Beamsville, to connect with the Hamilton, Grimsby & Beamsville Electric Ry. is talked of. Haines Bros. have applied to the Council of Niagara Falls, Ont., for permission to extend the line from its present terminus on Bridge St. to the Mowat Gate. (July, pg. 118; Sep., pg. 179 & 193.)

Thamesville to Rondeau.—At a meeting at Ridgetown, Oct. 10, of which R. Ferguson, M.P.P., was Chairman, & W. E. Gundy, Secretary, it was decided to apply for a charter for an electric railway from Thamesville to Ridgetown, Morpeth & Rondeau as soon as the necessary funds were secured.

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

	1898	1897	Increase.	Decrease
Jan.....	\$86,562.36	\$74,545.55	\$12,016.81	
Feb.....	82,402.19	69,744.61	12,657.58	
Mar.....	92,818.12	78,891.45	13,926.67	
April.....	86,898.83	73,756.38	13,142.45	
May.....	92,670.35	82,461.51	10,208.84	
June.....	94,119.32	91,533.44	2,585.88	
July.....	104,302.92	105,381.64		\$1,078.72
Aug.....	110,300.54	93,224.33	17,076.21	
Sep.....	138,021.74	113,672.44	24,349.30	

On the September earnings the city received \$10,900.37 as percentage, compared with \$9,137.87 in Sep., '97, & \$8,522.36 in Sep., '96.

The Co. recently sued the Seimens & Halske Electric Co., of Chicago, for the recovery of \$20,326.27, amount paid for a large generator for its power house. The Co. got the machine in 1896, & found after using it a time that it was not up to the guarantee given, & cost a large amount to keep it in repair. The Co., therefore, concluded it was useless, & sought to recover the amount paid for it. No defence was offered, & the evidence of a couple of the Co.'s officials was sufficient to cause the Chancellor to give judgment for the full amount with costs. J. Bicknell appeared for the Co.

Province of Quebec.

Montreal Park & Island.—The sale of this line, advertised to take place Sep. 22 in the sheriff's office, did not come off. It was stopped by a large number of oppositions by parties having claims against the road. Oppositions were filed, among others, by W. B. Lambe, Collector of Provincial Revenue, J. Cousineau et fils, & the Maison St. Joseph, of Sault au Recollett, E. N. Senecal & others. The Court will have to pronounce on the value of these oppositions before the sale can take place.

At the recent annual meeting the old board was re-elected as follows: H. S. Holt, W. Strachan, A. Brunet, Hon. A. A. Thibadeau, J. R. Thibadeau, D. Morrice & Hon. L. Beaubien. The annual statement was read & adopted without discussion. It is said it was very satisfactory & showed increased earnings.

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	10,520.28
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.....	124,508.09	116,337.03	7,171.06
June.....	133,164.61	130,676.78	2,487.83
July.....	143,986.62	129,245.92	14,740.70

Aug.....	143,801.19	131,431.77	12,369.42
Sep.....	136,564.80	120,634.57	15,930.23

\$1,449,640.51 \$1,323,431.07 \$126,209.44
The Co. declared a dividend of 2½% for the quarter ended Sep. 30, payable on & after Nov. 2. The annual meeting will be held Nov. 2.

The question of the liability of the Co. for accidents indirectly attributable to the narrowness of the space between the double track & the sidewalk on both sides of Notre Dame Street, Maisonneuve, has been decided by Judge Loranger in a sense favorable to the Co. The action had been brought by the Dominion Transport Co., the complaint being that one of that Co.'s waggons, loaded with iron beams, was being driven along Notre Dame Street, destined for the asylum at Longue Pointe. The waggon was being driven on the tracks on the right side. A car came up behind, & the driver of the waggon, being unable to turn to the right of the track on account of the space being occupied by another vehicle, turned to the left track, leaving the way clear for the electric car. When that car came alongside, however, the wheel of the waggon—the driver continuing to drive to the left—caught in one of the tracks. One of the iron beams, sticking out behind, struck the electric car. The shock frightened the horses, & they bolted, one running against a post & receiving injuries which made it necessary to shoot him. The Transport Co. sued for the value of the horse; but the court exonerated the Street Ry. Co. No negligence had been proven against that Co. or its employees. The space between the tracks was at the disposal of the public, but it was only reasonable that vehicles should give way to street cars, the latter being handled with proper prudence.

The West India Electric Co. which is a Canadian Concern, the principal stockholder being Jas. Ross, of Montreal, expects to have about 22 miles of electric railway in operation at Kingston, Jamaica, by March next. Mr. Holgate is Manager & Chief Engineer, & F. P. Brothers is Manager of Construction.

SHIPPING MATTERS.

Iron Shipbuilding in the Maritime Provinces.

The Maritime Board of Trade is composed of delegates from the various Boards of Trade in New Brunswick, Nova Scotia & Prince Edward Island, 17 of these boards being represented on the Maritime Board by delegates. At a recent meeting at Truro, N.S., the question of iron shipbuilding in the Maritime Provinces was discussed. It was introduced by J. M. Carmichael of New Glasgow, N.S., who began by presenting the following figures to show the decline of shipping in the Maritime Provinces during the past 20 years. He selected for comparison 1878, when the shipbuilding industry had reached its zenith, & 1895, which was the last of which he had any official record. The figures were as follows:

	1878—Tons	1895—Tons	Loss—Tons
New Brunswick	335,965	122,417	213,548
Nova Scotia....	553,368	343,356	210,012
P. E. Island....	54,250	19,323	34,927
	943,583	485,096	458,487

The enormous decline in our mercantile marine revealed by this statement was, he said, surely calculated to arrest the attention of all interested in the development of the trade of these Provinces. Indeed, it was a marvel that this great industry had been permitted to go so far on the way to extinction, without some effort on the part of the press or the public men of the country to arrest its backward progress. The fact was that,

whereas, in days not long gone by, the ships built & owned in these Provinces not only monopolized the foreign trade from our own ports, but were also competitors for the carrying trade in all parts of the world; to-day most of our large ships had disappeared, & the tonnage remaining upon our registry books was made up largely of the small craft around our coast.

The reason of this alarming decline in our shipping was perfectly obvious. Iron & steel had superseded wood, & sailing ships had given place to steamers. But it was evidence of small enterprise on the part of Provincial shipowners that they allowed the march of progress in this direction to drive them out of a business in which they had been eminently successful, & for which the people of these Provinces were so well adapted. A few Provincial shipowners had not been content to abandon a business to which they had devoted their lives, & finding it impossible to get ships of iron built in this country they had gone to Great Britain for their tonnage. Had this practice been more generally adopted there would now be a constituency of shipowners of the larger class, which would warrant the erection of extensive plants capable of turning out ships of 4,000 or 5,000 tons capacity. This advantage we have lost, but inasmuch as there is evidently a growing disposition to purchase ships in the British market for the home & foreign trade, we may hope that in a few years the situation will be entirely changed so far as large tonnage is concerned. This is a practice that should be encouraged by those who desire to see steel ships of the largest class built in the Maritime Provinces. The more quickly our people get back into the carrying trade, no matter where they get their ships for the first few years, the more quickly will large ship-yards be established here.

In the meantime there is nothing to prevent the construction of a smaller class of steel vessels immediately. Indeed, such had already been built by the firm with which the speaker is connected, & the experience gained had demonstrated that vessels of moderate dimensions could be built in the Maritime Provinces at this hour as efficiently & as cheaply as anywhere else in the world. He had no doubt that vessels of any size could be built to compete with British builders whenever we had a demand for them sufficient to warrant the undertaking. But our duty at the moment in these Provinces was with the class that we were able to build to-day. Numbers of small vessels such as fishing vessels, tugs, ferry boats, barges & coasting craft were constantly being required. Owners were content with wooden hulls for such purposes whereas steel was a better material, & for equal efficiency, quite as cheap, if not cheaper. The chief thing to be done was to convince the owners of such craft to build their vessels of the better instead of the inferior material. There was also a large trade in the West Indies done by small steamers of from 1,000 to 1,500 tons capacity. This trade to-day was largely in the hands of the Norwegians & was a profitable business. There was no reason in the world why our people should not take it up & have their boats built in the Maritime Provinces.

It was a mistake to suppose that there was any great difficulty in building iron ships. It might be a formidable undertaking for some people, but not for Nova Scotians who had built ships for half a century. The very men who are best qualified to undertake the actual work are the ship carpenters who are accustomed to building wooden ships. Such men would find themselves at home in an iron shipyard in a week, whereas the work of rivetting & fitting could be done by less skilled hands. In fact, we have the very men to carry out iron shipbuilding, & in many ways they are superior to the old country workmen. Indeed, one of the chief advantages we possess is in