

Ontario Lines.

BELLEVEILLE TRACTION CO.—Toronto brokers recently offered \$70,000 5% 20 year bonds of this Co. secured by a 1st mortgage on the entire plant franchise, property & extensions to be made. The Co. has a franchise for 20 years, with the right of renewal for 20 years longer; it has exclusive right on all the roads & bridges, is exempt from taxation, does not require to pay any percentage of receipts to the city, & can cease operating from December to March inclusive, if traffic does not pay. Two miles of track were built in 1895, & it is proposed by the sale of bonds to provide for 3 miles of extensions, to purchase additional cars, to relay the present line with steel, to dam the Moira River, pay off floating debt & either purchase or lease 30 acres for a park. The extension would be from Front St. West to the Cemetery, passing the Deaf & Dumb Institute, mineral baths & agricultural grounds. The termini of the present 2 miles of track being at the railway station & steamboat dock, the residential portion of the city is not reached. The receipts for the two years the Co. has been in operation have averaged \$5,569.21 a year, & the running expenses, \$4,036. We understand the brokers expect to place the bonds in Boston.

BERLIN & WATERLOO ST. RY.—H. H. Halburn has been appointed Manager.

FLOWER TO HAMILTON SMELTING CO'S WORKS.—A survey is being made for a short line from Flower Station, on the K. & P. railway, to the mines of the Hamilton Smelting Co., A. Bell, C.E., of Almonte, having charge of the work. It may be either a steam or an electric line.

GALT, PRESTON & HESPELER ELECTRIC RY.—The manufacturers of Galt recently petitioned the Council, asking that this railway be allowed to carry freight down town, & also to put switches into several of the factories & foundries along the line of the transit. The G., P. & H. has connection with the C.P.R., & the G.T.R. protested against the granting of the petition, claiming that to do so would be to discriminate against the G.T.R., the latter not having running privileges over the G., P. & H. The Board of Works recommended to the Council that no action be taken, & the report was adopted. For the present, at least, the manufacturers will have to be content with existing transportation facilities. A great deal of interest has been taken in the question, not only by the railway companies, but the town at large.

At a meeting of Berlin & Waterloo business men, held at Berlin, April 20, to discuss the proposed trolley connection between Berlin & Preston, where connection would be made with the electric railway from Galt owned by the C.P.R., several business men reported that they had made thorough investigations & concluded that a trolley road was preferable to a steam road. The charter for the Preston-Berlin road expires this year. It was decided that the bonus of \$40,000 asked for would be apportioned between Berlin & Waterloo according to the respective assessments. The general opinion is that Berlin & Waterloo will have C.P.R. connection this year.

THE HAMILTON, CHEDOKÉ & ANCASTER ELECTRIC RY. shareholders met May 3 & considered the city of Hamilton's offer to purchase the Beckett Mountain drive at \$12,000, payable in yearly instalments of \$1,000, but although the majority were in favor of accepting, the decision of the Co. was left over for two weeks, when another meeting will be held. It is stated that in connection with the construction of the railway there are financial difficulties which the directors hope soon to overcome, & with the money from the Beckett drive & the Ancaster bonus, they

expect to arrange matters so as to begin construction early this summer.

HAMILTON, GRIMSBY & BEAMSVILLE RY. Co.'s shareholders held their quarterly meeting recently. The quarterly financial statement showed an increase of 10% in gross earnings over those of the corresponding period of last year. The directors were empowered to issue debentures to pay off the floating debt of \$20,000. The present debenture debt of the road is \$85,000, payable in 30 years.

HAMILTON RADIAL ELECTRIC RY.—There is likely to be trouble between this line & Hamilton Street Ry. The latter has given the Radial Ry. notice to cease doing local business. The St. Ry. Co. will object to the passage of the by-law granting the Radial Ry. permission to change its line from Sherman to Birch Avenue unless some new agreement is made in regard to local fares.

HAMILTON ST. RY. CO. recently made application to the City Council for an amendment of the present agreement with the City under which the Co. has to pay over \$13,000 a year for percentage & mileage. At a meeting of the Finance Committee, the Co.'s solicitor, Mr. Martin, presented figures which showed that there had been a falling off in receipts last year, & that no dividends had been paid since 1895. He attributed the falling off in receipts to the building of the radial railways, which cut into the local business, & stated that at present the Co. could not operate under the conditions. He proposed that the by-law should be amended to provide for the removal of snow from the track; the Co. to sell 9 instead of 8 limited tickets for 25c., & to extend the time from 6.30 a.m. to 8 a.m., 11.50 a.m. to 1.30 p.m., & 5 to 6.30 p.m.; to carry children between 5 & 12 years for 3c., or sell 10 children's tickets for 25c., also to allow its tracks to be used by radial railways entering the City on terms to be agreed upon. In lieu of these conditions the Co. asked that the franchise be extended to 1928, the mileage abolished, & the percentage be rearranged as follows: Receipts up to \$200,000, 5%; receipts over \$200,000, 8%. An alternative proposition was to abolish mileages & percentages, & after paying expenses, etc., to equally divide the surplus between the city & the Co. until each receive \$10,000 a year, then the City to receive the percentages under the by-law, the franchise to be extended to 1928, & radial railways to be allowed to use the Co.'s tracks on terms to be agreed to. The Finance Committee submitted several questions to the Co., which were answered in the following words: "The actual cost of the H. St. Ry. is represented by the capital paid up in cash, \$204,704.40, & the bonds issued in 1894, \$500,000; total, \$704,704.40. The Co.'s charter does not permit it to sell the railway, nor can the Co. control the shares of the shareholders, or bind the bondholders to agree to a sale, neither has the city power to purchase the railway. Very special legislation would, therefore, be required to enable such a purchase to be made, & it would take almost 2 years to obtain such legislation & pass the necessary by-laws. If the City decides to purchase the railway, & will now make a definite offer which the Co. can recommend to its shareholders, with a view to obtaining their assent to applying for the necessary legislation, the Co. will take that step, provided the interests of the Co. are properly safeguarded in the meantime by the franchise being extended till 1928 substantially upon the terms of the draft by-law now submitted (or the alternative offer), it being further provided that the City shall have the option to purchase out the company at the agreed price within, say, 2 years, should the requisite legislation & authority have been obtained in the meantime." Some of the members of Council are in favor of the City acquiring

the railway, but there is a great difference of opinion as to the wisdom of municipal ownership, & the matter has been laid over for further consideration.—Electrical News.

THE KINGSTON ELECTRIC RY.'s extension from Princess Street to the lower G.T.R. station is expected to be completed in June.

In the appeal in the case of the City of Kingston vs. The Kingston, Portsmouth & Cataraqui Electric Ry. Co., of which particulars were given in our last issue, in which the city sought to compel the Co. to keep its cars running over the whole of its line of railway during the whole of each year, decision has been given against the city.

LANARK COUNTY ELECTRIC RY. breaking ground, a formality necessary to save the Co.'s charter, was accomplished by Jas. Doyle, of Perth, by turning over the sod for some distance on his farm.

NIAGARA FALLS BRIDGE.—The steel arch to take the place of the upper suspension bridge was closed April 18. It is a highway bridge, carrying trolley tracks & sidewalks. The new arch is 840 ft. long, being the longest arch in the world. It is built by the Pencoyd Iron Works, contractors for the Niagara Falls & Clifton Suspension Bridge Co. L. L. Buck is chief engineer, & R. S. Buck resident engineer.

THE NIAGARA FALLS PARK & RIVER RY. is now using both tracks between Chippewa & Table Rock, & is also running early & late cars.

The N. F. P. & R. Ry. is making improvements in its power house at the Falls, & expects to have 1,200 h.p. of 2,000 voltage for sale to power users.

PETERBORO' TO CHEMONG & LAKEFIELD.—It was stated in our last issue that the Cornwall Electric Ry. had submitted to the Town Council of Peterboro' a scheme for the construction of an electric railway from that town to Chemong & Lakefield, & that the Co. proposed to lease the Chemong & Lakefield lines from the G.T.R., convert them into electric roads & take over the freight business, the cost being roughly estimated at \$350,000. Enquiry of the Cornwall Co. fails to elicit any information, but General Manager Hays, of the G.T.R., informs us that a proposition has been received from D. A. Starr, who is connected with the Cornwall Electric St. Ry., for leasing the Lakefield Branch to a company which he proposes to form, but that nothing has been determined in regard to the matter.

PORT ARTHUR STREET RY. is negotiating for a car 34 ft. long.

ST. CATHARINES, MERRITTON & THOROLD ELECTRIC RY.—This road, originally owned by E. Smyth & others, & sold under foreclosure by the Bank of Toronto, to Dawson & Symes, of Chignecto Marine Ry. fame, is likely to be extended to Pt. Dalhousie, as contemplated by the original charter, but never carried out, owing to the conditions imposed by the Department of Railways, for the crossing of the Welland Canals. The St. Catharines City Council has given a by-law its 1st reading for right of way from the line's present terminal to the northern city limits.

THE ST. THOMAS ELECTRIC RY. recently made application to the Railway Committee of the Privy Council for the right to cross the tracks of the London & Port Stanley Ry. It was decided to send up an officer to inspect & report.

Four cars for use on the new line have reached St. Thomas. It is expected the line on Talbot St. will be in operation on May 24 & that the whole road will be going by July 1. The Co. has purchased the Yarwood farm, adjoining Pinafore Lake, for a park.

SANDWICH, WINDSOR & AMHERSTBURG ELECTRIC RY.—The statement of receipts presented at the recent annual meeting show-