

Welland down on the improved scale will not be kept back on their account.

Probably a month will elapse before the consolidation of towing & wrecking interests on the great lakes is fully effected, but it is not at all probable now that there will be any hitch in the plans, as enough has been done to insure the success of the new company. Even after the money required for this undertaking had been subscribed by some 50 of the leading U.S. vessel owners of the great lakes, including the managers of all the principal ore companies & several representatives of the line-boat interests in Buffalo, & it was found that the stock could be sold four or five times over, it was still agreed that unless the property of the various harbor tug lines could be brought into the combination at such prices as to insure sound business methods, the scheme was not to be carried out. The plan of organization, which involves a certain amount of stock to be taken by the several companies entering into the organization, is so conservative as to appeal to the tug owners as well as to the vessel owners.—*Marine Review*, July 13.

### Maritime Provinces Shipping.

The steamers of the Dominion Atlantic Ry. & of the Yarmouth S. S. Co. have been doing some racing lately between Yarmouth & Boston.

Superintendent Chipman has made some changes in the Plant line offices in Halifax: R. H. Humphrey becomes Agent in charge of accounting department; F. H. Chipman, City Passenger Agent; J. A. Lane, Chief Freight Clerk; F. F. Coates, Secretary & Assistant to Superintendent.

### ELECTRIC RAILWAYS.

#### The Lines in Western Canada.

**British Columbia Electric Ry.**—In Victoria the Co. will shortly inaugurate reduced fares for workmen going to & returning from work on the Esquimaux branch, & will also correct some anomalies in the present system of transfers.

#### Earnings & expenses for June:

GROSS EARNINGS.	1898.	1899.	Increase or Decrease.
Railway—Vancouver branch	\$6,450	\$7,661	\$1,211+
Victoria "	7,189	6,540	649-
Westminster "	6,181	7,036	855+
Lighting—Vancouver	5,119	5,363	244+
Victoria "	3,397	3,596	199+
Total gross earnings	\$28,336	\$30,196	\$1,860+
Working expenses	\$17,826	\$18,402	\$576+
Net profits	\$10,510	\$11,794	\$1,284+
Gross earnings April 1 to June 30	\$87,763	\$92,344	\$4,581+
Net earnings April 1 to June 30	\$31,780	\$35,981	\$4,201+
+Increase. -Decrease.			

**Nelson Electric Tramway.**—The first spike was driven Aug. 1st, by C. S. Drummond, a director of the British Electric Traction Co. It was a gold one & was afterwards presented to him by the Mayor. Construction will be proceeded with at once. A line will run from the C.P.R. station to Baker St., thence to Bogustown, if pending negotiations are successfully concluded. A branch will run up Stanley St. as far as Mines road, thence to Kootenay St., & from there to the skating rink, at the corner of Houston & Stanley Sts., which belongs to the Co. A line will also run along Observatory St., or possibly Robson St. to Josephine St., thence down to the main line on Baker St. A considerable quantity of rails, etc., has arrived. Power will be supplied by the West Kootenay Power & Light

Co., from Bonnington Falls. Halifax Hall is engineer in charge of construction. It is said that the British Electric Traction Co. (the parent company) had such faith in the future of Nelson that it has decided not to place the tramway shares on the market, but to keep them.

**Re Sunday Cars.**—At the recent session of the Manitoba Legislature, a bill introduced by R. P. Roblin, to amend the Municipal Act by allowing the council of any city to submit to a vote of the people the question of running electric cars on Sunday, was defeated.

### Ontario Electric Railways.

**Barrie.**—With reference to the paragraph in our last issue, pg. 218, we are informed that the Royal Electric Co. did not make application to the Barrie town council for a franchise for an electric railway between Barrie & Allandale, as the Co. manufactures only; but its general agent at Toronto, J. A. Kammerer, wrote making enquiries from the council as to what franchise or encouragement would be given to a syndicate which would be willing to build an electric railway. The enquiry was made for outside capital, but up to July 25 no reply had been received.

**Berlin to Port Dover.**—There are said to be prospects of a line being built between these points.

**The Hamilton Consolidations.**—At the time of writing (Aug. 7) there is very little to add to what was said in our last issue, pg. 221. There appears to be no doubt that the Cataract Power Co., represented by J. Patterson, has secured control of the Hamilton & Dundas line, the Manager having been notified to that effect by the owners. It is said the wide cars now on that line will be transferred to some other road & replaced by narrower cars which can be run over the double tracks in Hamilton. A rumor that Mr. Patterson's backers would take over the Hamilton, Grimsby & Beamsville line is again denied, with the statement added that the new company proposes to build a fast freight line to Toronto. Mr. Patterson had some people from New York, Chicago & Boston looking over the field during the third week in July. It was announced that the Hamilton St. Ry. & the Hamilton & Dundas Ry. would be transferred on Aug. 2, but for some reason not made public the transfer did not take place. It is said Mr. Patterson has to pay 125 for the Hamilton St. Ry. stock held by the shareholders who pooled their interests.

**London St. Ry.**—Earnings for July, \$1,056.13; operating expenses, \$5,531.14. Loss, \$4,475.01. In July, '98, the earnings were \$10,809.31; operating expenses, \$6,000.52. Net earnings, \$4,808.79. The strike still continues, with occasional disturbances by some of the citizens.

**The Ottawa Electric Ry. Co.** donated \$400 to the Associated Charities of the City out of the proceeds of the first Sunday's traffic on July 23. The row in the City Council over the by-law granting the Co. permission to run on Sundays has ended, the by-law having been finally passed.

**The Port Arthur Electric Ry.** has had a lot of improvements made recently in the wires & roadbed.

#### Toronto Railway.—The gross earnings are:

	1899.	1898.	Increase.
Jan.	\$95,690.12	\$86,502.36	\$9,187.76
Feb.	91,860.30	82,402.19	9,458.11
Mar.	103,234.88	92,318.42	10,916.46
April	95,212.37	86,898.83	8,313.54
May	104,806.62	92,670.35	12,136.27
June	109,063.18	94,119.32	14,943.86
July	116,824.94	104,302.02	12,522.92
	\$716,692.41	\$639,214.39	\$77,478.02

There has been very little change in the position of affairs respecting the building of radial railways by this Co. east & west from To-

ronto since the matter was referred to at length in our April issue, pg. 121. A short time ago Manager Keating met the Peel County Council with reference to crossing the Etobicoke River, when the matter was referred to a committee of the Council to meet on the spot & settle the conditions under which the Council will allow a railway bridge to be built. It is understood that the question of the extensions will be considered at the next board meeting of the Co., but this may not be held for some little time as a number of the directors are away.

It is reported that the franchise of the Toronto Baseball Club has been sold by A. Irwin, C. A. Campbell & T. G. Soole, to the Toronto Ferry Co. The Toronto Ry. Co. is said to have been negotiating for it with the intention of removing the games from the Island to the city side, & this forced the Ferry Co. to protect itself. The price is said to be about \$10,000.

**Woodstock to Ingersoll.**—Dr. Ickes, the promoter of this proposed line, was in Woodstock recently & expressed himself as satisfied with the 50 years franchise offered by Woodstock.

### Quebec Electric Railways.

#### 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	14,427.12
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
Mar.	123,754.11	114,476.98	9,277.13
April	130,405.96	110,619.27	19,786.69
May	145,466.38	123,308.08	22,158.30
June	156,858.34	132,964.61	23,893.73
July	154,048.07	143,986.63	10,061.44
	\$1,335,870.71	\$1,177,758.92	\$158,111.79

The Verdun extension has been completed to the western limits of the village. The line runs along the Lower Lachine Road, right beside the river, as far as the Lachine Rapids, & to within a quarter of a mile of the Lachine Rapids Hydraulic & Land Co.'s power house. Between the Queen's Park & the end of the route an extra fare is charged each way. The route chosen is one of the prettiest on the island of Montreal.

The Co. is arranging to build a second street car line into Westmount, having concluded an arrangement with the Seminary of Saint Sulpice, by which it secures the right of way over 30,625 ft. of land, running through the Seminary's property. The portion purchased is bounded by Sherbrooke st., Cote des Neiges road, Cote des Neiges corporation & Westmount. Thirty cents a foot is the price agreed upon, bringing the total up to \$9,187.50. The Co. intends to build the line from the present terminus of the Guy st. line up the Cote des Neiges road, a short distance beyond Cedar avenue, through the seminary grounds, on what was at one time intended for Elm avenue. It is said this line will ultimately be extended to the cemeteries, so that funeral cars may be run.

The cars are being equipped with life-saving fenders which are being made at the Co.'s works.

The Co. has placed an electric pay car in service, so that the men, in place of receiving their wages at the Co.'s office, are now paid at the various centres. This greatly facilitates matters, as the men are spread out in their various occupations over a large area. The car is constructed much on the same principle as the regulation mail car used in many sections of country in the electric railway service. It is divided into two compartments. One is merely a passage way through which the person receiving money passes, entrance being made at one end of the car & exit by the other. In the other compartment, which is entirely closed in, are the paymaster & the checker. These two officials have