tric Ry.; from Morrisburg to Ottawa, connecting there with the Lanark County Ry.; with branch lines from Kenmore to Metcalfe and Russell connecting with the Ottawa and New York Ry. The company desires to have power to amalgamate with the Lanark County Electric Ry., and all railway lines intersecting; to acquire by purchase any electric railway within the territory comprised within its territory; to contract with the Brockville, Westport and Northwestern Ry. for trackage on that part of its line between Brockville and Athens; and to acquire running rights over the tracks of the Cornwall Electric Ry. It also desires to have power to operate steam and other vessels on the St. Lawrence River, and any inland waters touched by the company's lines. The company's offices are to be at Ottawa; its capital is fixed at $1,000,000, and it may issue bonds to the amount of $20,000 a mile. The provisional directors are: W. J. Armitage, W. L. Redmond, W. P. Walker, M. S. Beckstead, F. Iveson, C. S. Cossett, L. H. Daniels, T. Berney, J. L. Rolston, W. O. Riddell, J. E. Askwith. In passing through committee it was decided to change the name of the company to the Ottawa and St. Lawrence Ry., instead of that mentioned in the application for a charter—the Eastern Ontario Counties Electric Belt Line Ry. Co.

Ottawa Electric Ry.—The supplementary estimates for the Department of Agriculture submitted to the House of Commons, contain an item of $10,500, being the further amount required for construction of a branch of the electric railway to the experimental farm, Ottawa, including cost of fence.

Peterborough Radial Ry.—By an act under consideration by the Ontario Legislature, the company is asking for an extension of five years for the completion of the lines authorized.

Port Arthur and Fort William Electric Ry.—Tenders are being asked by the Commissioners for rails, ties and other construction material required for the double-tracking of the electric railway connecting Port Arthur and Fort William, Ont.

Quebec Ry., Light and Power Co.—E. A. Evans, General Manager, stated in an interview, Mar. 11, that extensive improvements were under consideration, which, if carried out, would mean extended operations, and giving the company a much greater earning capacity. These improvements would mean the expenditure of a large amount of money, and were necessitated by the fact that Quebec city is extending on every hand, and that the tourist traffic to the city is increasing at a very great rate.

St. John to Edmundston, N.B.—Application is being made to the New Brunswick Legislature for an act incorporating a company for the purpose of constructing a railway, with authority to use electric power, from St. John, along the valley of the St. John River to Centreville, and to Grand Falls or Edmundston. J. J. F. Winslow, Fredericton, N.B., is solicitor for applicants.

Simcoe Electric Ry. and Power Co.—The Ontario Legislature is being asked to pass an act incorporating a company with this title, with power to construct an electric railway from Midland to Coldwater, Ont., and branches or extensions. The company also asks for authority to lease from the Crown the big shute of the Severn River, and develop the water power there, and dispose of electrical energy for commercial purposes. W. Finlayson, Midland, Ont., is solicitor for applicants.

Stratford and St. Joseph Radial Ry.—The Ontario Legislature is being asked to pass an act extending the time within which this company may construct its projected electric railway between Stratford and St. Joseph, on the shore of Lake Huron, Ont. J. U. Vincent, Ottawa, is solicitor for the company.

Toronto, Niagara and Western Ry.—The company's application for an extension of time for the construction of the several lines of electric railway which it has been authorized to construct, has been approved by the House of Commons. There was considerable opposition to the passing of the bill, the principal ground taken being that although the company had been granted several extensions of time, no serious construction had been done. It was stated that the company had made a considerable expenditure in acquiring its right-of-way, and in the construction of abutments for bridges, etc. One of the members stated that the promoters of the company informed the Railway Committee that about $250,000 had been expended; that a portion of the line had been constructed at Mimico, the abutments of a bridge at Twelve Mile Creek, Bronte, put in, and other work done.

Toronto Ry.—Car barns are to be erected in the northwest part of the city, either on Bloor St. or Lansdowne Ave. While the site has not definitely been announced, it is thought that it will be on Lansdowne Ave. A switch has already been put into that property.

Windsor Tunnel and Lake Erie Co.—A press report states that the company expects to start construction on its projected line early in July. The line will connect Windsor, Sandwich, West Vereker, New Canaan, McGregor, Huron and Oxley, and will have a total length of about 30 miles. It is proposed to connect the line with the Detroit River tunnel, and so secure connection with the electric railway lines in Detroit, Mich. The officers are: President, R. A. Bailey, Detroit, Mich.; Vice-President, Dr. J. A. Smith, Windsor, Ont.; Treasurer, W. Boug, Windsor; Secretary, J. G. Leggatt, Windsor.

Winnipeg Electric Ry.—It was stated Mar. 10, by Manager Phillips, that the proceeds of the issue of £300,000 of new stock, which was being made in London, Eng., would be used for the extension of lines, the relaying of track on streets to be paved or repaved by the city, and the provision of new cars.

Electric Ry. Finance, Meetings, Etc.

Berlin, Ont.—The Berlin, Ont., city council, Mar. 15, by a vote of nine to five, decided to take the management of the electric railway owned by the city from the Light Commissioners, and to operate it directly by the council.

British Columbia Electric Ry.—Gross earnings for Jan., $200,280; operating expenses, $105,006; net operating earnings, $95,274; renewal funds, $13,958; net earnings, $81,316; approximate income from investments, $13,550; net income, $94,866; against $171,160, gross earnings; $90,724, operating expenses; $80,436, net operating earnings; $10,750, renewal funds; $69,686, net earnings, $11,036, approximate income from investments; $80,722, net income for Jan., 1908. Aggregate gross earnings for 7 months ended Jan. 31, $1,343,919; net earnings, including estimated income from investments, $630,005; against $1,167,960 gross, and $583,042 net, for same period 1907-08.

Halifax Electric Tramway.—Railway receipts for Feb., $12,537.02; against $12,272.37 for Feb., 1908. Total receipts for 2 months ended Feb. 28, $26,322.61, and for 3 weeks ended Mar. 21, $9,127.39; against $25,192.46, and $8,762.34 for same periods 1908.

London St. Ry.—Gross earnings for Jan., $17,737.83; expenses, $12,985.11; net earnings, $4,752.72; Feb. gross earnings, $16,497.00; expenses, $12,724.38; net earnings, $3,772.62; against $17,284.37 gross earnings; $12,969.20 expenses; $4,315.17 net earnings for Jan.; and $16,094.87 gross earnings; $12,746.52 expenses; $3,348.35 net earnings; for Feb., 1908.

Montreal St. Ry.—Total earnings for Feb., $284,090.21; operating expenses, $199,912.17; net earnings, $84,178.04; city percentage on earnings, $16,373.83; interest on bonds and loans, $15,164.36; rent leased lines, $498.67; surplus, $52,141.18; against $270,224.43, total earnings; $201,449.05, operating expenses; $68,775.38, net earnings; $14,567.24, city percentage on earnings; $17,935.96, interest on bonds and loans; $444.43, rent leased lines; $35,827.75, surplus for Feb., 1908. Aggregate total earnings for 5 months ended Feb. 28, $1,514,614.68; operating expenses, $959,551.64; net earnings, $555,063.04; total charges, $145,341.74; surplus, $409,721.30; against $1,458,462.81, total earnings; $943,475.93, operating expenses; $514,936.88, net earnings; $148,134.68, total charges; $366,852.20, surplus, for same period 1907-08.

Nelson Electric Tramway.—A resolution has been passed by the city council of Nelson, B.C., to purchase the rights and franchises of the Electric Tramway Co. The company has been in difficulties for some years past, and since the fire at the car barns in May, 1908, when the cars were destroyed, it has shown no desire to renew the service. The company offered the city the whole of its property in the city, including tracks, etc., valued at $75,000, for $10,000.

Quebec Ry., Light and Power Co.—Negotiations, it is reported, are in progress for the transfer of a controlling interest in this company to a British financial syndicate. Another report says the C.P.R. is likely to acquire control.

Southwestern Traction Co.—The Ontario Legislature has decided that the company's bonding power shall not exceed $25,000 a mile of line. Application was made to have it increased to $33,000 a mile.

Southwestern Traction Co.—It was reported from London, Ont., Mar. 23, that the London and Western Trust Co. had been appointed to act as receiver of the S.T. Co., during a temporary financial difficulty, which it is anticipated will be speedily adjusted.

Winnipeg Electric Ry.—The Manitoba Legislature has passed an act authorizing the company to issue $1,500,000 of debenture stock, and a meeting of the shareholders has been called for April 7 to authorize the directors to make an issue of £300,000 of 4½% perpetual consolidated debenture stock under the act, and to authorize the execution of a mortgage to the British Empire Trust Co., to secure the same. This issue of debentures has been underwritten by Sperling & Co., and Kitcat, Mortimer and Arthur, London, Eng., and is being offered to the public at 97. The debentures are being issued subject to the existing issue of $1,000,000 of 5% mortgage bonds, redeemable Jan. 1, 1927, and to the $4,000,000 of 5% mortgage bonds redeemable 1935, and certain provisions as to future issues, either for extensions, or for redeeming previous issues. The trust deed provides that the company may purchase any of the stock on the market at or below 105 plus accrued interest, or may redeem the whole or any part, to be selected by drawings, of the stock at 105, the same premium becoming payable by reason of a voluntary liquidation of the company.