

& north-west from Schomberg to Tottenham, some 9 miles.

The Company has bought all the Bond Lake property, comprising 200 acres, which it intends making into picnic & camp grounds. The lake is from 50 to 90 ft. deep, & is 650 ft. above the level of Toronto.

As soon as frost is out of the ground sufficiently 200 men will be started on construction, while in the meantime preliminary work is being done. In order to obviate possible objection of any municipality to the construction of the line through its territory, the Company secured an act, whereby the whole of Yonge st. north of the C.P.R. tracks was placed in the control of the County of York, so that there is no possible difficulty with regard to the extension of the line to Roach's Point, the northern terminus of Yonge st. & Lake Simcoe. It is expected that with ordinarily good weather the line will reach Aurora by May 15, & that Newmarket will be connected with before May 24. The north-west spur will, it is thought, be completed before Sep. 1. The same general kind of cars which are operated by the Co. now will be used all over the line except that they will be larger. The President says that with 1 motor the Co. could put on 8 or 10 trailers if there were as good streets to travel on as those in Toronto, & that there were 2 cars coming which would be capable of hauling 25 loaded freight cars over any ordinary grade.

The Co. looks for large excursion parties to Bond Lake, which point can be reached by the new system in an hour, starting at the C.P.R. tracks. The Newmarket trip can be made in 1½ hours, a person can get to Aurora in 1¼ hours, & the time occupied in getting to Schomberg will be but 1½ hours. At present it necessitates half-a-day's travel to reach Toronto from Schomberg, for people have to drive either to Aurora or Kleinburg, which alone takes 3 hours, before a train is reached. The line, it is estimated, can be operated with 20 or 30 men. When this system is completed the places along it & benefiting therefrom will be: Deer Park, Davisville, Eglinton, York Mills, Lansing, Willowdale, Newtonbrook, Thornhill, Langstaff, Richmond Hill, Elgin Corners, Jefferson, Bond Lake, Oak Ridges, Aurora & Newmarket. On Schomberg branch: Eversley, Kettleby, Pottageville, Lloydtown & Schomberg. President Warren says the general trade of Richmond Hill has increased 35% since the electric line has been built through there, & he expects that the other towns when reached will take just as great a stride forward. It cost \$150,000 to build the road to Richmond Hill.

The Co. has let a contract to the Westinghouse Co. for the power transmission plant. It is proposed to have the freight traffic provided for by cars equipped with motors, & also by electric locomotives. The distance is too great for the operation of the railway from a single power-house, & consequently a second power-house will be provided, which will receive its power in the form of alternating current from the first power-house. The generators in the central power-house or generating station at North Toronto, will be two 275 kilowatts machines, both of which will be adapted for supplying either alternating or direct currents. The direct current will pass

directly to the trolley lines for supplying the cars near the generating station. The alternating current will be raised in pressure by four 125 kilowatts, step up transformers to 15,000 volts. The current required for transmitting the power at this voltage is so small that comparatively thin wires can be used for transmitting the power to the sub-station near Aurora, some 15 miles away. Here the pressure will be reduced, & the alternating current passed through rotary converters, which will deliver a direct current to the trolley line. The cars & locomotives will be equipped with the most modern type of apparatus, & the whole will constitute one of the model plants of Canada.

Ottawa Electric Ry. Co.—The application to the Ontario Legislature to allow this Co. to operate cars on Sundays, the people having voted in favor thereof, caused a hot fight before the Private Bills Committee of the Ontario Legislature Mar. 8. The Mayor & other Ottawa officials appeared in support of the measure & a deputation from the Lord's Day Alliance opposed it. The bill passed by a vote of 34 to 13.

Work is progressing favorably on the extension the Co. is making to its power house at the Chaudiere. A force of 20 men are at work blasting & carting away the rock. The drill & hoists in operation are worked by steam. About 25,000 cubic yards of rock will be removed, deepening the cut 35 ft. Six 50-h.p. water wheels will be put in place, & a 1,500 h.p. dynamo operated direct from them. This is to furnish a duplicate source of power for the running of the system. The building containing the machinery will be beneath the street level & constructed entirely of concrete & iron. The work, which will entail an outlay of \$60,000, is expected to be completed by June.

Owen Sound & Georgian Bay St. Ry. Co.—Notice is given of the intention of C. Eaton & others, of Owen Sound, to apply for incorporation under this title under the Ontario Companies Act, with power to construct & operate a street railway line in the municipalities of Owen Sound, Sarawak, Derby & Sydenham. The capital is to be \$95,000, & C. & P. Eaton, W. Tayler & J. & J. H. McLaughlan are to be the first directors. The plans contemplate a line extending from the foot of Poulett st. hill along that thoroughfare to Division st., thence across the river to Stephen st. & along that thoroughfare & Bury rd. to the Pottawamie river bridge at Terrace st., where the road will cross to Brookholm & extend along the Bay Shore road to McLaughlan Park. Another line will run from Division st. hill down through the town & along Water or River st. to the C.P.R. station, continuing up Russell & and along Bay st. to the Cement works, where the line will end for the present, though the Squaw Point Park may ultimately be served by this line. It has not been decided whether the electric power will be generated by steam or water power.

Port Arthur-Fort William.—The Ontario Legislature has refused the application of the town of Port Arthur to be allowed to raise the fare on its electric railway to Fort William from 5 to 10c. The people of Fort William petitioned almost unanimously against the change, contending that the line was allowed to enter the limits of Fort William, in spite of

the determined opposition of that town, that the object of the construction of the line was to capture the trade of Fort William, a new & growing town, & enable workmen employed there to live in Port Arthur, & that the railway has retarded the growth of Fort William. It is contended that the line is now helping to build up Fort William at the expense of Port Arthur, the tables being turned, therefore the people of Fort William object to an advance in fares. They say the railway was forced on them under the terms of an Order in Council & that that order should not now be varied for the benefit of Port Arthur. (Mar., pg. 92.)

St. Thomas.—The contract for conveying the mails between the railway stations & the post office has been given the electric railway company. Collections from the street letter boxes will also be made from the cars.

Toronto Elevated Ry. Co.—E. A. Macdonald's application for the incorporation of a company under this name has been summarily rejected by the Ontario Legislature.

Toronto Railway.—The gross earnings are:

	1899.	1898.	Increase.
Jan.	\$95,690.12	\$86,502.36	\$9,187.76
Feb.	91,800.30	82,402.19	9,398.11
			\$18,585.87

The bill introduced in the Ontario Legislature by T. Crawford, M.L.A. for West Toronto, to regulate the over-crowding of street railway cars, & which was especially directed against the Toronto Ry. Co., its last clause making it apply only to cities whose population at the last census was over 100,000, has been thrown out on the ground that it should have been introduced as a private bill instead of as a public one. The Speaker said that had it not been for the last clause, he would have held that it was a public measure. He held that any citizen of Toronto had the right to introduce a private bill for the same purpose.

E. A. Macdonald's bill to amend the contract between the Toronto Ry. Co. & the City has been unanimously thrown out by the Private Bills Committee of the Ontario Legislature. The bill provided for restrictions upon the building & extension of lines; that transfers should be given from day to night cars; that the design of cars should be fixed by the City Engineer, or other official designated by the Council, & that the Co. be liable to a penalty of \$10,000 for disregarding an approved plan; that the Council shall regulate the number of passengers to be carried in cars; that the Co. or its servants be liable to a fine of \$50 for violating the by-law; that any ratepayer might bring such an action; that the City Engineer shall fix the time-table; that for contravention thereof a penalty of \$10,000 might be exacted from the Co. The City Solicitors were present, but having had no instructions, took no part in the discussion. W. Mackenzie & his solicitor were also present. The committee, without entering into details, voted down the legislation.

The Co. has ordered a 3rd large generator of the direct connected type, similar to the 2 already in operation. It will have a capacity of 850 kilowatts, operating at 85 revolutions a minute.

Argument in the appeal of the Co. against the decision of the Police Magistrate, took place Mar. 8 at the General Sessions, To-

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