

Electric Railway Notes.

The Windsor and Tecumseh Ry. has been ordered to sell 10 tickets for 25 cents to children using its cars in going to and from school.

The Hamilton St. Ry. car barns, at the corner of Locke and Herkimer streets, Hamilton, Ont., were destroyed by fire Jan. 20. Four cars were burned. The damage is placed at \$30,000.

S. F. Kilgore, Toronto, President Huron and Ontario Ry., died in London, Eng., Jan. 23, aged 46. He had been in England for some months in connection with the financing of the construction of the railway.

Jas. Deadey, roadmaster Mimico Division Toronto and York Radial Ry., had his left leg broken while returning to Toronto on a special tool car, Jan. 23, after superintending the clearing of a snow blockade on the line.

The Winnipeg Board of Control has directed the City Solicitor to endeavor to recover from the Winnipeg Electric Ry. fines aggregating over \$12,000, imposed by the City Engineer for failure to run cars according to an approved schedule.

The Recorder of Montreal has imposed a fine of \$25 upon the Montreal Street Co. for not having extended its lines to Ville-ray, Que., according to an alleged agreement. The Recorder said the company was liable to a fine of \$25 a day from Aug. 17, 1907.

The Grand Valley Ry., Brantford, Ont., is reported to be in the market for several 23-ft. city cars, and a number of 52-ft. cars for suburban lines. It is also stated that the company is considering the desirability of placing an order for an electric locomotive.

N. M. Cantin, who, amongst other projects in connection with St. Joseph, Ont., originated the scheme of the St. Joseph and Stratford Radial Ry., to connect St. Joseph with Stratford, was arrested recently on charges of perjury and of obtaining money and shares in connection with the St. Joseph Land Improvement, Building and Manufacturing Co., Ltd.

The Ontario Railway and Municipal Board issued an interim order, Jan. 11, requiring the Toronto Ry. to run its cars over the section of line between Humberstone and Keele St., Toronto Jct., which was recently relaid by the Toronto Jct. town council, the speed not to exceed 6 miles an hour over that portion considered by the Toronto Ry. to be unsafe. It is understood that the railway company is running the cars as directed, and has postponed the question of appeal as to the jurisdiction of the Board, pending the decision of the Board on the hearing of the case.

It is understood that several amendments to the act constituting the Ontario Railway and Municipal Board will be considered during the session of the Legislature for the current year. Additional powers will be conferred upon the Board enabling it to decide upon the highways new street car lines shall be built in case of dispute between municipalities and companies, and to deal with a number of small matters in regard to which there is at present considerable differences between the companies and the municipalities, and in regard to which the Board's powers are somewhat indefinite.

A deputation from the Canadian Street Ry. Association, consisting of E. A. Evans, General Manager Quebec Railway, Light and Power Co., President of the Association; R. J. Fleming, General Manager Toronto Ry.; A. H. Royce, President Toronto Suburban Ry., and Counsel of the Association; G. E. Waller, Dominion Power and Transmission Co.; D. T. McIntosh, Niagara, St. Catharines and Toronto Ry.; and Acton Burrows, Managing Director of THE RAILWAY

AND MARINE WORLD, Secretary-Treasurer of the Association, had a conference with the Ontario Railway and Municipal Board Jan. 21, with reference to the annual returns required to be made to the Board by electric railway companies. Several of the changes and modifications which were suggested by the deputation were adopted by the Board, and others were held over for further consideration.

The Ontario Court of Appeal delivered judgment Jan. 22 on the appeal by the City of Toronto from a decision of the Ontario Railway and Municipal Board of April 23, 1907, dismissing the application of the City for an order requiring the Toronto Ry. Co. to desist from the alleged violation of its agreement with the City by throwing snow, ice, and other material upon the streets, without the permission of the City Engineer, and requiring the Company to run each of its cars conveying passengers to the end of its route. The appeal was confined to the application made by the City to the Board to compel the Railway Company to cease using an electrical snow-sweeper without the leave of the City Engineer. The Board held that the company were entitled to use the sweeper without leave, and the Court agrees with that view. Appeal dismissed with costs. No order made upon other questions.

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Subscriptions were invited in Great Britain to Jan. 24, for an issue of £100,000 of preferred ordinary shares at £1 each, present shareholders having a preference in the allotment.

Gross earnings for Nov., \$180,851; operating expenses, \$84,054; renewal fund, \$10,750; net earnings, \$86,047; approximate income from investments, \$11,036; net income, \$97,083, against \$125,978, gross earnings; \$60,565, operating expenses; \$9,638, renewal fund; \$55,775, net earnings; \$9,536, approximate income from investments; and \$65,311 net income for Nov., 1906. Gross earnings for five months ended Nov. 30, 1907, \$814,290; net income, \$407,476; against \$579,315 gross, and \$290,308 net for same period 1906.

Halifax Electric Tramway Co.—Traffic receipts for Dec., \$14,383.55, against \$13,751.41 for Dec., 1906.

Hamilton, Grimsby and Beamsville Electric Ry.—The annual meeting of shareholders was announced to be held at Hamilton, Jan. 27. This line is one of the suburban electric railways controlled by the Dominion Power and Traction Co., Hamilton.

International Traction Co.—A Buffalo, N.Y., press report, Jan. 17, stated that the Andrews-Vanderbilt Trolley Syndicate had acquired the property and franchises of the International Traction Co., of Buffalo, to add to the New York Central Lines system of electric railways. The Buffalo Co. has a capital of \$16,320,500, besides having a funded debt of \$10,378,000. The total cost of the road and equipment to date is \$30,500,000. It operates 158 miles of tracks and covers the cities of Buffalo, Lockport, Niagara Falls, and Tonawanda, and includes the Niagara Falls Park and River Ry. in Canada and the bridges connecting the scenic points in Ontario and the State of New York, in and around the Niagara Gorge. In this connection reference may also be made to a press report that the Turbine Steamship Co. of Toronto had made an offer to the Michigan Central Rd., to purchase or lease its line from Niagara-on-the-Lake to Fort Erie, Ont., for the purpose of converting it into an electric line. If the purchase of the International Traction Co. be made by N.Y.C. interests, it is hardly likely that the M.C. Rd., which is controlled by N.Y.C. Rd.

interests, would sell or lease any of its lines for electrification by an opposing interest. It would be more likely that the M.C. Rd. to Niagara-on-the-Lake would be electrified by N.Y.C. interests, which would then control the entire system of electric railways along both sides of the Niagara River.

London Street Ry.—At the annual meeting of shareholders to be held in London, Ont., Feb. 5, a resolution will be submitted authorizing the issue of debentures to an amount not exceeding \$750,000.

The question of the purchase of the line and franchises of the company by the city council is again under consideration. The franchise does not expire until 1925, and it is stated that the principal shareholders will not sell unless the city is willing to pay a premium of about 50% on the par value of the stock.

Montreal Street Ry.—A special general meeting was held at Montreal Jan. 29, for the purpose of authorizing the directors to issue about \$1,000,000 of new stock at a premium of 25%, and to make an issue of debenture bonds. The debentures will be 14-year debenture bonds, bearing interest at 4½%. It is reported that these bonds have been sold in London, Eng., at 92½%.

Passenger earnings for Dec., \$291,681.43; miscellaneous, \$2,958.74; total earnings, \$294,640.17; operating expenses, \$192,310.26; net earnings, \$102,329.91; city percentage on earnings, \$11,275.50; interest on bonds and loans, \$16,719.31; contingent for renewals, \$14,584.22; rent leased lines, \$339.93; surplus, \$59,410.95; against, \$262,334.37, passenger earnings; \$1,618.96, miscellaneous; \$266,953.33, total earnings; \$185,571.22, operating expenses; \$81,382.11, net earnings; \$9,189.93, city percentage on earnings; \$16,615.07, interest on bonds and loans; \$13,316.95, contingent for renewals; no rent, leased lines; and \$42,260.16 surplus for Dec., 1906. Total earnings for three months ended Dec. 31, \$902,723.02; operating expenses, \$539,522.94; city percentage on earnings, \$32,337.70; standing charges, \$95,625.17; surplus, \$235,337.21; against, \$812,036.02 total earnings; \$516,433.00 operating expenses; \$27,866.58 city percentage on earnings; \$91,141.65 standing charges; and \$176,594.79, surplus for same period, 1906.

Ottawa Electric Ry.—Total receipts for 1907 were \$574,278, against \$525,747 for 1906. A dividend of 12% for the year has been declared.

Port Arthur Electric Railway.—An offer has been made to the Port Arthur City Council by the Fort William City Council of \$75,000 for that portion of the Port Arthur electric railway within the city of Fort William, Ont., together with all the franchises connected therewith and one-half of the rolling stock and equipment. As an alternative arbitration is suggested. The matter is under consideration.

Windsor, Essex and Lake Shore Rapid Ry.—A deed of mortgage to the Union Trust Co., Toronto, dated Oct. 22, 1907, securing an issue of bonds, not exceeding \$20,000 a mile, and not exceeding on the whole \$2,500,000, was, on Jan. 8, deposited with the Secretary of State at Ottawa.

Winnipeg Electric Ry.—Reports are current in Winnipeg that negotiations are in progress for the sale to the city council of the whole of the undertaking of the Winnipeg Electric Ry., including electric street railway, electric lighting and power systems. It is hardly likely that there is anything in this. The shareholders are not considered to be desirous of selling and the present state of the city's finances is not such as to make it possible for the city to find the money that would be required for such a purpose.

Total car earnings for 1907, \$861,857.42. The percentage paid to the city was \$43,092.87, being 5% of the receipts.