

Toronto Civic and Other Street Railway Matters.

Following are extracts from an interim report by the Toronto Commissioner of Works, R. C. Harris, for the 11 months ended Nov. 30, 1916:

Eastern Entrance to Exhibition.—The construction of an eastern entrance to the Canadian National Exhibition Grounds via Bathurst St. and Garrison Common was authorized by Council May 1, 1916, and commenced on May 2. As a whole the work to be done consisted of the reconstruction of the Bathurst St. bridge over the G.T.R. and C.P.R., including the raising of the north approaches to same on Bathurst and Front Sts., and the construction of a wooden trestle forming the south approach, together with a reconstruction of the roadway leading to Queen's Wharf; the construction of wooden trestles along the north parapet of the Old Fort and over the C.P.R. track leading to Queen's Wharf; and the construction of a double track street railway from the intersection of Bathurst and Front Sts. to the eastern entrance gates of the exhibition grounds. By reason of an agreement with the G.T.R., that company wrecked the old Bathurst St. bridge, erected the steel work, roadway slab and easterly half of the north abutment of the new bridge, and constructed the Bathurst-Front Sts. approach to same. All of the other bridge construction work was performed by city forces on a day labor basis. The street railway track construction work consisted of the grading, ballasting and laying of track materials upon a length equivalent to 10,100 lin. ft. of single track, and of the erection of trolley poles, transmission cables, trolley wires and other overhead work necessary to place the line in a condition ready to operate. In the track construction 6 in. gravel ballast; 6 in. x 8 in. x 8 ft. cedar ties; and 60 lb. A.S.C.E. section rails were used. The overhead construction consists of two 500,000 c.m. copper cables and 2-0 hard drawn round copper trolley wires. The latter work is of the open construction type throughout.

Yonge St. Subway was paved with granite sets and completed on Sept. 25. Street cars commenced running through it on Oct. 4.

Civic Railway Construction.—During 1916 there has been considerable extension work on the Civic Ry. Contracts have been awarded for 13 double truck cars required to strengthen the service on Danforth and St. Clair Aves. Contracts have also been awarded for one single truck car for the Bloor St. service.

At the opening of 1916 sidewalks on Lansdowne Ave. from the top of the hill north of Davenport Road to St. Clair Ave. had been moved to a new location for a 42 ft. pavement. This year all track, overhead and pavement work has been completed, except for a short portion just north of Davenport Road, which is being delayed by order of council.

A large amount of feeder cable was strung on the Eastern Division, being made necessary by a rearrangement of sub-stations by the Hydro Electric.

We have under construction a 9 car capacity addition to the St. Clair Ave. barn, the present barn also having capacity for 9 cars. It is expected that the new barn will be occupied about Jan. 1, 1917.

Traffic has increased on the Civic Ry.

Comparing the first 10 months of 1916 with the same period of 1915, Gerrard St. has increased 6.5%, Danforth Ave. 11.8%, St. Clair Ave. 11.0%, Bloor St. 50%, from Mar. to Oct., inclusive, and the entire system, 13.1%. We are now carrying per day about 38,000 revenue passengers, and 1,370 soldiers, who ride free. No additional rolling stock was added during 1916, and the present equipment is working to its full capacity. There have been no serious accidents during 1916.

Street Railway Matters.—Much useful data on street railway traffic has been secured under this appropriation, as well as a small amount of data on vehicular and pedestrian traffic. Most of the work has consisted in securing information relative to overcrowding on the Toronto Ry. Co.'s routes.

Montreal Tramways Commission.

The commission named in the act passed by the Quebec Legislature last session to draw up a new franchise between the City of Montreal and the Montreal Tramways Co., consisted of Senator J. P. B. Casgrain, Montreal; Senator C. Baubien, Outremont, and F. J. Cockburn, of the Bank of Montreal. The latter resigned subsequently, as his engagements did not permit him to act, and the vacancy has been filled by the appointment of A. W. Stevenson, accountant, Montreal.

The commission were duly sworn in on Feb. 9, and subsequently elected Senator Casgrain as Chairman, and appointed R. Beaudry as Secretary. They have opened an office at 92 Notre Dame St., and have applied to the Board of Control for an appropriation of \$5,000 to cover present expenditure, which was authorized Feb. 14.

The commissioners have announced that they will begin at once to study the whole of the conditions surrounding the present franchises, and the city's needs. They have also issued the following statement: "After a preliminary survey of the material already available and in possession of the city officials, the commissioners intend calling upon the public bodies, and the citizens at large, for information and suggestions. They are desirous that all possible light and help should be secured, in order to make the proposed franchise a fair and advantageous one for the city, present and future."

Jitney Traffic Notes.

It was reported that 160 jitneymen had taken out licenses under the new by-law in Vancouver, B.C., up to Jan. 30.

The Edmonton, Alta., City Council, which operates the Edmonton Radial Ry., is considering the question of turning the city ambulance into a jitney car and operating it on a section of Athabasca Ave., on which an electric car is being operated at a loss. It is also suggested that the city might operate a jitney car to the stock yards.

The Quebec Court of Review, sitting at Montreal, Feb. 9, confirmed a judgment of the Supreme Court of May 20, 1913, dismissing the petition of W. G. M. Shepherd, a ratepayer, who asked the court to set aside as illegal a franchise granted by the Montreal City Council to the Canadian Autobus Co., Aug. 22, 1912. The matter had been decided in the same way in another action, which had been carried to the Imperial Privy Council.

The jitney drivers of the Blue Funnel Line have protested against the new jitney regulations put in operation by the New Westminster, B.C., City Council, and propose to carry the matter to court. The principal objection is the license fee for interurban jitneys, which has been raised to \$50. In addition to this fee the jitneymen say they have to pay a fee in every municipality through which they pass.

The Vancouver Jitney League has submitted to the Vancouver City Council a proposed new bylaw to amend the one passed recently. J. O. Kerr, President of the league, says the jitneymen want a bylaw that they can live up to, and that the short experience with the bylaw passed recently shows that in regard to routing and some other matters it could be improved, of course, from the jitneymen's standpoint.

The Edmonton, Alta., City Council is asking the Alberta Legislature to pass an act giving it, among other things, power "for prohibiting or licensing and regulating motor vehicles carrying passengers and used or plying for hire within the municipality, defining the routes or limits within which the same may operate, and compelling the owners or operators thereof to furnish bonds or other securities in such amount as the council may require as security for the payment of damages sustained by personal injury or otherwise through the operation or driving of such vehicles."

Kitchener and Waterloo Street Railway Report.

The Kitchener, Ont., Light Commissioner's report for the calendar year 1916 contains the following information about the street railway department.

	1916	1915
Receipts	\$55,261.47	\$48,628.08
Operating expenses	19,474.01	22,305.83
Maintenance and repairs	7,308.09	5,409.24
Debture interest	8,059.04	7,851.60
General expenses	7,413.46	6,334.76
Total operating expenses	42,245.60	41,901.43
Gross profits	13,006.87	6,726.60
No. of passengers carried	1,236,650	1,059,480

Transportation of Postmen in Regina. As stated in Canadian Railway and Marine World some little time ago, the Regina Municipal Ry. management refused to continue carrying postmen for the Post Office Department at the ridiculously low rate of \$25 a man per year and asked for \$50 per man, which the department refused to pay, and as a consequence the postmen have since been travelling on tickets. The matter came before the city council recently, when one of the aldermen moved that the department's offer of \$35 a man per year be accepted. The vote resulted in a tie, which under the rules defeated the motion.

Hydro Electric Radial Railway By-laws.—Referring to the figures given in our last issue regarding the voting of the various municipalities concerned in the proposed hydro electric radial railway from Port Credit to St. Catharines, Ont., we have since been supplied with the official figures, and find that there are slight discrepancies in those previously given. In Clinton Tp., the figures were: 219 for, and 29 against; Louth Tp., 275 for, 7 against, thus making the total vote, 7,282 for, and 5,515 against, instead of 7,236 for, and 5,545 against, as previously mentioned.