

Lavatory Accommodation on Hamilton, Grimsby and Beamsville Electric Railway.

The Judicial Committee of the Privy Council has dismissed the Hamilton, Grimsby & Beamsville Electric Ry. Co.'s appeal against the decision of Appellate Division of the Ontario High Court of Judicature, confirming the Ontario Railway and Municipal Board's order whereby the company was directed to file complete plans and specifications for sanitary conveniences on its passenger cars and in its passenger station at Grimsby.

On Dec. 11, 1914, the Board dealt with a complaint by four residents of Grimsby relating to the lack of the accommodation mentioned, and after hearing evidence ordered that the plans and specifications named be filed within 30 days. The company appealed against this decision on the ground that the Ontario Railway and Municipal Board had no jurisdiction in the matter as the company's railway was, according to the Railway Act of 1888, sec. 306, under Dominion jurisdiction.

The appeal was heard Nov. 9, and unanimously dismissed with costs, the Board's order being confirmed, that is, the company's contention as to being under Dominion jurisdiction was not upheld. The appeal to the Privy Council followed, and the present judgment confirms the Ontario Court's judgment and the Board's original order.

This decision is of considerable importance, as it settles the question of jurisdiction which, owing to ambiguity in the Act, has caused considerable friction for many years. The reasons for the Privy Council's judgment have not reached us at the time of writing, but the Ontario Railway and Municipal Board's full judgment was given in Canadian Railway and Marine World for June, 1915. The issue for August, 1915, published the report of the Board of Railway Commissioners' expert in connection with the provision of lavatory accommodation on interurban and suburban cars, and comments of several companies thereon.

The Hamilton, Grimsby & Beamsville Electric Ry., which is a constituent of the Dominion Power & Transmission Co., has an extreme distance between terminals of 22.6 miles, practically all on, or along, the public highway and for a large portion of the way in front of residences and over city and village streets. Many objections to the use of car lavatories have been made by residents along the line. The company provides lavatory accommodation at Hamilton, Bartonville, Grimsby and Beamsville stations.

Sandwich, Windsor & Amherstburg Ry's Difficulties in Walkerville.

For a considerable time past there has been much friction between the town of Walkerville, Ont., and the Sandwich, Windsor & Amherstburg Ry., with respect to the service given. One of the matters in dispute has been the paving of the streets between the tracks, on such of the streets as are now unpaved, and it appears that the council has called upon the company to have this work done, but no steps have apparently been taken to comply with the direction. A second matter has arisen, viz., a direction by the council that the cars should stop at the near side of the street instead of the far side, as at present, and as is the case in Wind-

There are other matters about which there is a difference, which has resulted in an endeavor being made to start a motor bus service in the town as a municipal enterprise. In reference to the latter, the council has prepared a bylaw to provide \$15,000 to equip a motor bus service, which is to be voted on by the ratepayers Sept. 2. In order to demonstrate what could be accomplished by such a service two cars of different makes were operated in the town from July 27 to 31, inclusive. The cars ran on a 15 minute schedule, cutting a figure eight through the town, running in opposite directions over a total distance of 5¼ miles. No fares were charged during the demonstrations. They operated from 11 a.m. to 11 p.m. The two cars averaged about 80 passengers per round trip. The bylaw provides for the expenditure of \$15,000 to equip the service, and the municipal authorities claim that the revenue from the service will pay operating expenses, and provide a fund for extending the service.

The matter as to the stopping of the cars on the near side of the streets has reached the courts. On July 30, orders were given to the company by the council to have its cars stop at the near instead of the far side of street crossings in the town, and the Mayor is reported to have stated that unless the order was complied with, as well as the previous order respecting the paving between tracks on unpaved streets, steps would be taken to have the company ordered off the streets entirely. As the cars did not make the stop as required, but continued to stop at the far side of the crossings, the Mayor and officers of the council proceeded Aug. 1 to stop the cars running, and succeeded in holding up the traffic for some hours. On Aug. 2 the company obtained an interim injunction restraining the Mayor and Town Council from interfering in any way with the operation of the cars in the town, the allegation being that the Mayor "without color of right did impede the traffic to the annoyance and discomfort of passengers." The case was set down for argument in Toronto Aug. 10, but was adjourned, the interim injunction being continued.

Jas. Anderson, General Manager, is reported to have said Aug. 2: "We are quite willing to have the cars stop at the near side on paved streets, but changes like that cannot be put into effect abruptly. We have the comfort of the passengers to consider and if cars are stopped on the near side in Walkerville, in some places passengers would be forced to wade through mud on rainy days, as no crossing provision has as yet been made for them on that side of the street. The stopping of the street cars on Tuesday was a high-handed piece of work and the passengers on the cars held up and those who waited for hours for a car were the principal sufferers."

A circular was issued by the company Aug. 3, stating that the stops would be made on the near side of the streets on and after Aug. 5.

The Winnipeg Electric Ry., during August entertained several thousands of the children of the city under 12 years of age. The first of the excursions took place Aug. 1, when 10 carloads of children were collected in the north end of the city, taken to Assiniboine Park, and there given an afternoon's enjoyment, finishing up with refreshments and the return ride home. It was estimated that about 10,000 children would be thus entertained by the end of the month.

The Sudbury-Copper Cliff Suburban Electric Railway.

The construction of this railway was commenced July 12, 1915, and it was partly opened for traffic Nov. 11, 1915. The line extends from Sudbury, Ont., at Ramsay Lake, following John, Station, Durham, Cedar, Lisgar and Elm Streets, the last mentioned being the main street, to the outskirts of the town, and thence along the highway by the C.P.R., Sault Ste. Marie Branch, and the Canadian Copper Co.'s property, to Copper Cliff, 6.27 miles. In Sudbury, 0.73 mile of the line has been laid in a 6 in. cement base with vitrified brick on the bitulithic pavement built by the town. The line is laid with 80 lb. T rail on cedar ties at 20 in. centres. Three inch gravel ballast is used and the rails are electrically bonded. The maximum grade is 3½% with practically no curvature outside the towns. There are no bridges and only three timber pile culverts of 15 ft. span. The line crosses the C.P.R. main line on Elm St., on the level, where two solid manganese steel diamonds have been inserted in the track, and gates and interlocking plant installed. The overhead construction in the towns is carried on tubular steel poles with cross spans, and in the country, on wooden poles with brackets. The trolley wire is 4-0 copper, and 600 volt d.c. power is used, being obtained from the Wanapitei Power Co. at 2,300 volt, 3 phase, 60 cycle a.c. The motor generator set at Ramsay Lake consists of one m.p.c. 6 300 k-720 r.p.m. 550/600 volt compound wound d.c. generator, 3 panel switchboard. The company operates three double truck cars, each with seating capacity for 50 persons. The cars are equipped with 4-80 G. E. motors, K6 controllers and Westinghouse air brakes, and are 42 ft. long, weighing about 22 tons.

A half hour service between Sudbury and Copper Cliff is given from 6 a.m. to 12.30 a.m., and a local car runs from Elm St. crossing to Ramsay Lake every 20 minutes. The Ramsay Lake & Copper Cliff fare is 15c. and tickets are sold at 8 for \$1. Workmen's tickets are sold in books of 60 for \$4.50, good on all cars at all times. The buildings on the line comprise the Copper Cliff station, 18 x 30 ft., and the car barn, with 2 tracks, 40 x 120 ft.

The directors of the company are, President, J. J. Mackey; Vice President, J. H. Morin; Secretary, M. J. Powell; Treasurer and Managing Director, L. O'Connor; and L. Laforest, C. McCrea, M.L.A., and T. E. Smith.

The Buzzer is the name selected for the bulletin being issued by the British Columbia Electric Ry., as a means of communication between the company and the public. Prizes were offered for suggestions and the winning name was sent in by 11 persons, who each received \$2. Nine persons each received \$1.50 for the suggestion Current Comments, and four persons each received \$1.25 for Between the Lines. W. G. Murrin, General Superintendent, selected the name, from 5,041 sent in.

British Columbia Electric Ry. Employees and the War.—Since the commencement of the war in Aug. 1914, 368 employes of the B. C. Electric Ry., and 80 employes of the Western Canada Power Co., have enlisted. Those who return from the front are reinstated as far as possible, and their applications for re-employment receive preference over all others.