

St. Vital; and 5.37 miles on a line through part of Fort Garry.

The Stonewall line, which is being built under the Winnipeg, Selkirk and Lake Winnipeg Ry. charter, branches off from the main line at Middlechurch. Track was laid to Stony Mountain, 9.77 miles during 1913, and it is expected to complete construction during this current year from Stony Mountain to Stonewall, Man., 7.5 miles. Wilford Phillips, Winnipeg, is General Manager. (Jan., pg. 39.)

### Electric Railway Notes.

The Hull Electric Co. has ordered four pairs of trailer trucks in the United States.

The Toronto Ry. Co. is assessed for \$3,625,626 by the City of Toronto.

The Port Arthur Electric Ry. has ordered two single truck cars from Preston Car and Coach Co.

The Halifax Electric Tramway Co. recently received six 21 ft. closed cars from the Nova Scotia Car Works.

The Saskatoon, Sask., City Council has adopted a new schedule for the operation of cars on the municipal railway. Seven routes are to be operated, by six large and 10 small cars, two extra cars being put on during the rush hours. The Mayor stated that the traffic does not at present warrant the operation of more cars.

The Fort William Electric Ry. has been placed under the direct supervision of a street railway committee of which the following are members for this year: R. J. Mamon, Chairman; H. Murphy, M. B. Dean, A. H. Dennis, and the Mayor (S. C. Young). M. O. Robinson is Manager as well as of the Port Arthur Electric Ry.

A report was submitted to the Winnipeg City Council, Jan. 6, by the City Engineer, as to the cost of a municipal omnibus system in the city. The capital expenditure necessary for land and buildings is put at \$70,000, and for 40 busses at \$240,000, a total of \$310,000. The annual cost of the system is estimated at \$178,562. The probable revenue is put at \$175,000.

The Saskatoon Municipal Ry. rolling stock consists of 12 single truck, two motor cars, each with seating capacity of 32; they are 34 ft. 4 ins. long, 8 ft. 4 ins. wide, 11 ft. 5 ins. high, and with a wheel base of 8 ft., built in the United States; also 6 double truck, four motor cars, 45 ft. long over all, with a seating capacity of 44, built by Preston Car and Coach Co.

The British Columbia Electric Ry. Co. ordered the following rolling stock during 1913:—3 passenger motors, closed, 43 1-3 ft., interurban service, trucks standard C60, built at the company's shops; 30 freight cars, box, 60,000 lbs., 40 ft., interurban trucks, built at Seattle, Wash.; 30 freight cars, flat, 60,000 lbs., 41 ft., interurban service, built at Seattle; 3 sweepers, 28 1/4 ft., city service, built by Ottawa Car Co.; 15 logging cars, 80,000 lbs., 42 ft., interurban service, built at Seattle; 2 combination passenger and mail motors, 38 ft., interurban service, trucks standard C60, rebuilt at company's shops from old cars.

The Toronto Suburban Ry. is preparing specifications for cars for its line which is being built from Lambton to Guelph, Ont., and it is probable that an order for about ten 65 ft. cars will be placed in the near future. The electrical equipment will be supplied by Canadian General Electric Co. The cars will be equipped with four 85 h.p. motors of the latest type, fully ventilated, and the control will be of the multiple unit type to permit of train operation. The cars will operate on 600 volt line at approximately half normal speed, and chang-

ing from 1,500 volt to 600 volt trolley or vice-versa will involve no loss of time in adjustment of control apparatus.

The Port Arthur St. Ry. has ordered from the Ottawa Car Manufacturing Co., one single truck, p.a.-y.-e. car, double end, double end control, for delivery in six weeks; and three double end, single truck, double end control, p.a.-y.-e. cars, from Preston Car and Coach Co., for delivery in 75 days.

The London St. Ry. intended putting into operation a Sunday service over its lines, commencing Jan. 25, subject to the necessary amendments to its agreement with the city being satisfactory. The service as outlined by the city was a half-hourly one from 8 to 10 a.m., every 15 minutes from 10 a.m. to 10 p.m., and half-hourly from 10 to 10.30 p.m. Additional service may be given if deemed desirable. The fares will be the same as on week days, except that workmen's tickets will not be available.

The Niagara, St. Catharines and Toronto Ry. has ordered six interurban cars from the Preston Car and Coach Co. The body of these cars will be 56 ft. long, with steel underframing, steam car type of hood and full empire interior finish. Three of the cars will be equipped as combination baggage and smokers, and in the other three the baggage compartment will be eliminated. They will have multiple unit control for train operation, the intention being to operate the main line cars in one or more units, according to traffic requirements. Taylor trucks, electric markers, classification lamps, air sanders, etc., will be supplied, but, at the time of writing, the type of motor has not been decided on. The weight of the cars will be about 65,000 lbs. each, with a seating capacity of 66 passengers.

### London and Port Stanley Railway Electrification.

The City of London, Ont., is applying to the Dominion Parliament for an act to confirm and declare to be valid and binding the lease of the L. and P. S. Ry. to the city; to ratify and confirm the appointment of the London and Port Stanley Railway Commission by the city council, and to authorize the commission to have the entire management and control of the railway for and as agents of the city, and to grant such powers as are necessary or expedient to enable the commission to have the whole management and control of the construction, equipment, maintenance and operation of the L. and P. S. Ry.

The city council has issued a notice to the effect that any motion to quash the by-law approved by the ratepayers and finally passed by the city council, Nov. 11, to provide \$700,000 for the electrification of the line, must be filed within three months from Dec. 20, 1913.

The Mayor of London is an ex-officio member of the commission, the appointed members of which are:—Hon. Adam Beck, M.L.A., Chairman, appointed for two years; P. Pocock, Vice Chairman, appointed for two years; W. Spittal, and M. D. Frazer, commissioners, appointed for one year. (Jan., pg. 37.)

In the electrification which the Chicago, Milwaukee and St. Paul Ry. is projecting on its mountain division, the installation will resemble in a general way that on the C.P.R. Rossland Branch, not only in point of electrical equipment, but also from the power sources. The 2,400 volt direct current system will be employed, and power will be obtained from a local power company, as in the C.P.R. installation.

### The Windsor & Tecumseh Electric Railway Extension Application.

Canadian Railway and Marine World for January contained full particulars of the proceedings before the Ontario Railway and Municipal Board in reference to the application by the Sandwich East Township for an order to compel the company to build a belt line between Tecumseh and Walkerville. The Board has since decided that the present line in the township is not being operated at a profit, and that the company is not therefore as yet liable to build a belt line. The costs have been divided equally between the township and the company.

### Crossings of Montreal Tramways Co.'s Tracks in Pointe aux Trembles.

The Quebec Board of Public Utility Commissioners on Dec. 27, 1912, authorized the Town of Pointe aux Trembles to open four streets across the Montreal Tramways Co.'s tracks, reserving provisions for their protection and maintenance for a further order. The matter again came before the Board recently, when it was shown that two of the streets had been opened, but had not been provided with fences, cattle guards and signs. The Board therefore ordered that the town forthwith construct such fences, wing fences and cattle guards as are ordinarily required at such crossings, and to erect the usual signs, the whole work to be done subject to the M.T. Co.'s approval, and in event of any difficulty between the parties the same to be determined by the Board's engineer. The work up to within 18 ins. of the M.T. Co.'s outer rails to be done by the town, and the other work between the spaces mentioned to be done by the town at the M.T. Co.'s expense. The work done by the town to be maintained by it, and the work done by the company to be maintained by the latter.

**The Power Question in Manitoba.**—The Manitoba Public Utilities Commissioner is preparing a report for submission to the Government, upon the subject of hydro-electric power. A report on this question has already been prepared by the water power branch of the Department of the Interior. The principal part of this report deals with the possibilities of development of power on the Winnipeg River, which is described as one of the most notable rivers for power purposes on the continent, having a considerable fall, and a most uniform flowage throughout the year. The maximum flowage is about four times its minimum flowage, in contrast with the Ottawa River, where the maximum flowage is about 40 times the minimum. It is estimated that at eight not distant power sites 400,000 continuous horse power can be developed.

**Montreal City and Autobus Co.**—The Quebec Court of Appeal decided Jan. 10, that the contract entered into between the City Council and the company is a legal and binding one. The original applicant to have the agreement quashed was D. Robertson, of the Montreal Tramways Co.

A charge for street railway transfers at Cleveland, Ohio, is likely to be put into effect after Jan. 1, to recoup the Cleveland Railway for losses sustained by the recent heavy snowstorm. The charge will be 1 cent per transfer.

The Ontario Railway and Municipal Board passed an order recently requiring the Hamilton St. Ry., to complete by May 19, the installation of all its double truck cars with air brakes of a type to be approved by the Board's engineer.