

The interruption to service is practically negligible.

Most of the cars are of the closed type shown, the older cars being of the same general design as the newer equipment. When the change to the nearside operation was made, it was desired to convert four open cars for this service, and the manner of doing so is shown herewith. These cars may still be used for double end operation. All the cross seats were cut down, so as to form a side aisle, half way on either side. The side steps were removed, and the sides barred with a wire screening made of no. 10 wire, on a 1½ in. mesh, completely closing in the car body. A door was cut in each bulkhead, and at each end a folding gate and step provided, the step being folded up and the gate closed on the rear end of the car, so that the entry and exit of passengers is still under the motorman-conductor's observation as in the closed car. The car bears out the statement of the chairman of the Quebec Utilities Commission, that it is "the safest open car in existence."

Following are some operating statistics for the year ended June 30, 1913:—Operating expenses to gross earnings, 77.22%; car mileage, 448,144; gross earnings per car mile, 10.746c.; operating expenses per car mile, 8.299c.; passengers carried, 1,115,038; transfer passengers carried, 220,809. The heaviest week of the year is at exhibition time, as mentioned. During the last exhibition the railway receipts for the week were \$3,200, with a single day record in the same period of \$1,000. This traffic was handled with 13 cars.

The operating officials are N. C. Pilcher, General Manager, and J. B. Woodyatt, Power Superintendent, to the former of whom we are indebted for the data from which this article has been prepared.

### The Toronto Railway and Snow Removal.

Following is a summary of the judgment, delivered Mar. 5, in the York County Court, in the case of the City of Toronto against the Toronto Ry. regarding the removal of snow from the streets on which the company operates:—It is the duty of the company to keep its track allowance, whether for single or double track, free from snow and ice, so that its cars may be used continuously, and if the fall of snow is less than 6 ins. at any one time, the company must remove it, and, if the City Engineer so directs, spread it evenly on the adjoining portions of the roadway, but should the quantity of snow at any time exceed 6 ins., the whole space occupied as track allowance, viz.,—for double track 16½ ft., and for single track 8¾ ft., shall, if the City Engineer so directs, be at once cleaned of snow and ice, and the material removed and deposited at such point, or points, on or off the street, as he may order. The company shall not deposit snow, ice or other material upon any street, square, highway or other public place in the city without first having obtained the permission of the City Engineer, or the person acting as such. From the evidence adduced, a snow fall of 6 ins. occurred on Feb. 6, and the company swept it to the sides of the streets, which in due time would become a nuisance and a danger to the public, and that notwithstanding the City Engineer's request to remove it, the company refused to do so. On Feb. 10, 12, 14, 15 and 17, different quantities of snow also fell, which was not removed from the sides of the streets as required, the City being obliged to remove it, and it was therefore declared that it was the duty of the company to have removed the snow as required by the City Engineer.

### Explosion in Chatham, Wallaceburg and Lake Erie Railway's Power House.

On Feb. 24, employees of the Chatham Gas Co. proceeded to shut off the gas on the main valve in the building, controlling the gas to the regulating device. In doing so, the valve, of a cast iron plug type, broke off in the centre of the plug, allowing the top portion of the plug to be blown out by the pressure of the gas, which was in the neighborhood of 2 or 3 lbs. per square inch. On account of not having ready access to the valves outside of the building, the gas escaped and filled the boiler room, and ignited, apparently from the boiler furnaces, which are operated by gas, although it was supposed at the time that the men shut off the furnaces. The explosion did not take place until several minutes after the leak occurred, the men remaining in the building apparently trying to stop the leak by some of the methods at hand. During the period which elapsed between the break and the explosion, sufficient gas escaped to fill the room. While the door and ventilators were left shut when the explosion took place, it was sufficient to release the flat slanting roof from the upper wall. The result was that the lowest point in the wall was driven out

### The Ontario Hydro-Electric Power Commission and Projected Electric Railways.

The proposition for the building of an electric railway from Toronto, via Markham to Port Perry, Whitby and other points east of Toronto, is being discussed by the municipal councils, through whose territory such a line would pass. The heads of a proposed agreement have been discussed by several of the municipalities interested, and some points upon which there may be differences of opinion have been reserved for full discussion at a general meeting of municipalities, which it is expected to hold in Toronto during April.

In Western Ontario, the points upon which interest is centered are St. Thomas, London and Guelph, each of which cities desires to be a centre from which will radiate a network of electric railways, to be built under the Commission plans. Representative meetings have been held at each of the cities named, and many meetings held in the municipalities surrounding these cities have also been held, favoring the plans. The Commission's engineers have been going over the territory which would be served. This covers practically the whole of the Ontario peninsula, west of a line drawn from Port



Chatham, Wallaceburg and Lake Erie Ry. Power House, After Explosion.

for the entire length of the building, the roof falling. No damage was done to the plant, with the exception of the breaking of a few of the steam pipes, which were repaired in a few hours. The accompanying illustration shows the boilers exposed, and the debris of the roof and wall lying in the foreground.

### Winnipeg Electric Ry. Suburban Fares.—

A new schedule of fares on the Winnipeg Electric Ry. line, between Winnipeg and Headingly, Man., and intermediate points, was announced Feb. 17. Under the arrangement heretofore existing, the line was divided into four zones, while under the new schedule the line as far as Deer Lodge will be counted as being in the city. Beyond Deer Lodge there will be three zones, viz., from Deer Lodge to Kirkfield post office; Kirkfield post office to the rifle ranges; and the rifle ranges to Headingly. The fares are 5c. within each zone; and the return fares from the city are:—Kirkfield, 15c.; rifle range, 20c.; Headingly, 30c. The new schedule came in operation Feb. 18.

The G. T. R. ambulance team at Montreal won the Dominion Bridge Co.'s trophy, there, recently.

Burwell to Collingwood.

Hon. Adam Beck, Chairman of the Hydro Electric Power Commission, speaking at Aylmer, Mar. 17, is reported to have said the Commission had 1,200 applications for surveys in connection with electric railways, under the Commission's plan. Only half a dozen of these had been dealt with. Four survey parties were in the field going over suggested routes. The Commission was prepared to give estimates for the building of lines in any direction the people desired, and it would be for the people to decide what lines it would be profitable to build. In the case of guaranteeing the bonds of a company, the ratepayers took all the risks, but if they built the lines themselves, they owned them, and would receive the profits.

**Hamilton Incline Ry.**—It was reported, Mar. 13, that work on the east end incline railway has been progressing satisfactorily. The concrete piers are reported to be ready for the steel. It is expected that the incline will be ready for operation by April 30.

The G. T. Pacific Telegraph Co. has commenced a commercial telegraph service to Prince George, B. C., its station serving Fort George, and South Fort George.