

Electric Railway Notes.

The Winnipeg City Council decided, June 9, to take steps to attempt to compel the Winnipeg Electric Ry. to give a faster service on Sundays.

The Edmonton Radial Ry., operated by the City of Edmonton, Alta., has received one single end, double truck city car from the Preston Car and Coach Co.

The Board of Railway Commissioners has dismissed the Town of Aylmer's application for a reduction in fare on the Hull Electric Ry., between Ottawa, Ont., and Aylmer, Que.

In a case under the Workmen's Compensation Act the St. John (N.B.) Ry. has been ordered to pay \$2,000 for the death of a lineman in its employ who was killed by coming in contact with a live wire.

The Brandon, Man., ratepayers voted, June 29, on a bylaw for the operation of cars on the municipal electric railway on Sundays. The result has not been received up to the time of going to press.

The Hull Electric Ry. has restricted smoking by passengers on its line to the last four seats on the Aylmer cars, and to the longitudinal seats on the C.P.R. local cars, provided that all the windows are open.

W. M. Charlton, Chairman of the Railway Committee, Brantford, Ont., received applications up to July 1 for the position of Manager of Brantford St. Ry., including the Grand Valley between Brantford and Galt.

An order is reported to have gone into effect June 17, under which the office of Allan Purvis, Manager, Interurban Lines, British Columbia Electric Rys., has been transferred from New Westminster to the general offices in the Carroll St. Building, Vancouver.

The Toronto Board of Control has decided to undertake the provision of about 20 motor busses for use in the outlying sections of the city. A bylaw is in course of preparation for submission to the ratepayers at an early date, for the provision of \$300,000 in this connection.

During the course of the mediation proceedings at Niagara Falls, Ont., in connection with the United States-Mexican affair, the International Ry. has considerably increased the number of cars operated between Buffalo and Niagara Falls, and across the bridge, on account of the largely increased traffic.

The Lethbridge Municipal Ry. is now being operated on the one-man system, with a view to economizing expenditure. Notice of the dismissal of all employees was given June 5, and they were invited to make application for reinstatement by June 12. A new wage schedule has been put in operation, coming into force June 19.

Judgment has been reserved by the Imperial Privy Council in the appeal of the British Columbia Electric Ry. against an order of the Board of Railway Commissioners directing it to pay part of the cost of certain bridges over streets in Vancouver. The company also disputes the power of the Commission to make such a direction.

The Brandon, Man., City Council decided, June 15 to ask the Public Utilities Commission to relieve it from providing a depreciation allowance in respect of the municipal railway for one year. The council pointed out that the line is a comparatively new one; the city is providing a sinking fund and the revenues from the line are at present small.

The Montreal City Council passed a resolution, June 8, approving of the safety first

campaign, started by the Montreal Tramways Co., and urging the citizens to co-operate in it. Superintendent Gaboury has addressed a letter explaining the movement to the various school authorities in Montreal and surrounding municipalities, and inviting co-operation.

The Montreal City Council, on June 8, took into consideration a suggestion to acquire the Mountain Incline Ry., so as to secure free transportation to the top of Mount Royal. The line is being operated under a contract, which terminates in 1922, and the city has power to expropriate. The City Attorney and the Civic Transportation Engineer were asked to report on the matter.

N. Cauchon, C. E., has written the Ottawa Citizen, advocating as a solution of the congestion and of the housing problems in Ottawa, the construction of a rapid transit line round the main part of the city, with a depressed line along the bed of the Rideau Canal. From this belt line radial lines could be built to all points. The project he suggests should be carried out as a national-civic undertaking.

The Niagara, St. Catharines and Toronto Ry. has received 6 double end, double truck, p.a.y.e. cars from the Preston Car and Coach Co. They are mounted on standard trucks with Canada Iron Corporation steel wheels. The electrical equipment is Canadian Westinghouse 101 B2 quadruple equipment with K28 control, and Westinghouse S.M.1 air brakes. The cars are 30 ft. 10 ins. long over corner posts, platforms 6½ ft. long, seats upholstered in rattan. They have Coleman stationary fareboxes, Keystone destination signs, pneumatic gong and pneumatic sander. The outside is painted a steel gray, which has been adopted as the Niagara, St. Catharines and Toronto Ry.'s standard color.

The Ontario West Shore Railway.—Representatives of the municipalities of the towns of Goderich and Kincardine, and the townships of Huron and Ashfield, held a joint meeting at Kintail, Ont., June 25, to consider the position in regard to the unfinished railway, of which they had guaranteed the bonds for various amounts respectively. Full details as to how matters stand, together with the report of the Ontario Railway and Municipal Board, were given in Canadian Railway and Marine World for June. After some discussion, it was decided to advertise the road for sale, with the condition that the municipal officers concerned would have the power to reject all offers for purchase, if the price and conditions were not up to expectations. It was also decided to commence proceedings for recovery of the money lost to the municipalities, and which had not been actually spent on construction, including amounts received on the sale of bonds and interest. The meeting passed a resolution urging on the Attorney-General of Ontario to prepare with all possible speed the necessary evidence for the extradition of J. W. Moves, on the charges against him, if extradition were found to be necessary, and also asking that the greatest possible effort be made to locate him. It was explained to the meeting that he had been traced to Scotia Jct., where all track of him was lost.

E. Bower. Travelling Passenger Agent, Canadian Northern Railway, Saskatoon, Sask., writes:—"Success to Canadian Railway and Marine World. It is full of useful data."

Central Railway and Engineering Club.—The seventh annual outing took place June 20, by special train from Toronto to Erin, Ont.

Interurban Cars for Toronto Suburban Railway.

The Toronto Suburban Railway has under consideration tendered for six double truck cars for its Lambton-Guelph extension, which is under construction. They are to be of the centre entrance type, with central partitions dividing the main part of the car from the smoking section. Three of the cars will be for passengers only, while the other three will have a small baggage compartment in the end of the smoking section, from which it will be taken, leaving the main part of the car the same in both cases. There will be emergency exits front and rear, but there will be no end bulkheads. They will have a seating capacity for about 70 passengers, and will approximate 55½ ft. long and 8½ ft. wide. The underframing will in all probability be of steel, and it is possible that the whole car frame may be of steel construction. The body will be mounted on double trucks, and will have four 80 h.p. motors. The electrical equipment has been ordered from the Canadian General Electric Co.

The Snow Removal Problem on Street Railways.

Over 100 city officials, engineers, contractors and others who have to cope with the snow removal problem, met in Philadelphia, Pa., in response to an invitation from the Director of the Department of Public Works of Philadelphia, to participate in a snow removal conference.

M. Schreiber, Engineer of Maintenance of Way, Public Service Rys., Newark, N.J., explained the snow fighting organization of a street railway system of 865 miles of track. Before winter sets in the officers of all departments meet and agree upon a snow fighting campaign. Then all departments co-operate with a central organization which handles all the snow removal work. Mr. Schreiber brought out clearly that the success of the street railway forces was due to the compact and efficient organization, and he believed there was an opportunity for much greater co-operation between the city snow removal forces and those of the street railways.

The use of spreader plows for cleaning wide strips each side of the street car tracks was discussed and appeared to be feasible for the lighter snowfalls. These spreader plows have been used in Detroit and other cities for many years. M. R. Sherrerd, Chief Engineer, Board of Street and Water Commissioners, Newark, N.J., considered this a feasible way of opening streets and urged a closer co-operation between the cities and the street railway companies.

SIR ALBERT STANLEY, who was created a baronet on the King's birthday, is Manager, London Underground Ry., and though born in England, was, for a number of years, connected with the Detroit United Ry., and the Public Service Rys. of New Jersey.

SIR ADAM BECK, M.L.A., who was knighted on the King's birthday, is Chairman of the Hydro Electric Power Commission of Ontario, and is promoting the construction, by rural municipalities, of interurban electric railways under the Commission's control.

H. Powell, Section Foreman, Atlantic, Quebec and Western Ry., Barachois de Malbale, Que., in renewing his subscription, writes: "I should miss Canadian Railway & Marine World very very much."