

schedule of fares for the electric railways within their cities, and on the line connecting the two cities. The new fare is a straight 5 cent one, and the tickets are five for 25 cents. Limited tickets for workmen and school children's tickets will remain as at present. The new schedule is expected to go into effect Oct. 1.

A suggestion having been made to R. J. Fleming, General Manager, Toronto Ry., that militiamen in uniform should be carried on the cars free of charge, he is reported to have said:—"Do the bakers give these men their bread? Do the butchers give them their meat? Do the landlords give them their rent? Do the other railways give them transportation? We are perfectly willing to sit in with the other people and do our share of helping the soldiers."

An application by the City of Toronto was heard by the Ontario Railway and Municipal Board at Toronto, Sept. 16, to compel the Toronto Ry. to build and operate a line on Bloor St. West between Dundas St. and Pacific Ave. On behalf of the city, it was urged that the district to be served was much in need of street car facilities, and citizens were put to inconvenience and loss of time under present conditions. H. S. Osler, K.C., for the company, contended that the company had abandoned all the rights it ever had on the street in the locality in question. A decision was promised in the near future.

Pitt River Bridge, B. C.—The construction of the traffic bridge across the Pitt River, between Pitt Meadows and Port Coquitlam, B.C., is being pushed forward. The piling for the approaches has been completed, and the concrete work is being gone on with. No. 1 pier is completed; no. 2 caisson is down and sealed; no. 3 caisson has been sunk; no. 4 caisson is being sunk, and no. 5 caisson is ready for sinking. The substructure work is expected to be finished by the end of the year. The steel superstructure of the old C. P. R. bridge, a short distance away from the site of this bridge, was bought, and will be erected in the spring. The bridge will carry tracks for a projected electric railway.

Special Corps of Engineers.—The Canadian General Electric Co. has raised from its mechanical staff a corps of 25 electrical and mechanical engineers which it has placed at the Dominion Government's disposal during the war and which it will maintain during that period. After being sworn in at Toronto, Sept. 16, they assembled at the company's general offices, where they were received by several of the directors and addressed by the President, Frederick Nicholls. Nine of them have gone to Esquimalt, B.C., 8 to Quebec and 8 to Halifax, N.S.

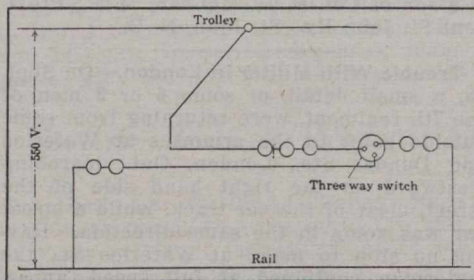
Rubber Tires for Street Cars.—In order to reduce the noise of street cars, and particularly the flat wheel nuisance, it was suggested at a recent meeting of the Tramways Association, in Newcastle, Eng., that street cars be provided with rubber tires. It was argued that the wear on the rails would be much reduced, and the life of the rubber tire would exceed that on motor trucks and busses, which are credited with an average life of 20,000 miles. It was also argued that a higher rate of speed would be possible with the flexible tire.

The American Electric Railway Association's annual convention will be held at Atlantic City, N. J., Oct. 12 to 16.

Condensation from Concrete Roofs may be materially reduced by an adequate system of ventilation.

Three-Way Switch on Seven-Lamp Car Circuit.

The accompanying diagram shows a wiring scheme which was adopted on the Montreal & Southern Counties Ry. when the writer was its power house construction foreman. These cars have standard inter-urban closed bodies 49 ft. 4 ins. long and 8 ft. 1 in. wide, and are of the combination smoking and passenger type. Three lamps are in the smoker and two lamps are on each end platform. However, only five



Wiring arrangement for three-way switch on Seven-lamp Circuit.

lamps are in use at the same time, as only one platform is illuminated, according to the direction of running. On completing a run the motorman actuates the three-way switch to cut out the two lamps at the end which served as the conductor's platform and then he cuts in the lamps at the conductor's new position. Six cars were equipped in this way owing to the fact that they were originally over-illuminated.—J. G. Koppel, Electrical Engineer of Bridges, Duluth, South Shore and Atlantic Ry., Sault Ste. Marie, Ont., in *Electric Railway Journal*.

Conflict of Authorities re Wireless Telegraph Equipment on Vessels.—It is reported that U.S. authorities are taking action against the British s.s. Roxburgh, for an infringement of the law requiring all ocean going vessels not to leave U.S. ports without a wireless telegraph installation, the maximum penalty being \$5,000. When ordered by the authorities at Baltimore, Md., to have his vessel equipped before sailing for Bordeaux, France, the captain is stated to have pointed out that the British Government had ordered that no British merchantmen were to carry wireless equipment during the war, and he at once wired his owners for instructions, they replying to the effect that the British Government's order must be obeyed. The facts have been placed before the U.S. District Attorney.

The Prince Edward Island Car Ferry.—Sir W. G. Armstrong Whitworth & Co., Ltd., Newcastle-on-Tyne, Eng., who are building the car ferry for service between Cape Tormentine, N.B., and Carleton Point, P.E.I., which was to have been launched on Aug. 21, have written *Canadian Railway and Marine World* that the European war has entirely altered the programme. The machinery, which was being built for the car ferry, has had to be put on one side, to enable them to execute urgent contracts for turbine machinery for the British Admiralty, which has to be completed with all speed, to the exclusion of everything else, and they have informed the Dominion Government that the launching of the car ferry has been indefinitely postponed.

The C. P. R. has contributed \$100,000 to the Canadian National Patriotic Fund, in addition to placing a steamship at the Government's disposal as a hospital ship, the equipment of which has been undertaken by Canadian women.

Lake Superior Corporation's Annual Report.

The report for the year ended June 30 contains information of a general nature in regard to the subsidiary companies.

The Algoma Steel Corporation made 325,680 tons of steel rails, against 289,343 the previous year. Its pig iron output was 311,904 tons, against 326,073, and merchant mill 15,576 tons, against 26,295.

Algoma Central and Hudson Bay Ry.—The directors regret that they are not able to announce increased earnings. The railway has been finished to its junction with the Canadian Northern Ry., and completion of the remaining 50 miles to its terminus at Hearst on the National Transcontinental Ry. is expected early in October. Owing to the fact that the Canadian Northern and the National Transcontinental are not yet in operation, there has been practically no traffic north of the C.P.R., and in addition, owing to delay in the development of the Algoma Steel Corporation's mines to their full capacity, the railway has not obtained its expected ore traffic. This particular traffic must necessarily be the most important part of its business for some time to come.

The directors report that during the storm of Nov., 1914, the s.s. Leafield was lost with all hands. The loss was fully covered by insurance. This vessel has been replaced by the J. A. McKee, and in addition the railway has secured on advantageous terms the s.s. E. D. Carter, 10,000 tons. The A.C. & H.B. Ry. Co. now owns or controls seven modern steamships, all of which are profitably employed. The work of equipping the railway with proper terminals has been rapidly progressed with, and the coal bridge and dock are now operating at Sault Ste. Marie. The dock has a storage capacity of 125,000 tons.

Algoma Eastern Ry.—The directors report increased earnings. Traffic was heavier than for the previous year. The entire construction of this railway, including the terminals at Little Current, has been completed, and the coal bridge and dock at Turner are in operation. Considerable tonnage has been booked for unloading at Turner, and the revenue to be derived therefrom should considerably assist the earnings of the railway.

International Transit Co. and Trans-St. Mary's Traction Co. continue to maintain their earnings. There is under discussion the extension of the franchises of the former.

Motor Omnibuses for North Toronto.—The inauguration of the motor bus service in North Toronto, arranged for by Robins Limited, has been postponed. The bodies for the busses, which will provide seats for 26 passengers, are being built by the Preston Car and Coach Co., Preston, Ont. The chassis, etc., are being procured from England, and it is stated that as soon as they arrive the busses will be completed and the service started.

Among the foreign built vessels which have been transferred to the United States register recently, under the act passed on Aug. 18, are:—The s.s. Moldegaard, built at Bergen, Norway, in 1906, and rebuilt at Brooklyn, N.Y., in 1913, formerly owned by the Ocean Freight Line, Ltd., Toronto; the s.s. Oceana, built at Dumbarton, Scotland, in 1891, owned by the Bermuda Atlantic Steamship Co., Toronto, and the s.s. Robert Dollar, built at Port Glasgow, Scotland, in 1911, owned by the Dollar Steamship Lines, Ltd., Victoria, B.C.