

Electric Railway Projects, Construction, Betterments, Etc.

Brantford Municipal Ry.—The Brantford, Ont., City Council's estimates committee expect that \$18,314 will be received during the year from the Brantford Municipal Ry.'s operations.

British Columbia Electric Ry.—We are officially advised that the company is not undertaking the construction of any new street car lines at present. It was reported that a mile of new track on the North Burquitlam road, in Burnaby municipality was to be built this year. (Jan., pg. 30.)

Edmonton Radial Ry.—The Mayor of Edmonton, Alta., is reported to have stated recently that the municipal railway's operation in 1916 showed a deficit of \$119,607.35, against \$105,750.73 in 1915.

Lacombe and Blindman Valley Electric Ry.—The Alberta Legislature has authorized the Government to increase its guarantee of the company's bonds from \$7,000 to \$14,000 a mile. The guarantee is for 39.1 miles, and the time for the completion of the work is extended until Dec. 31 next. The grading is practically completed for 35 miles, in the direction of Rimbey, Alta. The additional guarantee is to be held for the completion and equipment of the railway. (April, pg. 155.)

London and Port Stanley Ry.—It is reported that certain property has been acquired for the railway's purposes in St. Thomas, Ont., with a view to the erection of a building, for offices, and station purposes at the north-east corner of Talbot St. (April, pg. 155.)

Moncton Tramways, Electricity and Gas Co.—Negotiations have been resumed between the company and the Moncton, N.B., City Council. As well as with the residents of Sunny Brae and Lewisville, respecting extensions of the company's electric railway. A. B. Coryell, is Superintendent. (Mar., pg. 113.)

The Montreal Tramways Co. is reported to have arranged for re-financing \$7,000,000 of notes which become due April 1. The plan is said to involve the issue of new 6% two year notes for \$3,350,000, the balance being paid in cash. The issue price of the new notes is reported to have been 98.

Peterborough Radial Ry.—The Ontario Legislature has authorized the Peterborough, Ont., City Council to permit its utilities commission to operate the Peterborough Radial Ry. in the event of its being taken over by the city; to issue debentures to pay for the same without first securing the ratepayers' assent and providing that the utilities commission's powers in respect of the railway shall be defined in bylaws to be passed by the council. (April pg. 155.)

Port Arthur Civic Ry.—We are officially advised that the city's public utilities commission is resurfacing about 2,000 ft. of track on Cumberland St. from Arthur to Bay Sts., Port Arthur, Ont. M. M. Inglis, Manager. (Dec. 1916, pg. 502.)

Shawnigan Water and Power Co.—The Quebec Legislature last session granted the company power to extend its operations in several directions, but inserted the following section: "Notwithstanding anything in the present act contained the company shall not have the power of constructing, acquiring or operating tramways in the districts of Three Rivers and Quebec, the Island of Montreal, or on

the south shore of the St. Lawrence, or of conducting electricity within the counties of Charlevoix, Levis and Ottawa."

St. John Ry.—The New Brunswick Power Co., owning the St. John Ry., asked the St. John City Council, April 11, for two years extension of time for laying new pavement on Union St., West St. John. This is a work proposed to be done by the council and if it is undertaken the track section will have to be raised. Commissioner Fisher said he did not favor the postponement. The matter will come up for consideration again.

St. Thomas Ry.—A press report states that the City Council proposes to extend its line on Queen and Centre Streets, St. Thomas, Ont.

Saskatoon Municipal Ry.—Extensions are reported to be proposed, together with the purchase of some extra equipment. It is said that \$19,640 has been voted by the city council for this purpose. (Dec., 1916, pg. 502.)

Toronto, Barrie and Orillia Ry.—The Ontario Legislature has refused to grant the company's application for an amendment to its act of incorporation, which would have the effect of extending the time within which it was to be built. The company was originally incorporated in 1910 as the Monarch Ry. Co., the title being changed in 1913. It had power to build a railway from Toronto via Barrie to Orillia. A franchise was obtained for a line in Barrie from the town council and surveys were made for an extension of this line to connect with the C.P.R. at Utopia. No construction has been done. (April, pg. 155.)

Toronto Suburban Ry.—The Ontario Legislature's Committee reported at the recent session that the preamble of the company's bill asking for an extension of time for the building of a number of lines had not been proved and it was ordered that the fees paid, less charges, be remitted. The effect of this is that the authority which the company had to build additional lines has been done away with, and that its lines will consist of those within the City of Toronto, which can be acquired on the expiration of the franchise; the line to Weston and Woodbridge and the newly completed line from Lambton to Guelph. (Feb. pg. 73.)

Transcona Electric Ry.—The bill introduced in the Manitoba Legislature for the incorporation of a company with this title, on coming up for a second reading, met with considerable opposition. The debate was adjourned and was not resumed before the close of the session.

One-Man Cars in Alberta.—An amendment to the Alberta Statute law introduced in the Legislature, April 4, proposed to enact, that in the operation of every street railway or electric railway within the limits of any municipality in the province, every car in its operation shall have a conductor and a motorman. The Lethbridge City Council appeared in opposition, and urged that such legislation would mean an increased charge to on the public to maintain the present services. In Lethbridge, it would be necessary to employ at least 10 additional men to comply with the proposed regulation. The amendment, which was asked for in the interests of the labor party, was withdrawn on the Attorney-General's motion.

Electric Railway Notes.

The Ontario Railway and Municipal Board has approved the Gueph Radial Ry.'s standard freight tariff, which became effective April 15.

The British Columbia Electric Ry. employees in Vancouver make a regular monthly contribution from their pay for patriotic purposes. For March it was \$4,800.

The Hamilton St. Ry. according to a press report, proposes to put on cars on certain routes between fixed hours which will run through from point to point, without intermediate stops, in order to relieve traffic on congested lines at busy hours.

London, Eng., street cars and omnibuses are said to have about 2,500 women conductors, nearly half of whom were formerly in domestic service. About a fourth were formerly shop clerks or office workers. One hundred and fifty new women conductors are being employed weekly.

The Independent Labor Party of Hamilton, Ont., passed a resolution April 13, appointing a committee to look into matters relating to the Hamilton, Grimsby, and Beamsville Electric Ry., with a view to asking the city to take it over at one of the periods when it has an option to do so.

The Calgary, Alta., City Council, passed a resolution April 17, declining to endorse a recommendation of the city commissioners that the local union of street railway men be recognized, and directing the commissioners to negotiate an agreement with all the employees of the Municipal Ry. irrespective of any union. The employees of the railway outside the union number, it was stated, 112, being a slight majority of the total number, and they belong to the Calgary Municipal Street Ry. Association.

The Manitoba Legislature has passed an act respecting the examining and licensing of electrical contractors and journeymen electricians. Subsec. 4 of sec. 3 provides that the act does not apply to such work on street railway cars or locomotives or on railway cars or locomotives which are the property of municipal departments or of public service corporations, and where such work is installed by employees under the direction of officers of such municipal departments or public service corporations.

The London Railway Commission has been advised that there is no power under the present laws to assess it for municipal taxation. The railway operates in the cities of London and St. Thomas, the village of Port Stanley and some rural municipalities. As a steam railway provision was made for its taxation, but there is said to be no mention in the act for collecting a business tax on electric railways. Further than this it is claimed that as a municipally owned railway it is exempt from all other municipal taxation.

The Galena Signal Oil Co., Franklin, Pa., announces that G. A. Barnes has been appointed Manager, and F. R. Stakelum, Assistant Manager, of its electric railway department, with offices at Franklin.

Electrolysis.—A paper on a street railway negative return system for the mitigation of electrolysis, by L. A. Herdt and E. G. Burr, was read before the Canadian Society of Civil Engineers, in Montreal, April 19.