

has taken an active part in the Canadian Electric Railway Association's work since its inception, having served for several years as a member of the executive committee, and also having been Vice President, and for the year 1908-09, President. He was, for several years, a member of the 43rd. Regiment, retiring with the rank of Major, in 1910, on his return from England, where he acted as Adjutant in charge of the Canadian team at Bisley. He was subsequently appointed an honorary lieutenant colonel. He has been a member of the Militia Department's small arms committee for several years.

H. A. Lemmon has been appointed Secretary, Nova Scotia Tramways & Power Co., vice H. R. Mallison, resigned.

Alexander MacDonald, whose appoint-



Arthur Gaboury, Superintendent, Montreal Tramways Co., who has been elected President, Canadian Electric Railway Association.

ment as Traffic Superintendent, Winnipeg Electric Ry. was announced in our last issue, was born Apr. 7, 1872, and entered electric railway service June 5, 1897, since when he has been, to 1900, conductor and motorman; 1900 to 1903, Inspector; 1904 to July, 1912, Superintendent, Hochelaga Division, Montreal St. Ry.; July, 1912 to Nov., 1919, Superintendent, St. Denis Division, Montreal Tramways Co.

H. C. Nickle, General Superintendent, Kingston, Portsmouth & Cataraqui Electric Ry., who has been elected mayor of Kingston, Ont., by acclamation, was born there, May 26, 1874, and entered transportation service in Sept., 1893, and has been with the K.P. & C.E.R. Co. ever since the introduction of electric cars in Kingston.

F. W. Summer, who was a director of the Moncton, N.B., Tramways, Electricity and Gas Co., from its inception, died recently.

The Electrification of the Italian State Railways is, it is reported, to be carried out by an Italo-United States combine with a capital of 800,000,000 lire (at nominal rates of exchange \$150,000,000).

The Waterloo-Wellington Railway.

The Berlin and Bridgeport Electric Street Ry. Co., began operations between those two Ontario municipalities in 1902, and in 1912, with a view to extending the line northerly, an act was secured from the Ontario Legislature, changing the name to the Berlin and Northern Ry. Co. and authorizing the extension of the line to Fergus and Elora. In 1919, owing to the change of the name of the City of Berlin to Kitchener, the Ontario Legislature authorized the company to change its name to the Waterloo-Wellington Ry. Co. and extended the time within which the additional line of railway could be built for three years.

The company owns 2.75 miles of track serving Kitchener, Bloomingdale and Bridgeport, and operates over about a mile of the Kitchener and Waterloo Ry.



G. Gordon Gale, Vice President and General Manager, Hull Electric Co., who has been elected Vice President, Canadian Electric Railway Association.

tracks, owned by the City of Kitchener. The company also owns a park and casino, on the Grand River at Bridgeport, where there is also a race track, country club and other features attracting a large summer business. The company operates its line directly, and uses thereon 3 motor cars, double truck and 2 single truck. One of the latter is a one man car and it is found entirely satisfactory. The company also owns 3 steel dump cars for hauling gravel, and 5 additional smaller cars.

We are officially advised that the company has had some negotiations with the City of Kitchener, as to the purchase or taking over and operating the W.-W. line in conjunction with the city's line, but no arrangement has been reached further than the conclusion of an operating agreement for the use of power and the use of trackage in the city for another year.

We are further advised that the company has a project under way for extending its line to Guelph; the city authorities of which are reported as having expressed themselves as being strongly interested in the project. With 26,000 people at the Kitchener end, and about

20,000 people at the Guelph end, and three villages directly on the route, with several more nearby, and a fine, prosperous rural territory and population intervening, an electric railway giving a good service between Kitchener and Guelph, 15 miles, would, it is contended, pay well within a few years. W. H. Breithaupt, Kitchener, Ont., is President.

Toronto Ratepayers to Vote on Street Railway Questions.

Toronto ratepayers will vote on the following questions at the municipal elections Jan. 1: Are you in favor of:— (1) The operation of the Toronto Ry. System by a commission of three ratepayers, resident in the municipality, to



Albert Eastman, Vice President and General Manager, Windsor, Essex and Lake Shore Rapid Railway, who was President, Canadian Electric Railway Association, 1918-1919, and who has been elected its Honorary Secretary-Treasurer, pro tem.

be appointed by the city council and to act without salary? and (2) The city applying for legislation enabling it to borrow money without a further vote of the electors, to acquire the Toronto Ry. Co.'s property, which the city is entitled to take over under the agreement between the city and the company, and for the purposes of the transportation commission, and to make arrangements for the operation thereof?"

A third bylaw, which will also be voted on an Jan. 1, affirms the expediency of the city taking over certain real and personal property of the Toronto Ry. Co., pursuant to the statutes and to the agreement with the city.

The Ontario Court of Appeal, on Dec. 8, refused to grant the Toronto and York Radial Ry. leave to appeal against an order of the Ontario Railway and Municipal Board, authorizing Toronto City Council to cross the company's line on Yonge St., with its projected Mount Pleasant civic car line. It is reported that the case will probably go on to the Imperial Privy Council.