

Electric Railway Projects, Construction, Betterments, Etc.

Calgary Municipal Ry.—The question of a new route for the Ogden car line is under consideration by the Calgary, Alta., City Council. A right of way over private property is desired, and the council is considering the desirability of starting expropriation proceedings to secure the necessary land. (Sept., pg. 403.)

Levis County Ry.—We are officially advised that of the Quebec Bridge division, 7.25 miles, there has been rebalasted this year 2.50 miles, and that it is expected to finish a further distance of three miles before winter sets in. (Sept., pg. 403.)

London & Port Stanley Ry.—One of the London, Ont., City Council's committees was informed Sept. 12, that the steel for the Beattie bridge had been ordered, and that the work of building this bridge and raising the railway bridge would be taken in hand as soon as delivery of the steel was assured. Final plans for the entire work are promised to be submitted at an early date. (Sept., pg. 403.)

Moose Jaw Electric Ry.—The Moose Jaw, Sask., City Council, on Sept. 9, passed a resolution recommending the company to build a line from 4th Ave. s.w. and Coteau St., west to 9th Ave. s.w., thence north on 2nd Ave. to Lillooet St., and thence along Lillooet St. to 4th Ave. In the event of the company agreeing to build this line at once, the council will submit a bylaw to the ratepayers providing for a straight 5c fare, will endorse the one-man car proposals for the duration of the war, and will defer the collection of taxes for 1917 and 1918. (Aug., pg. 348.)

Winnipeg Electric Ry.—The city engineer reported to the city council recently that during June the company had expended on improvements \$31,379.23, of which \$418.46 was for elimination of electrolysis. Under the agreement with the city, the company is to expend \$25,000 a month for a specified term upon extensions and improvements.

The company has advised the Winnipeg City Board of Control that it does not regard the proposed extension for River Heights as being necessary, at present at any rate. (Sept., pg. 403.)

American Institute of Electrical Engineers.—The Toronto section opened its 16th season with an address by P. M. Lincoln of the Westinghouse Electric Manufacturing Co., East Pittsburg, Pa., on the development of power transmission. He reviewed the progress of electric power transmission from its inception, and presented comparisons with prior developments in power transmission, by hydraulic, mechanic and pneumatic methods. The records of early transmissions with alternating current, at approximately 1,000 volts, were especially interesting in view of their effect on the ultimate standardization of alternating current systems with existing voltages as high as 150,000. He also discussed the limitations to still higher voltages of transmission, and it is his opinion that, within five years, there will be one or more systems operating at 200,000 volts. In the course of the discussion, Jno. Murphy, Electrical Engineer, Railways and Canals Department, related some interesting experiences in connection with early electrical developments in Ottawa, with particular reference to his experience with one of the first synchroscopes, an early invention of Mr. Lincoln.

Mainly About Electric Railway People.

F. Morton Morse, heretofore Secretary-Treasurer, Winnipeg Electric Ry., will in future act as Secretary only.

F. H. Williams, Publicity Agent, Win-

a director of the Greater Winnipeg Board of Trade.

R. R. Knox, Traffic Superintendent, Winnipeg Electric Ry., has returned to duty, after medical treatment at Rochester, Minn., and a recuperating rest at Pinawa, Man.

J. S. Mackenzie, heretofore Purchasing Agent, Winnipeg Electric Ry., has been appointed Treasurer, not Assistant Treasurer, as stated in Canadian Railway and Marine World for September.

J. A. Ellis, a former Mayor of Ottawa and ex member of the Ontario Legislature, has been appointed a member of the Ontario Railway and Municipal Board, in place of H. N. Kittson, of Hamilton, who retired some months ago.

W. C. Hawkins, Vice President and Managing Director, Dominion Power & Transmission Co., and President, Southern Canada Power Co., who was a United States citizen, was admitted to Canadian citizenship at Hamilton, Ont., Sept. 17.

C. H. Rust, latterly City Engineer of Victoria, B.C., and formerly City Engineer of Toronto, has been appointed Assistant to D. H. McDougall, who is Assistant to R. J. Fleming, General Manager, Toronto Electric Light Co., and Toronto Power Co., which are subsidiaries of the Toronto Ry. Co.

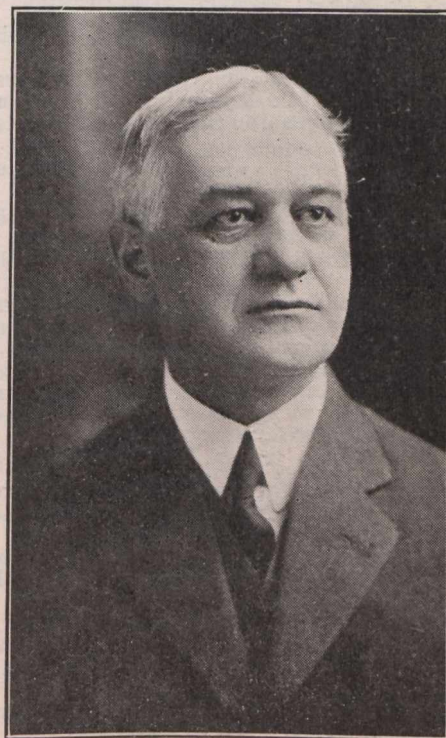
Lawrence Palk, whose appointment as Assistant Secretary, Winnipeg Electric Ry., and Secretary of the Winnipeg, Selkirk & Lake Winnipeg Ry., was announced in our last issue, was born at Winnipeg, Aug. 14, 1885, and entered the company's service in Oct., 1904, as stenographer to the General Manager, and has since been secretary to General Manager, Claims Agent, Accident Investigator, and since Feb., 1916, Assistant to General Manager, which position he still holds.

Arthur Gaboury, who was elected Vice President, Canadian Electric Railway Association, was born at Montreal, April 6, 1875, and entered Montreal Street Ry. Co.'s service, June 4, 1894, since when he has been, to Oct., 1900, conductor and motorman; Oct. to Nov., 1900, Assistant Inspector; Nov. to Dec., 1900, night clerk, Cote St. Barn; Dec., 1900, to Sept., 1903, day chief clerk, St. Denis; Sept., 1906, to May, 1906, Claims Agent; May, 1906, to 1907, Assistant Superintendent; and from 1907, Superintendent, which position he still occupies in Montreal Tramways Co.'s service. He was, early this year, appointed, by the French Government, an officer of the French Academy.

Albert Eastman, who was elected President, Canadian Electric Railway Association, was born in Bosanquet Tp., Ont., Aug. 21, 1870. He entered transportation service in 1889, and was to 1891, operator, Michigan Central Rd.; 1892 to 1900, freight and ticket clerk and operator, G.T. R., Detroit, Mich.; 1901, assistant agent, Michigan Central Rd.; 1892 to 1900, to Nov., 1902, Travelling Express and Passenger Agent, Detroit United Ry.; Dec., 1902, to May, 1903, General Express Agent, Utica and Mohawk Valley Ry.; May to Nov., 1903, Division Superintendent, Detroit United Ry.; Nov., 1903, to Nov., 1907, Superintendent of Employment, Public Service Corporation of New Jersey; Nov., 1907, to May, 1910, General Express and Passenger Agent, New York State Railways, Syracuse and Utica, N.Y.; May, 1910, he was appointed General Manager, and in 1914, also Vice President, Windsor, Essex and Lake Shore Rapid Ry., Kingsville, Ont.



A. Eastman,
Vice President and General Manager, Windsor,
Essex & Lake Shore Rapid Ry., and President,
Canadian Electric Railway Association.



J. S. Mackenzie,
Treasurer, Winnipeg Electric Railway.

nipeg Electric Ry., was married at Kingston, Ont., Sept. 18 to Miss B. C. Holder.

A. W. McLimont, General Manager, Winnipeg Electric Ry., has been elected