

expected to have this loop line in operation at an early date. (May, pg. 235.)

Sandwich, Windsor and Amherstburg Ry.—Application is being made to the Ontario Railway and Municipal Board to direct specific performance of an agreement between Tecumseh Tp. and the Essex, Windsor and Tecumseh Ry., now leased to the S. W. and A. R. Under the agreement the E. W. and T. R. was to make extensions when the line became profitable. The Board is being asked to decide whether the time has come when these extensions have to be made. (Oct., pg. 494.)

Saskatoon Municipal Ry.—The City Electrical Engineer notified the Saskatoon, Sask., City Council, Oct. 7, that the electric railway from Saskatoon to Sutherland, 4.5 miles, would be completed and ready for the city to take over very shortly. It was decided to take over the line as soon as the engineer certified that it was fully completed, and to put it in operation as soon as the new cars arrived. (Oct., pg. 494.)

Sudbury-Copper Cliff Electric Ry.—A by-law granting a franchise for an electric railway in Sudbury, Ont., has been approved by the ratepayers. (June, 1912, pg. 310.)

Thorold, Ont.—The Town Council of Thorold, Ont., Oct. 8, decided to submit a bylaw to the ratepayers in January to raise \$20,000 by debentures to build a street railway connecting with the factories at the south end of the town.

Winnipeg Electric Ry.—The Manitoba Public Utilities Commissioner has ordered the company to provide the necessary appurtenances and equipment for crossing the C.P.R. on Selkirk Ave.

The Assiniboine Municipal Council is asking the Manitoba Public Utilities Commissioner to order the company to move its tracks to the middle of the road throughout the municipality.

The extension of the car line to St. Vital was opened for traffic, Oct. 8. The line, which is three miles long, extends from the corner of Marion and Tache Sts., St. Boniface, to the south of Windsor park. (Oct., pg. 495.)

Electric Railway Notes.

The British Columbia Electric Ry. has ordered three standard single truck snow sweepers from the Ottawa Car Co., for delivery by Nov. 15.

During August, three men were killed and four were injured in the course of their employment in the operation of electric railways in the Dominion.

The Ottawa Electric Ry. has ordered two standard locomotive type, steel double truck snow sweepers from the Ottawa Car Co., for delivery about Nov. 15.

The average daily number of passengers carried on the Brandon Municipal Ry. during September was 2,500, against 2,776 in August. The car mileage averaged 900 miles a day.

The Montreal Tramways Co. has decided to obtain the ruling of the highest court, if necessary, in order to test its powers over passengers who refuse to comply with the company's antismoking regulations.

The Manager of the Port Arthur and Fort William Electric Ry. reported to the joint board of management, Oct. 6, that the line was paying too much for its power in comparison with what was charged other city utilities.

A number of residents along the Hamilton, Grimsby and Beamsville Ry. route, recently applied to the Ontario Railway and Municipal Board, for an order to fix certain additional stops for passengers. The

matter was adjourned to enable the Board to go over the route.

The Montreal Tramways Co. is operating 775 cars on its various lines, about 100 in excess of those in service in 1912. New cars are being delivered at the rate of four a week, and it is said that there are still 250 on order.

The Montreal City Treasurer, in his annual report, recently compared the amounts paid to the cities of Montreal and Toronto by the street railways. The amount received by Montreal for 1912 was \$411,001.69, against which was quoted the amount received by Toronto in 1911, viz., \$772,108.64.

The Nipissing Central Ry., operated by the Timiskaming and Northern Ontario Ry. Commission, we are officially advised, is considering the matter of ordering two additional cars, but that if by the arrangement of a new schedule a certain end can be effected, the cars will not be ordered.

The Lethbridge, Alta., City Council is reported to have adopted the following schedule of wages for motormen and conductors on the municipal street railway:—First 6 months, 25c. an hour; second 6 months, 28c.; second year, 30c.; third year, 32c. On public holidays time and a half will be paid, and on Sundays 9 hours' pay will be given for 7½ hrs. work.

American Electric Railway Association's Convention.

This convention, which was held at Atlantic City, N.J., Oct. 13 to 17, was one of the most successful in the Association's history, the attendance of electric railway officials, etc., being very satisfactory, although not quite so large as at Chicago in 1912. A number of meetings were held of the American Electric Railway Association, and its subsidiary associations, accounting, engineering, claims agents, transportation and traffic, at which papers were read and discussed as well as reports of committees. The supply exhibits were on a larger scale than ever before.

The Canadian Electric Railway Association was officially represented by Patrick Dubee, President, and Acton Burrows, Secretary-Treasurer. It had its headquarters in the American Electric Railway Association's space at the entrance to the exhibit pier, and held a separate registration for Canadians attending, which was much appreciated.

The Ontario Railway and Municipal Board was represented by D. M. McIntyre, Chairman; A. B. Ingeram, Vice Chairman; H. N. Kitson, Commissioner; and H. C. Small, Secretary. The Province of British Columbia was represented by W. Rae, Inspector of provincial railways there.

Among the Canadian electric railway officials attending were the following:—J. Anderson, Manager, Sandwich, Windsor and Amherstburg Ry.; R. A. Baldwin, Master Mechanic, Ottawa Electric Ry.; H. H. Beasley, Purchasing Agent, Toronto Ry.; D. E. Blair, Superintendent Rolling Stock, Montreal Tramways Co.; J. A. Burnett, Electrical Engineer, Grand Trunk Ry.; F. D. Burpee, Superintendent, Ottawa Electric Ry.; A. S. Byrd, Superintendent Power Plants, Montreal Tramways Co.; D. Campbell, Inspector, Toronto Ry.; W. P. Cooke, Chairman, Public Utilities Commission, Port Arthur, Ont.; H. Cowan, Chief Night Inspector, Toronto Ry.; W. Craig, Master Mechanic, Hull Electric Co.; H. Doughty, Superintendent, Regina Municipal Ry.; Patrick Dubee, Secretary-Treasurer, Montreal Tramways Co.; F. S. Easton, Engineer Hydro Electric Construction, British Columbia Electric Ry.; R. W. Ennis, Assistant Master Mechanic, Toronto and York Radial Ry.; A. L.

Farquharson, Superintendent Street Railway Construction, Fort William, Ont.; A. Gaboury, Superintendent, Montreal Tramways Co.; G. Gordon Gale, General Superintendent, Hull Electric Co.; W. F. Graves, Chief Engineer, Montreal Tramways Co.; D. W. Harvey, Assistant Engineer, Toronto Ry.; J. B. Holder, Foreman Carpenter, Kingston, Portsmouth and Cataraqui Electric Ry.; G. K. Hyde, Storekeeper, Toronto and York Radial Ry.; W. M. Kirkwood, Superintendent, Galt, Preston and Hespeler Street Ry.; T. H. McCauley, Manager, Calgary Municipal Ry.; V. S. McIntyre, Superintendent, Berlin and Waterloo Street Ry.; J. S. Mackenzie, Purchasing Agent, Winnipeg Electric Ry.; W. R. McRae, Master Mechanic, Toronto Ry.; W. H. Munro, Local Manager, Peterborough Radial Ry.; H. C. Nickle, General Superintendent, Kingston, Portsmouth and Cataraqui Electric Ry.; O. A. Oakes, Foreman, Kingston, Portsmouth and Cataraqui Electric Ry.; L. Palk, Claims Agent, Winnipeg Electric Ry.; H. E. Phillips, Superintendent Power Station, Winnipeg Electric Ry.; Wilson Phillips, Superintendent, Winnipeg Electric Ry.; M. O. Robinson, General Manager, Port Arthur and Fort William Electric Ry.; G. C. Royce, Manager, Toronto Suburban Ry.; H. G. Salisbury, Architect and Structural Engineer, Toronto Ry.; A. E. Shaw, Chief Claims Agent, Montreal Tramways Co.; J. M. Smith, Comptroller, Toronto Ry.; M. F. M. Werth, Assistant Mechanical Superintendent, British Columbia Electric Ry.; C. L. Wilson, Assistant Manager, Toronto and York Radial Ry.; J. A. Wilson, Chief Draughtsman, Ottawa Electric Ry.

Among the Canadian supply men in attendance were H. C. Anderson, Sales Department, John Millen and Son, Ltd., Toronto; H. D. Bayne, Special Agent, Canadian General Electric Co. and Canadian Allis-Chalmers Co., Toronto; G. Broughall, Secretary, and F. Erickson Brown, General Manager, Northey-Simmen Signal Co., Toronto; D. M. Campbell, General Manager, Preston Car and Coach Co.; W. A. Chapman, Manager, Rail Joint Co. of Canada, Montreal; J. A. Dawson, Dawson and Co., Ltd., Montreal; P. A. Hinds, District Sales Agent, Eastern Canada, Ohio Brass Co., Toronto; W. K. Jeffrey, General Manager, Ottawa Car Co.; A. C. Lewis, Vice President, Templeton-Kenly and Co., Toronto; F. D. Lyman, Manager, Railway Supply Co., John Millen and Son, Ltd., Montreal; G. Shenton, Salesman, Railway Supply Department, John Millen and Son, Ltd., Montreal.

The Canadian Westinghouse Co. sent a large delegation, including P. J. Myler, Vice President, N. S. Braden and H. U. Hart, Hamilton; C. F. Medbury, A. B. Brown and H. E. Blatch, Montreal; J. F. Dryden, Toronto; W. A. Duff, Winnipeg; R. A. Davis, Calgary, and J. R. Read, Vancouver.

Comparative Salaries on an Electric Railway.—During the recent hearings in Boston, Mass., to take evidence on the controversy between the Boston Elevated Ry. Co. and its carmen the following facts were brought out in regard to the salaries of the various officers: The salaries are: President, \$36,000 a year; First Vice President, \$20,000; Second Vice President, \$15,000; Treasurer, \$12,000; Real Estate Agent and Asst. Secretary, \$10,000; Clerk, \$10,000; General Auditor, \$7,500; General Counsel, \$25,000; Assistant Counsel, \$15,000; Publicity Agent, \$4,000; Chief Engineer, \$9,500.

The storage bin annex of the C.P.R. elevator at Transcona, Man., on Oct. 18 sank about 20 ft., the cupola of concrete slipping off and the bins remaining at an angle of about 26 degrees. There were about 900,000 bush. of wheat in storage, which it was expected would be removed and shipped without damage.