

ELECTRIC RAILWAY DEPARTMENT.

GUELPH STREET RAILWAY.

On the 17th of May, 1895, the first spike was driven on the above railway, by the president's amiable wife, in front of their residence, and four months later five miles of the road were in operation. Early this year another mile was completed, forming a belt line on which is located the baseball grounds.

It is claimed—and justly too—that it is the smoothest road in Canada. The rails on the new part are 65 lbs., while on the other part they are 56 lbs. It is a single track, with suspended trolley wires in the crowded parts of the city, while the rigid bracket is used in the less crowded streets.

A twenty minute service is provided on all the lines, and connections are made to and from all trains. There are three lines and a belt line, each starting from

of the power house. This saves the cost and operation of pumps. A large C. G. E. generator generates the electric current for the operation of the cars. The power house is sufficiently large to operate a twelve mile road.

The car barn is the same size as the power house and is similarly built; it has accommodation for about twelve cars.

The company is composed of the Sleeman family. Mr. Geo. Sleeman, sr., is the president, and Mr. E. Sleeman secretary and superintendent. The other offices are held by other members of the family.

The company own a pretty park near Waterloo ave., which they are laying out for the benefit of their patrons. It is probable that in the near future the road may be extended south west to Hespeler, in which event



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the C. P. R. depot. One runs to the dairy building beyond the Ontario Agricultural College, climbing a steep hill on the way, and another runs down Waterloo ave., to the city limits in the south west, terminating at the Silver Creek Brewery. Both these lines run through the market place. The other line goes up Wyndham street the main street—through St. George's Square, up Woolwich street to Elora Rd., and thence to the north west city limits. The belt line connects with the Waterloo ave. line at Edinburgh Rd., and with the Woolwich line at Suffolk street. On this line is the baseball grounds and the Collegiate Institute.

The rolling stock consists of five motor cars and a trailer, built by the Canadian General Electric Co. They are neatly furnished and upholstered.

The power house on Waterloo ave. is 100 x 40 feet in dimensions, with a ceiling 20 feet high, which is sheathed with Georgia pine. The two 100 h.p. Goldie & McCulloch boilers generate steam for a 150 h.p. cross compound Wheelock engine. There is space for another boiler and engine of the same power. In the basement is a large Northey condenser.

Water is supplied to the boiler by gravitation, there being a creek near by which is dammed 100 yards back

connection will be made with the large manufacturing town of Galt.

Application will be made to Parliament for the incorporation of a company to build an electric railway from Wabigoon, Ont., on the C. P. R., through the Manitou country to Rainy River, and touching nearly all the chief mining camps. Mr. E. A. C. Pew, of Toronto, is said to be one of the promoters.

Mr. Black, manager of the street railway at Niagara Falls, Ont., returned from New York a fortnight ago, where he interviewed the shareholders of the company with the object of converting the road to an electrical system. Nothing, however, can be done until next spring, and in the meantime present circumstances will have to alter considerably to secure the carrying out of the scheme, as the attitude of the council is said to be unfavorable thereto.

The Judicial Committee of the Privy Council has allowed an appeal, with costs, to the Edison Electric Company against the Westminster and Vancouver Tramway Companies, the Bank of British Columbia, and others. The Edison Company appealed against the decision of the Supreme Court of British Columbia granting a judgment in favor of the Bank of British Columbia against the tramway companies, to the prejudice of the Edison Company, who are the creditors of the tramways. The decision of the Judicial Committee of the Privy Council declares the judgment of the Supreme Court of British Columbia against the tramways to be null.