

Electric Railway Notes.

The Kingston, Portsmouth & Cataraqui Electric Ry. is employing some women conductors.

The Cornwall St. Ry., Light & Power Co., Cornwall, Ont., is said to be in the market for some cars.

The Vancouver Board of Trade is urging the British Columbia Government to appoint a public utilities commission.

The Ottawa Electric Ry. is reported to have carried 750,000 persons during the six days of the Central Canada Exhibition, 25,000 more than in 1916.

A board of conciliation is reported to have been appointed to arbitrate in a wages dispute between the International Transit Co., Sault Ste. Marie, and its employees.

The Montreal & Southern Counties Ry. has received one trailer car from Ottawa Car Manufacturing Co., completing the order for three, which were fully described and illustrated in our last issue.

The Niagara, St. Catharines & Toronto Ry. has, at the request of the Niagara Falls, Ont., City Council, put into effect nearside stops on its line in that city, between the Roman Catholic Church and Bridge St.

The Quebec Public Utilities Commission is hearing an application of the City of Montreal to compel the Montreal Tramways Co., the Montreal Public Service Corporation and other companies to bury all their lighting wires underground in District No. 4, Montreal.

Sir Lomer Gouin, Premier of Quebec, is reported to have stated recently that the commission appointed to draft a new franchise agreement for the Montreal Tramways Co. would probably complete its work before the legislature's next session.

F. Ford, K.C., has been appointed to represent the Edmonton Radial Ry., H. A. Mackie to represent the railway's employees, and Mr. Justice McCarthy has been chosen as chairman of the conciliation board to arbitrate between the railway and its employees on wages and other matters in dispute.

At the meeting of the Edmonton, Alta., City Commissioners, at which a new schedule for the Edmonton Radial Ry. was adopted, it was reported that during August the expenses were 6c per passenger and that in order to pay expenses at even a 5c fare the railway would have to carry 33,808 passengers a day.

The Moose Jaw, Sask., Electric Ry. is desirous of adopting one-man cars. The Saskatchewan Legislature is to be asked to amend one of the sections of the Railway Act, which requires that there shall be a motorman and a conductor in charge of each car. The Moose Jaw City Council will consider the matter of petitioning the legislature in support of the amendment.

The British Columbia Electric Ry. has resumed its technical classes in Vancouver for the instruction of its employees. The classes are in charge of J. G. Lester, a graduate of the Imperial College of Technology, London, Eng., who has acted as instructor since the company inaugurated the plan of providing a technical training for its employees.

The Calgary, Alta., City Council has adopted a resolution endorsing the operation of one-man cars on the Calgary Municipal Ry. by a majority of eight to one. This was in conformity with the recommendation of a special committee

which investigated the matter, the report of which appeared in Canadian Railway and Marine World for October, pg. 403.

The London Street Ry.'s 38 conductors planted with potatoes nine acres of land, the use of which was granted them by the company, and have secured a crop of about 800 bags. The men invested about \$7.50 each, besides their time, and have secured in addition to their own winter's supply of potatoes, a handsome return upon their investment.

The British Columbia Electric Ry. is reported to have under consideration the adoption of one-man cars on certain routes. The employees' representatives state that they will not discuss the matter until after the report of Adam Shortt on the transportation situation in Vancouver, Victoria and New Westminster has been received and considered.

The British Columbia Electric Ry.'s weekly sheet, the Buzzer, had an article recently on the abuse of transfers. It is pointed out that too many passengers on the city cars take the first car that comes along in the general direction in which they are going and demand a transfer, with the result that excessive use of transfers tends to delay the whole system as well as saddling a certain amount of needless expense upon the company. The wholesale demand for transfers, it is added, reduces the average fare for the city and suburban lines to about 3½c.

The Edmonton Radial Ry. put a new car schedule in operation Oct. 17. The important feature of the schedule is that a one-man car belt line will be operated, commencing at 111th Ave. and 95th St., travelling south on 95th St., west on Jasper Ave. to 101st St., then north and west on 107th Ave. to 124th St., then south and east on Jasper Ave. and north to 111th Ave., via 101st St. The service on this route will be operated by eight cars. One-man cars will be operated on the Highlands to Bonnie Doon line, and on the Calder-114th Ave. line. In announcing the new schedule the management asks the co-operation of the public to make the movement a success. Passengers are asked to have the exact amount of their fare ready when boarding cars and to ask for transfers only at point of intersection. The new schedule is estimated to save about \$90 a day in wages.

Quebec Ry. Light, Heat and Power Co's Annual Report.

The following are extracts from the report for the year ended June 30: The gross earnings from operation were \$1,832,031.93, compared with \$1,731,732.49 in 1915-16. Adding miscellaneous income of \$230,850.80, makes total revenue from all sources \$2,062,882.73, an increase of \$94,281.31. The operating and maintenance expenses were \$1,155,969.25 compared with \$1,029,750.96 in 1915-1916. The fixed charges and taxes were \$706,326.28, leaving a net surplus of \$200,587.20. After making provision for obsolete cars on Montmorency and City St. Ry. Divisions, discount account, etc., there remains a total at credit of surplus account, to date, of \$684,572.49.

The properties and plant of the company and its various subsidiary companies have been maintained in the same high state of efficiency as heretofore, as evidence of which there was expended dur-

ing the year on maintenance accounts \$226,366.07. During the year there was expended on capital account \$302,663.63.

It is with feelings of deep regret that your directors have to report the death on July 4, of H. G. Matthews, General Manager. They also regret to announce the death in Dec., 1916, of Hon. Robert MacKay, who had been a director of the company since its organization. At a meeting of the directors on July 18, W. J. Lynch, Treasurer and Comptroller, was appointed General Manager. The directors desire to express their appreciation of the efficient services rendered by the officials and staff.

The directors were re-elected, T. J. Donohue being added to the board, which is now composed as follows: President, Sir Rodolphe Forget; Vice President, L. C. Webster; other directors, C. Donohue, T. J. Donohue, P. Galibert, C. A. Lavigne, L. G. Morin, Arthur Picard, and L. J. Tarte. The other officers are W. J. Lynch, General Manager; Arthur Lemoine, Secretary; and R. A. Wilson, Treasurer.

Protection of Highway Crossings by Toronto Suburban Railway.

The Ontario Railway and Municipal Board had under consideration, recently, several complaints alleging danger at crossings of highways on the Toronto Suburban Ry.'s extension from Lambton to Guelph, Ont., and had the same inspected by its Vice Chairman, A. B. Ingram, and by its engineer, as a result of which it issued the following orders:

Level crossing on Dundas St., on hill above Lambton: Each eastbound car to slow down to not more than 5 miles an hour until past the crossing. A red light to be hung by the company over the centre of the highway to warn vehicles after dark. The light to be so hung that it can be seen by the motormen of eastbound cars, to warn them to slow down speed as directed.

Canning Ave. crossing, Islington, stop 8: Each car to come to a dead stop. Every eastbound car to be under complete control while crossing the highway. A red light to be suspended by the company at night so as to be seen by persons using the highway and by all motormen.

Crossing on Dundas St., at Islington, stop 9: Each car to come to a dead stop at this place, and each car to be under control when crossing the highway. A red light to be displayed as at stop 8.

Crossing on Centre Road, stop 7, near Hickey Farm: The bank at the northwest corner of the highway and railway right of way to be cut away and the trees removed to near the telegraph pole about 100 ft. north of the crossing, to the satisfaction of the board's engineer.

Dixie Crossing, stop 23: The speed of every car to be reduced when crossing the highway and every car to be under control.

Timber to be cut down on portions of s.w. ½ and n.w. ½, Lot 31, Concession 7, Nassagawaya Tp., and in n.e. ½, Lot 19, Concession 7, Esquesing Tp., so as to give a clearer view of the railway and prevent accidents.

Postmen's transportation in St. John, N.B.—The Post Office Department having refused to pay the bulk sum asked by the New Brunswick Power Co. for carrying postmen on its cars, the postmen in St. John are now travelling on tickets, paying the same rate of fare as ordinary passengers.