

Saskatoon, Sask.; J. G. Boyd, J. R. Cathcart, Regina.

**Saskatoon Municipal Ry.**—The municipal street railway was opened for traffic Jan. 1. Cars are being operated over three routes, two cars of the pay-as-you-enter type being on each route. The line was built and financed for the city council by the Stone and Webster Engineering Corporation, Boston, Mass., and is being operated under the charge of Superintendent White. (Jan., pg. 39.)

Ratepayers of the south side, Jan. 11, endorsed a proposal to offer the city \$50,000 to build a line east on 8th avenue, from Broadway, Saskatoon, out to Sutherland, Sask. The proposition is to be considered at the February meeting of the Saskatoon city council.

**Stratford Ry.**—The ratepayers of Stratford, Ont., on Jan. 6, passed by a very large majority a bylaw granting the S. Ry. Co. a 25 year franchise for the construction of an electric railway in the city. While the franchise is granted to the S. Ry. Co. the Canadian Northern Ry., or interests allied with it, are behind the project. Confirmation of the bylaw is being asked from the Ontario Legislature. Work is to be started on the line in July, provided the bylaw is ratified. (Jan., pg. 39.)

**Toronto and York Radial Ry.**—The Ontario Railway and Municipal Board declined, Dec. 16, to grant an order approving of certain modifications of the plans for the proposed diversion of the Metropolitan Ry. south of St. Clair avenue, Toronto. The Board's engineer will go over the plans, and if he approves of them the company may proceed with construction at its own risk, subject to the judgment of the Court of Appeal on the question of the company's right to make the diversion, which is opposed by the city.

**Toronto and York Radial Ry.**—The question of the price at which the section of the Lake Shore division of the line, from Sunnyside to the Humber river, is to be taken over by the city of Toronto is under consideration. The Ontario Railway and Municipal Board has directed the engineers representing the two interests to agree upon an inventory of the property to be taken over as far as possible, and to go to the Board on points of difference only.

**Toronto Civic Car Lines.**—We are officially advised that the City Council is having built a double track electric railway on Danforth Ave., from Leslie St. to Luttrell Ave., 2.35 miles. (Jan., pg. 39.)

**Toronto Eastern Ry.**—We are officially advised that in addition to the 19 mile section from Bowmanville to Pickering, Ont., under construction (Ewen Mackenzie having the contract), on which 0.36 mile of track has been laid at Bowmanville, the company has under survey an extension from Pickering westerly for a distance of 12 miles. E. W. Oliver, Toronto, is Chief Engineer. (Dec., 1912, pg. 623.)

**The Toronto Suburban Ry.** is being asked to build about two miles of new track in West Toronto, Ont., now known as Ward 7. It is proposed to build a single track a little on one side of the centre line of the street, so as to permit of the building of a second track when traffic warrants. (Dec., 1912, pg. 623.)

**The Vancouver Island Hydro-Electric and Tramway Co.** has been incorporated in British Columbia, with offices in Victoria, and an authorized capital of \$500,000.

**Windsor and Tecumseh Ry.**—A franchise for the extension of the line from Tecumseh to Belle River, Ont., about 10 miles, is reported to have been granted to the company, which is a subsidiary of the Sandwich, Windsor and Amherstburg Ry., which

in its turn is owned by the Detroit United Ry. It was stated that work on the new line is to be started at once. Jas. Anderson, Windsor, Ont., is General Manager. We are officially advised, Jan. 17, that there is no authority on the company's part for this report. (Mar., 1911, pg. 261.)

**Windsor, Essex and Lake Shore Rapid Ry.**—We are officially advised that there is no foundation in the daily press report that the company was about to extend its line from Kingsville to London, Ont. (July, 1912, pg. 368.)

**Winnipeg Electric Ry.**—Application is being made to the Manitoba Legislature to ratify an agreement made between the company and the St. Vital Council, granting a franchise for the building of an electric railway in the municipality. (Jan., pg. 40.)

In a report presented to the Winnipeg City Council, details are given of the extensions projected to the various lines in the city. There are only ten of these in all, and the report adds that the company has advised the city authorities that while all the extensions are planned, it is not likely that all of them will be built this year.



Joseph D. Evans, M. Can. Soc. C.E., who has resigned his position as Chief Engineer and Superintendent of Construction, Montreal Tramways Company.

### Sunday Car Operation in Ontario.

The appellate division of the Ontario High Court, on Jan. 14, heard the appeal in the case of Kerley v. London & Lake Erie Ry. and Transportation Co., an appeal by defendants from the judgment of the Chancellor of June 25, 1912, in the action by W. Kerley, of St. Thomas, to recover \$1,200 penalties from defendants for running electric cars upon their railway on Sundays, Dec. 11, 18 and 25, 1910. At the trial judgment was given for plaintiff for \$1,200 as a penalty and costs of action, \$600 of which was to be appropriated by plaintiff and \$600 to go to the city of London. Judgment on the appeal was reserved.

The Toronto city council has had under consideration a proposition to engage J. W. McVey at a fee of \$1,000 and expenses to report upon the suburban service on the steam railways.

### Personal Paragraphs.

R. H. SPERLING, General Manager British Columbia Electric Ry., returned to Vancouver, Dec. 29, after an extended visit to London, Eng.

N. P. BAKER, heretofore Superintendent Niagara Division International Railway, Niagara Falls, N. Y., has been appointed Treasurer of the company, at Buffalo, N. Y., a position he occupied once before.

R. M. HANNAFORD, M. Can. Soc. C. E., Assistant Chief Engineer, Montreal Tramways Co., is at present in charge of the engineering and construction department, consequent on the resignation of J. D. Evans.

A. H. DION, Superintendent, Moose Jaw Electric Ry., was married at Listowel, Ont., Jan. 16, to Miss R. Livingston. Mr. and Mrs. Dion have gone to Europe, expecting to return early in March and take up their residence in Moose Jaw, Sask.

E. A. ROBERT, President; F. H. Wilson, J. W. McConnell, M. Wilson, W. E. Finlay and G. McIntyre, directors of the Montreal Tramways Co., have taken action individually against the Montreal Herald Publishing Co., to recover \$100,000 damages in each case, for libel on them in their capacity as directors of the company.

JOS. D. EVANS, M. Can. Soc. C.E., whose portrait appears in this issue, has resigned as Construction Engineer, Montreal Tramways Co., on his appointment as Construction Manager, Electric Bond and Share Co., New York, in charge of plants under construction in Utah and Idaho. He was born at Lowell, Mass., and graduated as a civil engineer from the Massachusetts Institute of Technology, and has been associated with engineering work on the Nicaraguan and Panama canals, and with railway construction in Ecuador, electric railway construction in Pennsylvania, Massachusetts and Connecticut; the Great Northern Power Co.'s plant at Duluth, Minn.; the construction of the Buffalo, Lockport and Rochester Ry. between Rochester and Lockport, N.Y., and the Canada Light and Power Co.'s plant at St. Timothee, Que.

### Advance in Wages by Quebec Railway, Light and Power Company.

A board of conciliation was appointed recently to settle differences between the Quebec Ry., Light & Power Co. and its street railway conductors and motormen, which resulted in an agreement between the company and the men by which the wages were advanced 1½c. an hour from Nov. 1, 1912, and an additional 1c. an hour from Nov. 1, 1913. The new scales of wages per hour are as follows:—

	Nov. 1, 1912.	Nov. 1, 1913.
1st year employees ....	17½ cents	18½ cents
2nd year employees ....	18½ " "	19½ " "
3rd year employees ....	20½ " "	21½ " "
8th year employees ....	21½ " "	22½ " "
13th year employees ....	22½ " "	23½ " "

The company does not recognize the union (National Brotherhood of Street Railway Employees no. 1 of Quebec) but declares that it has no objection to its employees belonging to this union. The company has reinstated two employees who were dismissed on reports which, on enquiry, proved to be erroneous, but which had been accepted in good faith, and distinctly states that the dismissals were not made because the employees were members of a union.

The board of conciliation states that the greatest cordiality prevailed throughout the proceedings between the company's representatives and employees, and that both parties were evidently animated with the desire to adjust their differences amicably.