

This may not, in instances, be the most economical procedure, but my experience is that it is the most satisfactory in the end.

In cases where trolley troughing is used on steel girders, and hangers are rigidly fastened to the troughing, what satis-

factory methods have been employed to deaden the noise?

The placing of stripped felt about ¼ in. thick, or of asbestos fibre, between the trolley board and the structure, tends to deaden the noise of passing cars.

## Electric Railway Projects, Construction, Betterments, Etc.

**Brandon Municipal Ry.**—A press report states that the Percy St. extension was placed in operation Sept. 1, and that material is on hand for a further extension along College Ave. and 18th St. (Aug., pg. 318.)

**British Columbia Electric Ry.**—The New Westminster City Council passed a resolution, Sept. 1, calling on the company to carry on permanent work on a number of streets in the city. (Aug., pg. 318.)

**Edmonton Radial Ry.**—An arrangement is reported to have been concluded between the Edmonton, Alberta, City Council, and the Interurban Ry. for the operation by the Edmonton Radial Ry. of the Interurban Ry. line from the city limits to West Edmonton or, as it is sometimes called, Calder. The Interurban Ry. extends from the city limits to St. Albert, and has not been operated since its gasoline car was burned. The West Edmonton residents desired to have a service and the present arrangement is said to be for the electrifying of the line to that suburb, the material for which the city has on hand in its railway stores, and the operation of the piece of line as a part of the city lines. No rental is to be paid for the use of the line until operating expenses are met, after which the surplus is to be paid to the Interurban Ry. until 8% on the ascertained cost of construction has been paid, and all subsequent earnings are to go to the Edmonton Radial Ry. The agreement will run for five years. (Sept., pg. 359.)

**Hydro Electric Power Commission of Ontario.**—The Ontario Municipal Association at its annual meeting in Toronto, Sept. 2, listened to an address by Chief Engineer Gaby, of the Commission, upon the construction of electric railways by municipalities under the Commission's general control. He stated that within a few weeks reports would be ready for presentation to the various municipalities interested, showing the estimated cost of a network of electric railways throughout the western portion of the Province. The engineers' reports upon which the general report was based, had been received, covering about 300 municipalities and representing about 1,600 miles of line, in the districts from Whitby in the east to Sarnia in the west, including the county of Huron, and the arm from the Niagara Peninsula northerly to Georgian Bay. The reports would show the estimated cost of construction for the highest standard of road and equipment, and the general statistical tables would show the estimated traffic.

A committee of the Windsor, Ont., City Council, acting in conjunction with the Hydro Electric Power Commission of Ontario, is considering the electric railway situation in the city and vicinity, and it was reported, Sept. 9, that the question of the purchase of the Sandwich, Windsor and Amherstburg Ry. by the city and the other municipalities interested would be considered. (Sept., pg. 359.)

**Lethbridge Municipal Ry.**—The Lethbridge, Alberta, City Commissioners have decided to lay over for the present the proposal to extend the municipal railway to Hardieville. The proposed extension would be two miles long, and it was suggested that some of the second track in the city might be taken up and laid to Hardieville.

**Moncton Tramways, Electricity and Gas Co.**—We are officially advised that the company is laying a double track line through the new subway on Main St., under the Intercolonial Ry., 300 ft. The special work for this double track has been ordered from Canadian Steel Foundries Ltd. (July, pg. 277.)

**Montreal Tramways Co.**—We are officially advised that the company has laid two miles of new track, and has reconstructed about 15 miles of single track on various streets. It is contemplating the reconstruction of an additional three miles on various streets. It has placed an order in the U. S. for 1,500 tons of 115-462 girder rail.

The City Engineer of Montreal is reported to have said, Sept. 10, that there were a number of streets in the city upon which repairs to the roadbed were urgently needed, but to which nothing could be done because the M. T. Co. would not put its tracks in proper condition. The streets referred to include Notre Dame St., between St. Francois Xavier and Berri Sts. (July, pg. 277.)

**Peterborough Radial Ry.**—We are officially advised that the reconstruction of track on Charlotte, Park and George Streets, rendered necessary by the city paving, is expected to be completed during October. All the material has been ordered. (July, pg. 277.)

**Quebec Ry., Light and Power Co.**—A press report states that the station building on the Champlain Market site, at Quebec, together with the line built there via Sillery to the Quebec Bridge, are likely to be sold by the Dominion Government, to the Q. R. L. and P. Co., and that the line will be electrified. (July, pg. 278.)

**Sandwich, Windsor and Amherstburg Ry.**—The terms of a franchise proposed to be given to the company, or its subsidiary, the Windsor and Tecumseh Electric Ry., for the construction of a belt line in Walkerville, Ont., will, it was reported, Sept. 16, be submitted to the ratepayers for a vote at an early date. (July, pg. 277.)

**Three Rivers Traction Co.**—We are officially advised that track has been laid on streets in Three Rivers, for 3.5 miles. The overhead work is being put up, and a car barn is in process of construction. It is expected to put this line in operation before the end of the year. Very little progress has been made in respect of the suburban line owing to the terms which the municipality asks for a franchise. (June, pg. 229.)

**Transcona, Man.**—The town council has granted a 25 years exclusive franchise, renewable for five years, and at the end of every five years thereafter, reserving to itself the right to take over the line, on terms to be fixed by the Public Utilities Commission. The franchise requires that work be started immediately, the line to the Winnipeg city boundary to be completed first, and the whole of the lines set out in the schedule to be completed within two years. H. W. Adcock, of Winnipeg, who has the charter, states that he proposes to form a company and that he will apply for a Dominion charter of incorporation for the Winnipeg Interurban Ry. Co. (Aug., pg. 319.)

## Electric Railway Finance, Meetings, Etc.

**Brantford Municipal Ry.**—Details accompanying the report of the Commissioners, a summary of which was given in Canadian Railway and Marine World for September, on pg. 358, were presented to the City Council, Sept. 1. The accounts were for six months ended June 30. Of the total earnings of \$42,505.79, the line in the city earned \$20,943.81, and the Grand Valley Ry. \$21,561.98, the operating expenses being \$18,290.04 and \$15,931.85 respectively. During the six months the car mileage run was 123,180 on the Brantford lines, and 82,663 on the G.V.R.

### Cape Breton Electric Co.

	July 1, 1914	July 1, 1914 to June 30, 1915	July 1, 1914 to June 30, 1915
Gross earnings	\$27,832.40	\$29,606.95	\$155,597.52
Expenses	17,556.21	17,595.13	98,111.36
Net earnings	9,976.19	12,011.82	57,486.16

**Halifax Electric Tramway Co.**—The total earnings for 1914 were \$645,241 against \$605,933 for the previous year. The earnings for the street railway alone were \$319,880 in 1914 and \$301,771 in 1913. The operating expenses and taxes were \$375,123 against \$337,010, and the bond interest was \$30,000 in each year. The net earnings were \$239,818 in 1914 as against \$238,924 in the previous year. During 1914, 7,316,727 passengers were carried, the car mileage being 1,370,430, against 6,876,003 passengers carried, with a car mileage of 1,275,527 in 1913. The capital expenditures in 1914 were \$41,864, and amounts paid in dividends, \$112,000.

### London St. Ry.

	Aug., 1915	Aug., 1914	Jan. 1 to Aug. 31, 1915	Jan. 1 to Aug. 31, 1914
Gross earnings	\$34,273.14	\$37,084.89	\$2,732.17	\$249,048.47
Expenses	23,935.67	24,295.97	182,215.31	177,570.61
Net earnings	10,337.47	12,788.92	75,113.86	71,477.78

**Montreal Tramways Co.**—Subscriptions will be received to October 25, from shareholders of record Sept. 10, for a new issue of common stock at par, in the proportion of one share for every three shares now held. Ten per cent. is to be paid on application, and the balance will be called up as required by the directors upon giving two months notice.

**Oshawa Ry.**—The annual meeting was held at Deseronto, Ont., Sept. 13. Following are the directors for the current year: President, E. W. Rathbun, Deseronto; Secretary-Treasurer, J. H. Valteau, Gananoque, Ont.; Manager, H. W. Cooper, Gananoque, Ont.; other directors, B. R. Hepburn and D. A. Valteau.

**Toronto Ry.**—The receipts from Jan. 1, and the percentages paid to the city, for 1915, compared with those for 1914, are as follows:

	1915	City percentage	1914	City percentage
Jan....	\$ 471,226	\$ 70,486	\$ 501,844	\$ 75,277
Feb....	440,314	67,047	461,274	72,060
Mar....	488,468	93,141	530,751	102,150
Apr....	467,702	93,540	501,435	100,287
May....	468,953	93,790	534,465	106,803
June..	450,582	90,116	525,033	105,106
July...	449,086	88,821	495,882	103,772
Aug...	447,968	89,953	507,912	101,582
	\$3,684,290	\$686,534	\$4,058,596	\$767,127

**Air compressor outfit for Toronto Civic Railway.**—Tenders were received recently for equipment for the Danforth Ave. car barn and the Commissioner of Works recommended that the Canadian Westinghouse Co.'s tender for an air compressor outfit set complete with motor, making enclosed unit, for \$763 be accepted. He said that it was not the lowest tender but that after careful consideration of the other machines tendered he was of opinion that the Westinghouse would give the best service. The Board of Control accepted the tender.