

Electric Railway Projects, Construction, Betterments, Etc.

Brantford Municipal Ry.—In connection with the construction by the Ontario Government of the provincial highway between Hamilton and Brantford, Ont., a question has been raised as to the Brantford Municipal Ry's rights from Brantford to Cainsville. An extension of the line to Cainsville, it is stated, will have to be made very soon, and provision will have to be made for the laying of tracks when the pavement is being put down. The matter is under consideration by W. A. McLean, the Ontario Engineer of Highways. (April, pg. 202.)

British Columbia Electric Ry.—Work was reported to have been started Mar. 30 on removing the tracks, etc., on the center of King Edward Ave., Shaughnessy Heights, Vancouver, between Granville St. and the Inter Island Ry. tracks. The tracks were originally laid for use in connection with one of the company's lines, but other arrangements were made subsequently and a boulevard is to be laid out to replace the tracks. (April, pg. 202.)

A press report states that the company will shortly build a new station at Marpole, at an estimated cost of \$10,000.

Cape Breton Electric Co.—A press report states that the company will not rebuild the car barn destroyed by fire recently, but will repair the old power station so as to provide accommodation for cars requiring to be stored overnight. (Dec., 1919, pg. 670.)

The Hamilton Radial Ry.—Is reported to have applied to the Burlington Beach Commission for permission to lay temporary switches from its line to the G. T. R. bridge over the canal for the operation of its cars between Hamilton and Oakville, Ont., during the construction of the highway bridge across the canal by the Dominion Government.

London & Port Stanley Ry.—The new station in St. Thomas, Ont., was opened April 23. Sir Adam Beck, Chairman London Railway Commission operating the railway, the mayor and other members of the London City Council, were present, and were subsequently entertained at luncheon by the St. Thomas City Council.

Moncton Tramways, Electricity & Gas Co.—We are officially advised that the rebuilding of the car barn and machine shops at Moncton, N.B., destroyed by fire recently, is being held in abeyance pending certain decisions by the city council. (Mar., pg. 145.)

Montreal Tramways Co.—The Montreal City Council has been advised that the Tramways Commission is prepared to order the company to build a line on Kelly St. from Ahunistic, Bordeaux station, to Lamonth St., as soon as the city opens the street, and the Montreal Administrative Commission has recommended that the money be voted to expropriate the property required.

A press report states a second track is to be laid on the line from Guy St. to Queen Mary Road, during this year, and that a second track will be laid on the Iberville line later. (April, pg. 202.)

Oshawa Ry.—We are officially advised that the company has ordered from Canadian Westinghouse Co. an additional 500 k.w. motor generator.

We are officially advised that the company proposes to rebuild the car barn and to replace the rolling stock destroyed

by the fire, immediately. The total loss is put at \$450,000, which is covered by insurance.

Ottawa Electric Ry.—The Hull, Que., City Council is reported to have instructed its solicitor to appear before the Board of Railway Commissioners and oppose the company's application for permission to lay a loop at the terminus of its line in Hull. (Mar., pg. 145.)

Peterborough Radial Ry.—We were officially advised April 13 that nothing had been definitely settled about any track extensions in the city, with the exception of lifting a piece of track and replacing it as soon as the city paves the street from the C.P.R. south to Romaine St.

Quebec Ry., Light & Power Co.—We are officially advised that negotiations are still pending in connection with the proposal to extend the electric railway from Quebec to Loretteville, Que., but that no decision has been reached as to whether the line will be built this year. (April, pg., 202.)

Winnipeg Electric Ry.—As the result of an explosion the company's Main St. car barns were destroyed by fire April 7, the loss being estimated at \$400,000, distributed as follows:—Buildings, \$50,000; 20 cars, \$300,000; 4 sweepers, \$32,000. A number of other cars were damaged, and are undergoing repairs. (Jan., pg. 34.)

The Rule of the Road in British Columbia.

In the British Columbia Legislature on April 8 a bill to amend the Highways Act by changing the rule of the road in the province, to bring it into accord with that followed generally throughout the rest of Canada, was read a second time. The Minister of Public Works is reported to have stated that there is grave danger to the public in the retention of the "turn to the left" rule of the road, and with tens and even hundreds of thousands of motors arriving and leaving the province it is only a matter of time until the change would have to be made. The change is to become operative generally throughout the province July 15, but out of consideration for the street railways it has been decided to make the time of the change Dec. 31, 1921. This will mean that a small corner of the province would retain the present rule for a year and nine months; that is to say, that part of the Lower Mainland and Vancouver Island cut off by natural barriers from the interior and northern sections.

The B. C. Electric Ry., which operates all the electric railways in the district, had submitted a report showing that the changing of its rolling stock and tracks to comply with the new rule will cost over \$1,000,000. This had not been checked by the Department, but would be as soon as possible. The Minister proceeded to show that the change would cost more the longer it was left, chiefly because the company would be obliged in the near future to purchase new rolling stock. In the course of the discussion it was suggested that the province should bear part of the cost of the changes to be forced on the B.C.E. Ry. by the bill.

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry. and allied companies.

	Feb. 1920	Feb. 1919	8 months to Feb. 29, 1920	8 months to Feb. 28, 1919
Gross	\$746,030	\$645,415	\$5,796,655	\$4,740,999
Expenses	493,222	431,163	4,082,656	3,532,729
Net	\$252,808	\$214,252	\$1,713,999	\$1,208,270

Cape Breton Electric Co.

	Feb. 1920	Feb. 1919	2 months to Feb. 29, 1920	2 months to Feb. 28, 1919
Gross	\$45,113.83	\$42,963.90	\$94,195.81	\$95,154.14
Expenses	39,414.08	33,900.00	83,559.47	70,857.50
Net	\$5,699.75	\$9,063.90	\$10,636.34	\$24,296.64

Toronto Civic Ry.

	Feb. 1920	Feb. 1919	2 months to Feb. 29, 1920	2 months to Feb. 28, 1919
Passenger revenue	\$39,331.21	\$30,372.50	\$81,320.65	\$62,604.62
Passengers carried	2,334,286	1,818,434	4,827,582	3,768,895

Toronto Ry., Toronto and York Radial Ry. and allied companies.

	Feb. 1920	Feb. 1919	2 months to Feb. 29, 1920	2 months to Feb. 28, 1919
Gross	\$1,113,717	\$1,015,797	\$2,244,203	\$2,122,637
Expenses	754,994	620,200	1,505,472	1,255,493
Net	\$358,723	\$395,597	\$738,731	\$867,144

Winnipeg Electric Ry. and allied companies.

	Feb. 1920	Feb. 1919	2 months to Feb. 29, 1920	2 months to Feb. 28, 1919
Gross	\$44,873	\$371,162	\$943,710	\$761,701
Expenses	328,205	263,908	693,236	554,924
Net	\$116,668	\$107,254	\$250,474	\$206,777

The surplus after allowing for fixed charges for January was \$63,547.84, and for February, \$57,084.85.

Stops in Ottawa.—The Ottawa Electric Ry. is, we are officially advised, adopting a modified form of skip stops which will cut out about 25% of the present stops on its city lines. The city council has approved of the plan, which was put in operation April 5, and was reported April 15 to have resulted in a speeding up of the service. With regard to the matter of stopping cars on the near or far side of street intersections, we are advised that the Ottawa Motor Club requested the city Board of Control to adopt the near side stop. The company objected to this, and the city council decided not to make any change from the present far side stop. There are many reasons why the company objects due to the climatic peculiarities, but the chief objection is that it slows up the car service, making it necessary to extend the time schedules. This is because when a car stops on the near side all the cross traffic has the right of way over it for the time being. When a car stops on the far side it has the right of way in crossing the street, and after its business is finished at that crossing, it gets away immediately without inconveniencing anyone. The near side stop system was in operation during 1913, 1914 and 1915.

STOREKEEPER AND PURCHASING AGENT WANTED.

An Electric Railway operating a City and Interurban service requires a man to act as Storekeeper and Purchasing Agent. Must have experience in Stores Department. Applicants will please state experience and salary expected.

Address Box 666, Canadian Railway and Marine World.