

Electric Ry. and the Vancouver board of trade.

Following the passing of an act by the Ontario Legislature, granting, among other things, the right to operate motor busses on the streets, the city of Toronto has authorized the purchase of five double deck motor busses at \$10,000 each. They will be operated from the centre of the city to the Rosedale district.

The Toronto Ry. employees are asking for advances of wages to 28c and 30c an hour, an eight hour day on Sunday with time and a half pay, and free uniforms. The present agreement, which provides for 21c, 23c and 25c an hour, with first year men paying the whole cost of uniforms, second year men paying one half, and third year men having free uniforms, expires June 16.

Jas. Roosevelt, who, in Oct., 1911, was appointed Manager of the Transportation and Sales Departments, British Columbia Electric Ry., Vancouver, with supervision of the company's tram systems, both urban and interurban, on the main land and Vancouver Island, as well as the control of the sale of light and power at all points of the company's territory, has resigned.

W. H. Elson, heretofore Trainmaster, Interurban Lines, New Westminster, Lulu Island and Eburne, British Columbia Electric Ry., has been appointed Superintendent, District 1, covering Vancouver-New Westminster interurban line; District 4, covering Burnaby Lake Line; the New Westminster city lines, and terminals at New Westminster and Carrall St., Vancouver, with office at Vancouver.

The Dominion Power and Transmission Co. has received three double truck city cars for its Hamilton, Ont., service, from the Preston Car and Coach Co. They are 30 ft. long over bodies, with omnibus sides, double ends, 42 ft. long over all, finished inside with cherry, agasote ceilings,  $\frac{3}{4}$  in. agasote panelling on the outside instead of wood, which is a new departure, and are mounted on 27-G-1 trucks, with  $4\frac{1}{2}$  ft. wheel base.

The case of the Winnipeg Street Ry. against the city of Winnipeg came before the Manitoba courts, May 27. The company is applying for a declaration that it has the right to maintain, operate and extend its present overhead system without interference, and for an order to compel the council to remove its poles and overhead system, which are in too close proximity to the company's system. Other orders and injunctions are also asked for, which affect the company's power and gas franchises.

E. Sterling, who has been appointed Superintendent, District 2, covering Lulu Island and Eburne-New Westminster line; District 3, covering Fraser Valley Branch, British Columbia Electric Ry., New Westminster, was born at Thornbury, Ont., Oct. 3, 1875, and entered railway service May, 1891, since when he has been, to Oct., 1896, operator and agent, C.P.R.; Oct., 1896, to Mar., 1897, train dispatcher, C.P.R., Smelter Jct., B.C.; Mar., 1897, to July, 1909, conductor, C.P.R.; July to Oct., 1900, acting Trainmaster, C.P.R., Nelson, B.C.; Oct., 1909, to May 1, 1911, Chief Dispatcher, B.C. Electric Ry.; May 1, 1911, to May 1, 1912, Division Trainmaster, B.C. Electric Ry., New Westminster.

A short time since a committee of employees of the Ottawa Electric Ry., appointed by Division 279 of the Amalgamated Association of Street and Electric Railway Employees, waited on Superintendent Hutcheson to present some 29 requests on the question of wages, hours of work and working conditions. Mr. Hutcheson declined to deal with representatives appointed by a union, but expressed his willingness to meet a committee of the conductors and motormen. The men applied to the Minister

of Labor for a board of conciliation, which has been granted. Travers Lewis, K.C., has been appointed to represent the company, P. M. Draper to represent the men, and Judge MacDougall, of Hull, Que., is chairman.

Following are the chief details of the 22 interurban passenger cars, which the British Columbia Electric Ry. is having built at St. Louis, Mo., as mentioned in our last issue:—

Length over body .....	40 ft. 0 ins.
Length of each platform from end of body to outside vestibule sheathing .....	4 ft. 8 ins.
Length over vestibules .....	49 ft. 4 ins.
Length over bumpers .....	50 ft. 8 ins.
Width at sill including panels .....	8 ft. 5 ins.
Width over posts .....	8 ft. 4 $\frac{1}{2}$ ins.
Extreme width .....	8 ft. 7 ins.
Height from rail over trolley boards .....	13 ft. 4 $\frac{1}{2}$ ins.
Height from rail to under side of sill .....	3 ft. 3 ins.
Height from rail to top of floor .....	4 ft. 2 ins.
Height from rail to centre of drawbar .....	2 ft. 10 $\frac{1}{2}$ ins.
Wheel base of truck .....	6 ft. 6 ins.
Wheels, diam. ....	34 ins.
Truck centres .....	27 ft. 10 ins.
Seats .....	Walkover reversible
Trucks, type .....	M.C.B.

E. L. Milliken, whose appointment as Manager, Cape Breton Electric Co., Sydney, N.S., was announced in our last issue, graduated from the Technical High School, Springfield, Mass., in 1905, and obtained the B.Sc. degree from the University of Maine in 1908. He has been engaged at different times with the Westbrook Electric Light and Power Co., Westbrook, Me.; Bodwell Water Power Co., Oldtown, Me., and in the Track Maintenance Department of the Bangor and Aroostook Ry. In 1908 he entered the Stone and Webster Management Association's Statistical Department, and in the same year was transferred to the Cape Breton Electric Co., Sydney, N.S., and has since held the position of solicitor, Superintendent of Distribution, and Superintendent of Lighting.

W. M. B. McDonald, heretofore Assistant Superintendent of Lighting, Cape Breton Electric Co., Sydney, N.S., has been appointed Superintendent of Lighting, vice E. L. Milliken, who was appointed Manager on the resignation of H. C. Foss, as announced in our last issue. Mr. McDonald graduated from McGill University with the degree of B.Sc. in 1907, when he entered the service of Allis-Chalmers-Bullock, Ltd., Montreal. He was later a demonstrator in the electrical laboratory at McGill University, and in 1909 was appointed foreman of the meter department of the Pensacola Electric Co., Pensacola, Fla., and transferred to the Cape Breton Electric Co., Sydney, N.S., Jan., 1912, as Assistant Superintendent of Lighting. Both of the companies named are under the Stone and Webster Management Association.

Allan Purvis, who has been appointed Manager of Interurban Lines, British Columbia Electric Ry., New Westminster, was born at Batavia, Java, June 29, 1878, and educated at the Merchant Taylor's school, Liverpool, Eng. He entered railway service at 12 years of age, with the C.P.R., being successively, Aug., 1890, to Feb., 1891, messenger, Stores Department; Feb. to Nov., 1891, storesman; Nov., 1891, to Sept., 1892, junior clerk at Vancouver, B.C.; Sept., 1892, to Aug., 1893, timekeeper, Donald, B.C.; Aug., 1893, to Oct., 1894, clerk, Vancouver, B.C.; Oct., 1894, to Mar., 1895, assistant storekeeper, North Bend and Kamloops, B.C.; Mar., 1895, to Sept., 1896, clerk and operator, Car Service and Fuel Department, Vancouver, B.C.; Sept., 1896, to Jan., 1899, chief clerk, Fuel Department, Vancouver, B.C.; Jan., 1899, to Feb., 1908, chief clerk to General Superintendent, Vancouver, B.C.; Feb. to Nov., 1908, Superintendent, District 4, Central Division, Souris, Man.; Nov., 1908, to Oct., 1909, Superintendent, District 3, Pacific Division, Nelson, B.C.; Oct., 1909, to Oct., 1911, Local Manager, Fraser Valley Branch, British Columbia Electric Ry., Vancouver, at which latter date he resigned.

## Remodeling British Columbia Electric Railway Cars.

The company has about completed the remodelling of 27 interurban cars which were formerly equipped with four 50 h.p. motors and k-14 controllers. Seventeen of the cars are being altered to the General Electric Co.'s type m multiple unit equipment, consisting of four 75 h.p. motors and c-60 trucks. Ten cars, which are of lighter type, with less seating capacity, are being equipped with the Westinghouse type h.l. pneumatic control, with four 50 h.p. motors.

All of these cars are arranged for train operation, and those fitted with 75 h.p. motors will be available for service on the Fraser Valley line, the regular equipment of the cars on this division being similar as to control and motors.

The 17 large cars have each a seating capacity of 56 persons, 20 in the smoker, and 36 in the general compartment. The smaller cars seat 44 people, 10 in the smoker and 34 in the general compartment.

## Fake Accident Cases in Toronto.

Following on the fake accident claims recently made against the Toronto Ry., as mentioned in our last issue, the charges of conspiring to fabricate evidence, and contempt of court were taken up at the Assizes held at Toronto, May 16, against J. W. Curry, K.C., J. H. Forrest, Claims Agent, Toronto Ry., A. Burnett and W. E. Smalling, detectives, the grand jury having thrown out the bill against R. J. Fleming, General Manager, Toronto Ry. The defendants, who pleaded not guilty, admitted indiscretion, and tendered a full apology. J. W. Curry, K.C., having been given leave, made a personal statement, to the effect that he had been called in consultation, and certain information placed before him which had been obtained from the Toronto Ry.'s special officer, A. Burnett, and subsequently, papers connected with the case and later reports were sent to him. The points on which he was consulted were the criminal prosecution of the medical man concerned, or the bringing of the case before the discipline committee of the Ontario Medical Council. He, having heard that the solicitor acting for Burnett was seeking instructions to issue a writ against the company, instructed that such instructions should not under any circumstances be given, and he had no idea that any civil action would be taken. What was in mind was the obtaining of sufficient evidence to bring the doctor before the Medical Council, and not to bring the court into contempt in any way. Since the case had been brought he had given the matter a great deal of consideration, and realized that the proper course for him to have taken was to have refused to go to court with the case and to have notified counsel for the then plaintiffs that there was no cause for action, and that coming into court with an action of that kind was an impropriety for which he could offer no defence.

Justice Latchford, who stated that there was nothing meretorious in the matter from beginning to end, decided that in view of the apologies tendered, the case need proceed no farther. He also stated in respect to the counsel who acted for the plaintiffs in the damage cases, that he was deceived, as anyone in the same position must have been, and that there was no imputation that he had acted in an unprofessional manner.

The grand jury returned a no bill against Dr. A. H. Garratt on a charge of wilfully obstructing a court of justice.