

## Statistics of the St. Paul's Avenue Subway

Report Compiled by City Engineer Gives Interesting and Instructive Information Upon the Subject

The following interesting statistics compiled by the city engineer were submitted to the Dominion Board of Railway Commissioners at Hamilton on Thursday in connection with the application of the city for the construction of the St. Paul Avenue subway:	
That census taken in vicinity of proposed St. Paul Avenue subway, from Thursday, April 5th to Sunday April 8th, including Good Friday and Sunday from 6:30 a.m. to 7 p.m.:	
Condition of weather as follows:	
April 5th—cold and raining all day.	
April 6th—cold wind and snowing from 1 p.m. to 4 p.m., balance of day raining.	
April 7th—very cold and windy.	
April 8th—very cold and windy.	
Pedestrian traffic through station on St. Paul Ave., crossing the G. T. R.:	
April 5th.....754	
6th.....855	
7th.....1109	
8th.....1054	
Total.....3772	
Traffic through Albion Street subway:	
Pedestrian.....320	
Vehicle.....182	
April 6th.....298	
7th.....397	
8th.....194	
Total.....1142	
Traffic at hospital corner St. Paul Avenue and Terrace Hill St.:	
Pedestrian.....229	
Vehicle.....119	
April 6th.....264	
7th.....445	
8th.....151	
Total.....763	
Traffic at St. Paul Avenue and St. George Street city limits:	
Pedestrian.....48	
Vehicle.....65	
April 6th.....174	
7th.....73	
8th.....360	
Total.....1256	
The census at the Albion St. Subway and at the site of proposed St. Paul Avenue subway shows a large amount of traffic between the race hill and the factory district in Holmedale.	
St. Paul Avenue Subway, Brantford	
Estimate No. 1, Dated Dec. 24th, 1914, 12 ft. clear span, 2 tracks.	
Excavation 12,500 cu. yards	
at 40 cents.....\$5,000.00	
Concrete 1,900 cu. yds. at \$7.00.....13,300.00	
Handrail 1,150 lin. ft. at \$2.00.....2,300.00	
Temporary work, 2 tracks	
Concrete floor and water proofing.....800.00	
Steel superstructure.....6,000.00	
Sidewalks and curbs.....758.10	
Reconstructing high level walks on St. Paul's Ave. east and west sides from Alonzo St. to Lawrence St. and on the north side of Alonzo St., 2570 sq. yds. at 75 cents.....1,567.50	
Relaying St. Paul Ave. Sewer, 175 ft. at \$1.25 and connection to Alonzo St., \$100.....318.75	
300 ft. of storm sewer on St. Paul Ave. at \$2.50.....750.00	
Storm Sewer connections in subway and lane M.H. To re-setting 20 electric telephone poles at \$5.00.....100.00	
To relaying 600 lin. ft. of water main at \$1.00.....600.00	
To relaying 300 lin. ft. of water service at 50c.....150.00	
To relaying 600 lin. ft. gas mains at \$1.00.....600.00	
To relaying 300 lin. ft. of gas services at 50c.....150.00	
Contingencies 10 per cent.....3,405.42	
Engineering and Superintendency, 5 per cent.....1,872.93	
Owing to the increased cost of labor and material say plus 35 per cent.....13,766.39	
Total.....\$53,098.94	
(Land damages not included in this estimate.)	
Copy estimate No. 1 of vehicular subway furnished by G. T. R., dated July 20th, 1912, 35 ft. clear span, 3 tracks.	
Temporary work, 2 tracks	
Concrete floor and water proofing.....10,500	
Excavation.....4,200.00	
Foundation.....575.00	
750 cu. yds. at 75c say.....575.00	
Concrete, 1,750 cu. yds. at \$8.....14,000.00	
Filling, 1,600 cu. yds. at 25c.....400.00	
Steel superstructure, 225-50, at 35c say.....8,450.00	
Concrete floor and water proofing 2,000 sq. ft. at 50c.....1,000.00	
Handrail, 600 lin. ft. at \$2.....1,200.00	
Sidewalk and curbs, 600 sq. yds. at \$1.25.....750.00	
Road Metalling, 1,500 sq. yds. at 75 cents.....1,125.00	
Excavation, 600 lin. ft. at \$2.....300.00	
Pipe and gullies, 225 lin. ft. at \$1.00, plus \$50.....275.00	
Contingencies 10 per cent.....3,300.00	
Engineering and superin-	

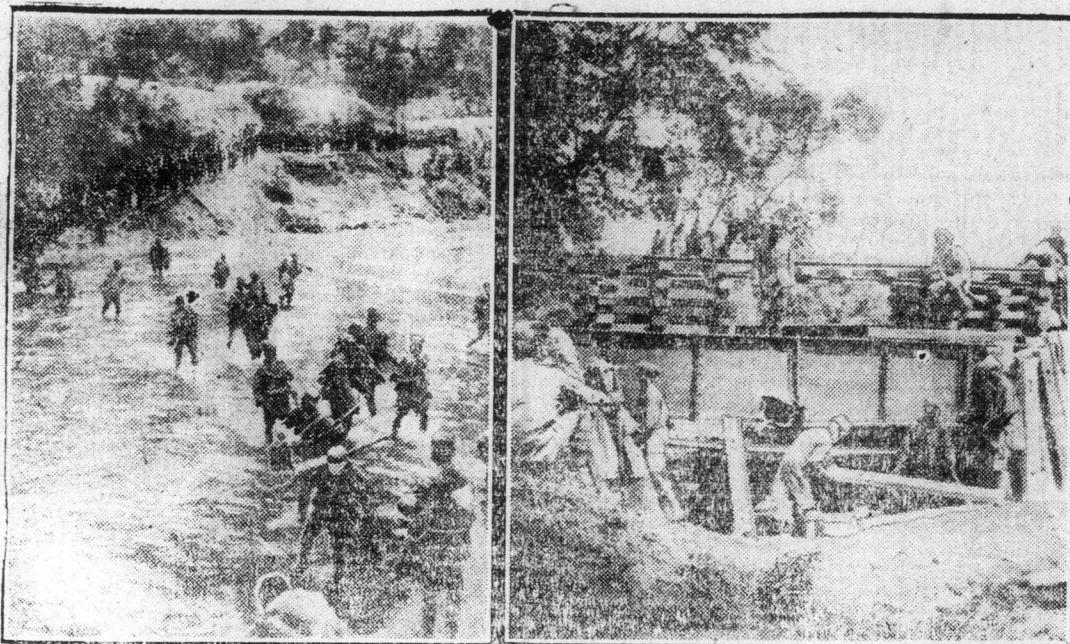
## FILL THE CARS

A LITTLE more cooperation between the merchants and the railways will do much to relieve the present freight situation. The railways are not trying to shift the responsibility on to the public, but are asking the public's help. Much more tonnage, for instance, could be handled with the existing locomotive power and terminal facilities if cars were loaded to capacity instead of being so often only two-thirds full. In the old days when traffic was lighter, it mattered less to the railways if a shipper did not use all the space he paid for—that was the shipper's loss. But now it is realized that the extravagance of one shipper may cause delay to others owing to the limited amount of locomotive power and terminal facilities. The shortage is not so much in equipment as in train crews, and labor in yards and roundhouses. Anything which can help to secure quicker clearance and freer movement in the yards, helps to speed up the movement of freight. Another drawback to the economical movement of freight is that a great many consignees order not the full carload of freight, but merely the minimum allowed under the classification. It would materially help to solve the problem if in placing orders consignees would order enough to fill a car to capacity instead of the minimum, which very often does not represent more than half a carload. The question of the capacity of cars is itself the subject of investigation. The standard of loading grain, for instance, has remained the same for many years, but improvement in the engineering of cars has gone on steadily, so that the modern freight car can bear stresses greatly in excess of what was possible twenty years ago. The result is that there is prospect of considerably increasing the load line on quite a large proportion of freight equipment, thus increasing the train capacity without requiring additional train crews. Grain cars rated for 20 tons, for example, are now being loaded to 22 tons.

The following figures are taken from the Railway Statistics of the Dominion of Canada, issued by the Deputy Minister of the Department of Railways and Canals, and cover all the railways of Canada:	
Note.—1907 is the first and 1915 the last year for which figures are available.	
Total tons freight carried 1 mile.....11,687,711,839	1915 Increase 51.1%
Aggregate capacity of freight cars (in tons).....2,908,903	6,731,265 131.4%
Total freight cars.....105,540	201,680 91.1%
The 1907 average car	
Capacity 21 1/2 Tons	Contents 15 1/4 Tons
The 1915 average car	
Capacity 33 1/2 Tons	Contents 18 1/4 Tons

The car capacity increased 53 tons. The contents increased 30 tons. 45% of the additional capacity provided was not used. The public is asked to co-operate with the railways in an endeavor to remedy the existing car shortage. It can be done by utilizing to better advantage the present available rolling stock. By increasing the average car load to 22 1/2 tons or 5 tons more than during 1915 would be equivalent to the placing of 54,800 additional cars in service. Light bulky commodities, of which there are many, should be loaded to the full cubic capacity of cars. Heavier freight should be loaded to the maximum carrying capacity authorized.

WITH THE BRITISH FORCES ON THE EASTERN BATTLE FRONT.



The King's Royal African Rifles are shown on the left forcing a stream. On the right is a railway bridge which the retreating Germans tried to blow up, but only slightly damaged in their haste.

tendence 5 per cent say \$1,825.00

Owing to increased cost of labor and material, say plus 35 per cent.....13,300.00

Total.....\$51,300.00

Copy estimate No. 2 of Pedestrian subway, furnished by G. T. R., 6 ft. by 7 ft., 3 tracks:

Temporary work.....200.00

Road excavation, 1,350 cu. yds. at 40c say.....540.00

Foundation excavation, 1,550 cu. yds. at 75c say.....1,162.50

Concrete, 675 cu. yds. at \$8.....5,400.00

Steel, 6,500, at 3c say.....200.00

Filling, 500 cu. yds. at 25c.....125.00

Handrail, 375 lin. ft. at \$2.....750.00

Sidewalk and curbs, 55 sq. yds. at \$1.25 say.....68.75

Road metalling, 100 sq. yds. at 75c.....75.00

Excavation, 600 lin. ft. at 50c.....300.00

Pipe and gully 4 in. 175 lin. ft. at 60c, plus \$20.....125.00

Contingencies, 10 per cent.....900.00

Engineering and superintendency, 5 per cent say.....550.00

Owing to increased cost of labor and material, say plus 35 per cent.....3,675.00

Total.....\$14,175.00

In looking over the G. T. R. plan I find that no provision has been made for Alonzo street entrance to subway, they also make provision for three tracks there being only two tracks at present.

Memo, Re. St. Paul Avenue Subway, Brantford, April 10th, 1917

The distance of city hall to hospital is the same via Market street and Terrace Hill street, and via Brant Avenue and St. Paul Avenue, but via Brant Avenue and St. Paul Avenue there is 1.2 miles of pavement with a maximum grade of 5.2 per cent. on St. Paul Avenue route.

While on the Market street route there is only 0.5 per cent. of a mile of pavement and at the G. T. R. crossing there are 5 tracks to cross which are protected by gates, and these are closed a great deal of the time causing great delay, and further there is a 10 per cent. grade up Terrace Hill St. The total distance by either route is 1.4 miles.

From fire hall to hospital via Brant Avenue and St. Paul Avenue the distance is 1.3 miles, all being paved except 0.25 miles. This is an ideal route for the fire department. In case of fire at hospital, there being only two corners to turn with motor truck.

The next best route is via Brant Avenue and Albion street subway, the distance being 1.4 miles with 0.83 miles of pavement, there being seven corners to turn, and owing to the danger of turning into the narrow subway, together with the narrowness of McMurray and Lawrence Sts. (they being 40 feet wide) considerable delay would be caused at these points.

From fire hall to hospital via Queen's West and Terrace Hill Sts., the distance is 1.45 miles, none of which is paved. Note the liability of being detained at G. T. R. gates and time lost on heavy grade. Note importance in case of fire at Hospital or Terrace Hill district generally.

Comparing St. Paul Ave subway route and Albion street subway route note longer distance by latter and impossible hills to mount (grades shown on white print) and narrow streets and approaches. Alonzo, Lawrence, Elizabeth and McMurray Sts., being only 40 feet in width, while Brant Ave. is 73 feet wide, and St. Paul Avenue is 66 feet wide.

The Albion St. subway is 36 feet

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## SERBS REVOLT

London, April 14.—An uprising of Serbians against the Bulgarians who are now occupying their country is reported in an Exchange Telegraph despatch from Athens. As a result of pressure exerted by the Bulgarians, the Serbian population revolted and took to the hills. The insurgents divided into battalions and companies and are engaged in destroying bridges, railways and other means of communication. The Bulgarian government has despatched troops to Nish to suppress the disorders which are said to have reached grave proportions.

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