

Electric Railway Notes.

The Montreal Tramways Co. has ordered 25 motor cars and 25 trailer cars to be built in Philadelphia.

The Montreal and Southern Counties Ry. has ordered 3 motor and 3 trailer cars from Ottawa Car Manufacturing Co.

The Port Arthur, Ont., Public Utilities Commission has declined to grant the Salvation Army certain free advertising privileges on the electric railway cars.

The Guelph Radial Ry., owned and operated by the city of Guelph, Ont., has advanced its conductors' and motormen's wages 1c an hour, making them as follows: 1st year, 22c; 2nd year, 23c; 3rd year, 24c.

The British Columbia Electric Ry. announces that as the result of the experiment tried during last summer clear glass will be substituted for the opaque glass at present in use on front windows of its cars.

The Vancouver City Council is applying to the British Columbia Legislature for power, among other things, to enable it to make a distinction between taxi-cabs and jitneys as to license fees, and to enable it to operate motor busses.

The recent fire at the Preston Car & Coach Co.'s works, Preston, Ont., destroyed among other rolling stock: 2 suburban electric cars for Toronto Suburban Ry., 2 suburban electric cars for Niagara, St. Catharines & Toronto Ry., and 1 gas electric car.

The Saskatoon, Sask., City Council has under consideration a suggestion by Commissioner Yorath that the city, owing to the largely increasing cost and the inability of manufacturers to fill orders on short notice, undertake the building of cars for the Saskatoon Municipal Ry.

One of the first acts of the Nova Scotia Tramways & Power Co.'s directors on taking over the Halifax Electric Tramway Co.'s property, Jan. 10, was to authorize a 10% increase of wages of conductors and motormen, to date from Jan. 1. The wage agreement with the men had until May 1 to run.

The Hamilton St. Ry. reported recently that it was several men short of the number necessary to maintain a normal street car service. In addition to the shortage of young men going into the service, the company is losing men who have been with it several years, who are going to other and at present better paid lines of work.

The Lake Erie & Northern Ry., on Jan. 22, put a new time table into effect, under which the first northbound train leaves Brantford at 7.47, instead of 8 a.m., and the first southbound train at 7.50. There is no other alteration of the northbound trains, but all southbound trains except the first leave Brantford at 15 minutes before the hour, instead of on the hour as previously.

The Edmonton, Alta., City Council had soldiers' wives and children transported free on the Edmonton Radial Ry. for a Christmas entertainment. Eight special cars were in operation for five hours on the service at cost of about \$120. Superintendent Moir has asked the Commissioners whether the E.R.Ry. is to be charged with this or whether it is to be paid out of some other city fund.

The Quebec Ry., Light & Power Co. has put in operation a reduced fare on its line from Sillery into Quebec. The straight fare will be 7c, but 15 tickets will be issued for \$1, and there will be the

usual transfer privileges. The old fare was 5c from Sillery to Maple Ave., and city rates inside the limits, making the total fare a little over 9c, where city tickets were used and 10c otherwise.

The British Columbia Electric Ry. has erected two electrically illuminated maps, each 5 x 10 ft., at the approach to its interurban station on Carroll St., Vancouver, showing in colored lights the various lines operated by the company. One map shows the lines between Vancouver and Steveston and Chilliwack, with the New Westminster connections, and the other shows the city lines with outside connections.

City Commissioner Harrison reported to the Edmonton, Alta., Board of Trade recently that an effort had been made to manufacture brake shoes for street cars at the city foundries, but it had been found that they were either too hard, so that they made unreasonable wear of the car wheels, or that they were too soft. The Board of Trade proposes to have another test made to introduce the manufacture into the city.

The Mayor of Vancouver, in the course of his inaugural address to the City Council on Jan. 15, said: "As the agreement with the B. C. Electric Co. expires at an early date, it is imperative that this year's council formulate a definite policy in this connection, the preliminary steps having been taken by last year's council, in the acquirement of certain options on power sites and by applying for the necessary legislation."

The Hamilton & Dundas St. Ry. has entered into an agreement with the Toronto, Hamilton & Buffalo Ry. for making a connection between the two companies' lines between Hamilton and Dundas, and for the operation of the T.H. & B.R. over the H. & D. St. Ry. tracks into Dundas, for freight purposes only. The agreement is to run for 50 years, and because it is for that period and not for one of less than 21 years, it is necessary to have it ratified by act of parliament.

The Edmonton, Alta., City Council has authorized application to be made to the Alberta Legislature for power to pass a bylaw to regulate the jitney traffic in the city. The city's Public Utilities Commission desires to have the jitney traffic restricted to streets upon which the Edmonton Radial Ry. does not operate, and as a basis of framing a bylaw the regulations at present in force in Calgary, Alta., were on Jan. 13, recommended for adoption.

The Montreal & Southern Counties Ry. has ordered 3 motor and 3 trailer passenger cars from the Ottawa Car Manufacturing Co. They will be 55 ft. long over buffers, and 8 ft. 1½ in. wide, equipped with lavatory accommodation, water coolers, hot air forced draught heaters, etc. The electrical equipment will be Westinghouse 306 interpole motors with H. L. multiple control, and the air brake will be Westinghouse AMM type. The governors on all cars will be operated through a master governor on the leading car of each train.

Port Arthur Civic Railway is managed by the Port Arthur Public Utilities Commission, which is composed of: A. E. Wideman, chairman; I. L. Matthews, G. H. Rapsey, M. C. Campbell and Mayor Cowan. At the civic elections in January, I. L. Matthews was re-elected a member of the commission, and M. C. Campbell was elected to succeed W. P. Cooke, who was chairman of the commission from its inception in January, 1915.

United States Electric Railway Earnings, Etc.

The American Electric Railway Association has prepared the following comparison of statistics for the years ended June 30, 1915 and 1916:

		Increase over 1915, 1916. per cent.
Operating revenue	\$208,641,000	3.47
Transportation revenue	202,822,000	3.54
Other ry. operating revenue . .	5,813,000	.87
Operating expenses	126,352,000	2.40
Net earnings	82,289,000	5.15

Reduction of Speed on Galt, Preston & Hespeler St. Ry.—The Ontario Railway and Municipal Board, as a result of a visit paid to Kitchener by Vice Chairman A. B. Ingram, passed the following order, Jan. 2, re accident in the city of Kitchener on Galt, Preston & Hespeler St. Ry. and Preston & Kitchener St. Ry. Co.'s line, resulting in the death of Jas. Gancie on Nov. 18, 1916: "Upon consideration of the company's report and of the finding of the coroner's jury, and the board having investigated the facts in connection with the accident, and having inspected the railway in Kitchener and its operation, the board orders that no car of the said companies be operated at a speed exceeding 15 miles an hour between the southern limit of the city of Kitchener and the point where the companies' line connects with the Kitchener & Waterloo Ry. Co.'s line."

The Ottawa Electric Ry. Bulletin, Christmas number, was a considerably enlarged issue, containing among other matter a Christmas greeting from the President, T. Ahearn; portraits and biographies of "Pioneers of the Electric Railway Industry in Canada," viz., T. Ahearn, W. Y. Soper and J. D. Fraser, who are the company's President, Vice President and Secretary-Treasurer respectively; a historical sketch of the company, an illustration of one of its first sweepers in 1891; portraits and biographies of old timers of 1891, "still in the service and going strong," and portraits of the company's contingent in the 207th Battalion, C.E.F., besides a lot of other interesting matter.

Overcrowding on Toronto Ry. Cars is again occupying the attention of the city council. The Medical Officer of Health was instructed to proceed against the company for endangering the public health by overcrowding its cars, and he instructed his staff to obtain evidence to enable a prosecution to be undertaken, after which a charge was laid and the case remanded by the police magistrate. The question of overcrowding has been before various relays of city councils in Toronto for many years, and some hope is still entertained that some day a bright idea on the subject may enter the minds of those in authority, which, when put into practice, would cause overcrowding to cease.

The Toronto Ry. was sued recently by M. J. Quinn, Manager, National Equipment Co., Toronto, for \$5,000 for alleged injury to his reputation and expense incurred, respecting a charge in the local police court of disorderly conduct, he having advised some women who were injured when alighting from a street car not to give their names to the conductor. He claims that some years ago, while acting for the Ontario Railway and Municipal Board, he reported adversely on certain fenders used on the company's cars, and that since that time he has been a marked man. The jury awarded him \$528.25 damages.