

be put in position. During the autumn of 1913 and in the present year the company has been engaged in that work, and has laid 80-lb. A.S.C.E. section rail throughout in 60-ft. lengths, with continuous joint plates, inserted manganese guarantee construction in special work, with solid manganese switch tongues, and solid intersections at the principal railroad crossings. There is a good subgrade of gravel under all the reconstructed work, and the track was laid, after rolling on 6 x 7 cedar ties, placed at 2-ft. centres, and filled in from top to bottom with concrete, which was run at the same time as the base for the asphalt pavement. Between and outside the rails is paved with blocks. The Charlotte street section remains to be completed, but, although all the material is on hand, the work will not be carried out until next spring, as the city has decided not to pave the street until then.

It is proposed to make an extension of about a mile in the spring into recently built-up territory. At present the company is engaged on the extension and enlargement of the feeder system, and is putting up 10,000 lbs. of copper wire. During the summer about half a mile of track at various points has been reconstructed.

Sarnia St. Ry.—We are officially advised that the proposed extension south on Christiana St. to Clifford, and on Clifford St. West toward the river, at Sarnia, Ont., is not likely to be made until the spring.

Sudbury-Copper Cliff Suburban Electric Ry.—The Board of Railway Commissioners has authorized the company to build its tracks across the C.P.R. at Elm St., Sudbury, and across various spur lines and the C.P.R. Stobie branch.

Toronto Civic Car Lines.—We are official-

ly advised that the electric railway to be built on Bloor St. west, as a civic undertaking, by the Toronto City Council, will extend from the west street line of Dundas St. to the east street line of Quebec Ave., approximately 4,000 ft. The permanent construction will be double track, paved with wood block. This work will be started in the spring, but meanwhile a single track is being laid on the north road allowance. The permanent roadbed will have 9 ins. of concrete under the ties, which will be of oak, 6 x 8 x 5 inches; girder rails, Ladin rail section 122-467, will be used, with rail brace triplates and wood block paving. On the temporary track 60-lb. rails, A.S.C.E. section, will be used, with light ballast. Work on the temporary construction was started Nov. 4, and it is expected to have it completed by Dec. 31.

The question of operating the line was considered by the civic works committee on Nov. 6, when the Commissioner of works was directed to negotiate an agreement with the Toronto Ry. It was reported that the company was willing to operate the line as a stub on the basis of 20c a car mile, and the Commissioner of Works said he was of opinion that the city could operate it at 16c per car mile.

The line will cost \$125,000, of which amount \$5,000 will be expended on the temporary line. Legislation authorizing the issue of debentures for this amount without a vote of the ratepayers will be obtained next session of the Ontario Legislature, the Premier having promised that it will be enacted.

Winnipeg Electric Ry.—Press reports state that plans are being prepared for filing with the city council for extensions in the north-west section of the city, in accordance with the City Engineer's directions.

sum equal to the annual interest on the cost of construction; to build the first tunnel at once under St. Lawrence Boulevard, from Vitre St. to Mile End Station, and others as is deemed necessary; to extend the franchise for 10 years, if at the end of the 30 year period the city decides not to expropriate the system; to apply to the Legislature for an act to authorize the company to do the following: To establish a double track service on Vitre St., between St. Denis and Victoria Square, and to widen at its own expense Vitre St., from St. Denis to Victoria Square, the company to have the right to expropriate the land necessary; to put a full double track service on St. Antoine St., as far as De Courcelles St., St. Antoine St. to be widened to 60 ft., and the company to have the right to expropriate; to give to the city what land it owns as a right of way so that Notre Dame St. may be extended from St. Remi St. to Rockfield Road; to cede what land it owns between St. James St. and St. Clothilde Church for use as a public park; to expropriate the property of the Mount Royal Park incline railway within six months and to construct a surface line that will give suitable access to Mount Royal Park. (Nov., pg. 576.)

Electric Railway Notes.

British Columbia Electric Ry. employees have contributed \$485.22 to the Vancouver citizens' war fund.

The Peterborough Radial Ry. has increased the number of its cars so as to give a 10-minute service on all its lines.

Chesterfield, Eng., is issuing tokens for the free transportation of Belgian refugees over its street railway and motor bus routes.

The Montreal City Council decided, Nov. 20, to cooperate with the Montreal Tramways Co. in its safety first campaign.

The Lethbridge, Alberta, Municipal Ry. has distributed a time card, showing the times at which cars will pass given corners, on all its lines.

A 54 hour schedule for the employees of the Lethbridge, Alberta, Municipal Ry. went into effect Nov. 9. The change enables the employment of two more men full time.

Welland, Ont., women, who acted as conductors for a day recently on the Niagara, Welland and Lake Erie Ry., secured \$300 for the Canadian Patriotic Fund.

The Toronto Suburban Ry. is appealing to the Imperial Privy Council against a court decision which holds it responsible for the cost of paving the track allowance on Davenport Road, Toronto.

The British Columbia Electric Ry.'s office staff in Vancouver held their annual dinner Nov. 14. G. Kidd, General Manager, and G. R. G. Conway, Chief Engineer, were among the speakers. It was reported that the Office Staff Social Club had 175 members and was doing a good work.

The Toronto Board of Control is trying to secure a 5c. night fare for working people. The Corporation Counsel contends that under the Ontario Railway Act of 1913 no fare over 5c. shall be charged by any railway for a distance not exceeding three miles.

Sir Adam Beck, Chairman of the Hydro Electric Power Commission of Ontario, in addressing the University of Toronto Engineering Society recently, said the time had arrived when the Dominion Government should declare its policy in regard to granting subsidies for the proposed inter-urban electric railways to be built by municipalities under the commission's auspices.

C. Dunwell, a motorman on the Edmonton Municipal Ry., addressed a meeting of the Edmonton Property Owners' Association

Montreal Tramways Company and Its Franchise.

The question of the Montreal Tramways Co.'s franchises, which has been under consideration by the Montreal City Council, came up at a meeting of the Board of Control, Nov. 11. There have been a number of suggestions put forward and reports made, the latest of which is one by the Mayor, which was made public Nov. 9. It is said that Controller Hebert is also preparing a proposal for a new franchise. As the full board was not present Nov. 11, the Mayor refused to have the matter considered.

The proposition put forward by the Mayor is in two parts. The first deals with what the company is asked to do, and the second with what the city would bind itself to do. The company is asked to abandon all existing franchises in territory from Lachine limits to Riviere des Prairies and Cartierville on the west, the river on the south, the boundary of Longue Pointe Ward on the east, and Riviere des Prairies on the north; to abandon all rights it now has of being exempted from taxes in that district; to give up any franchise it may possess in any territory outside the above-mentioned district when it becomes annexed to the city (the question of fares to be settled at a later date); to extend its double track on St. Lawrence Boulevard from the C.P.R. subway to Riviere des Prairies; to build the following lines by Nov. 1, 1915: On Cote des Neiges Road, from the cemetery entrance to a junction with the existing line on Queen Mary Road; from St. Dominique St. via Isabeau St. and St. Lawrence Boulevard to Cremazie Road; from Church Ave. via St. Patrick St. and Monk Boulevard to Allard St.; complete the double track on Notre Dame St. east to eastern limits of the city; from Papineau Ave. via Rosemount Boulevard to St. Michel Road; Masson Street line to be extended

from Ninth Ave. to connect with the Pius IX. Ave. line; from Centre St. via Atwater, St. Patrick, Duberger, Gladstone, and Archibald to Church Ave.; to establish a service on Boyce St. as soon as the city opens it, between Maisonneuve and Tetreaultville; to construct four specifically named lines as soon as subways or overhead bridges are built; to submit questions of other extensions to the Public Utilities Commission and abide by its decision; to keep tracks free from snow and ice, and to pay one-half of the cost of the removal from the rest of the street; to pay \$12,000 a year for street watering; to pay half of the interest and sinking fund chargeable to the city and the company for any work ordered by the city or the Public Utilities Commission; to pay full cost of work made necessary to the company by reason of a change of grade; to pay for street repairs extending 18 ins. from each track; to charge no more than a 5c fare between 6 a.m. and midnight, and no more than a 10c fare between midnight and 6 a.m.; to sell regular tickets at 6 for 25c, limited tickets at 8 for 25c, and school children's tickets at 10 for 25c; to charge no more than 5c and 10c fares as above on subways to be built by the city; to establish an auto bus service on streets to be designated within five years (provided the city has power to do so) at a 5c fare; to refer all claims and disputed accounts at present outstanding to arbitration; and to expend \$130,000 on two ferry boats to St. Helen's Island, with an additional \$20,000 on the necessary wharves.

The city in return to grant a new franchise covering the entire city, to run for 30 years, and to bind itself to do the following: To build at its own cost rapid transit underground tunnels, the company to furnish tracks and equipment, and to pay as rental a