

Electric Railway Projects, Construction, Betterments, Etc.

Brantford Municipal Ry.—We are officially advised that while there is under contemplation the building of an extension of between two and three miles, it is very doubtful if it will be done this year. The principal reason for this is the difficulty of securing rails.

Edmonton Radial Ry.—Superintendent Moir laid an estimate before the Edmonton, Alta., Public Utilities Commission, Jan. 10, for a projected extension of the Bonnie Doon car line to 95th Ave., as follows: Ties, \$375; 6,000 ft. of 60 lb. rails, \$3,000; 30 poles and brackets, \$150; grading, labor and ballast, \$650; spikes, bolts and bonding, \$300; total, \$4,475. If the extension should be built another car would have to be purchased to give the same service as at present. Consideration was postponed until the estimates for the year are made up. (Jan., pg. 30.)

Guelph Radial Ry.—We are officially advised that the company has recently completed the placing of gas-welded bonds on a mile of track. Orders have been placed for 6,000 ft. of 80 lb., 7 in. high Lorrain section 335 steel rails for early delivery. This will be used to relay 3,000 ft. of track on Ogilvie St. A. H. Foster is Manager. (Oct., 1916, pg. 425.)

The Greater Winnipeg Waterways District Commission has under consideration a project for building an electric railway to Transcona, Man., but we are officially advised that no decision has been reached upon the matter. (Jan., pg. 19.)

Hamilton St. Ry.—The Kenilworth Ave. loop line was put into regular operation Jan. 1. The King St. West cars run along Burlington St. to Kenilworth Ave., thence along that avenue to Barton St. and back. (Jan., pg. 30.)

Hull Electric Co.—We are officially advised that the only work contemplated for 1917 is the laying of 8,660 ft. of second track and the building of a 4,800 ft. loop line. A press report credited the company recently with having decided on building two miles of new line. (Dec., 1916, pg. 503.)

London & Port Stanley Ry.—We are officially advised that while a small length of track was laid between Richmond and Ridout Sts. on Bathurst St., London, Ont., in 1916, it has not been connected up with the main line east of Richmond St. The work is expected to be finished early in the spring. (Jan., pg. 30.)

Peterborough.—The Peterborough City Council is applying to the Ontario Legislature for power to declare the Peterborough Radial Ry. a public utility in the event of the city acquiring the property and franchises; to authorize the borrowing of money to pay for the same and to give the Public Utilities Commission power to take over and operate the railway. (Oct., 1916, pg. 421.)

Quebec Ry., Light & Power Co.—Track laying on the Limoilou extension is reported to be completed and a temporary service was started Jan. 8. The cars run up 3rd Ave. and 18th St. to Charlesburg Road and connect with the Stadacona line. (Jan., pg. 30.)

St. John Ry.—It is generally understood that the company has purchased the Victoria wharves and maritime warehouses at St. John, N.B., which they have hitherto held under a long unexpired lease. The company is tearing down certain of the Worden buildings thereon,

owing to them being in a dangerous condition. It has not been announced what use will be made of the property. (Jan., pg. 30.)

Toronto Civic Ry.—The new car line on Lansdowne Ave., 0.61 mile long, was placed in operation Jan. 16. Two cars are being operated on it, giving a six minute service. The line extends from the St. Clair Ave. line south to the C.P.R. track.

The city now operates five lines, having a total length of practically 20 miles, as follows: Gerrard St., Danforth Ave., St. Clair Ave., Bloor St. and Lansdowne Ave.

Toronto Ry.—It is expected that the company will start the Pape Ave. line about April 1. This line is to be built by direction of the Ontario Railway and Municipal Board from Gerrard St., northerly along Carlaw Ave. to Guelph Ave., easterly along Guelph Ave. to Pape Ave., and northerly along Pape Ave. to Danforth Ave. A Y is to be put in at the intersection of Pape and Hazlewood Aves. The line is to be completed and ready for operation July 1. (Apr., 1916, pg. 155.)

Toronto Suburban Ry.—The Ontario Legislature is being asked to extend the time for the completion of the Lambton-Guelph line now under construction, and of the extensions authorized to be built under the company's various acts.

Toronto Suburban Ry.—The Toronto City Council is applying to the Ontario Legislature for authority to enter into an agreement with the company for an alternative route in substitution for the one on Davenport Road easterly from Bathurst St., as covered by the agreement of Sept. 4, 1899. The time originally set for the construction of this section of the line by the company, expired Jan. 1, and prior to that date the company was proceeding with the construction, as first planned. Certain residents along the route objected to the construction of the line, and waited on the city council, suggesting another route on Bridgman St. and also that while the matter was under consideration, the council should grant the company a further extension of time to July 1. This was agreed to, and at the council's request the company suspended operations on the construction of the extension.

Transcona Electric Ry.—Application is being made to the Manitoba Legislature for the incorporation of a company with this title to build a railway from Winnipeg to Transcona and throughout the Town of Transcona. Moran, Anderson & Guy, Winnipeg, are solicitors for the applicants. G. Anderson, K.C., a member of the firm, is Counsel for the Winnipeg Electric Ry. Local reports state that it is expected to start construction work early in May and to have the line in operation by the autumn. The plans are said to be prepared and all ready for proceeding with the work. It is further stated that an hourly service will be given between 6 a.m. and midnight, but that it has not been decided whether the cars will run into St. Boniface only, or right through to Winnipeg. Jan., pg. 30.)

The Sherbrooke Ry & Power Co., Sherbrooke, Que., may, according to a press report, suspend its electric railway service, wholly or partially, for a time, to release power for pressing needs of munition manufacturers.

Ontario Hydro Electric Radial Railway Bylaws.

Voting took place, Jan. 1, in the municipalities concerned in the proposed construction of radial electric railways by the Hydro Electric Power Commission of Ontario, between Port Credit and St. Catharines, and between Welland and Bridgeburg. The first named line, which it is proposed to build, is intended to connect at Port Credit with the proposed through line from Toronto to London, and to run through Hamilton to St. Catharines and eventually to Niagara Falls. Of the 16 municipalities voting on the bylaws to authorize the commission to proceed with the construction, 13 voted in favor, and in three, Hamilton City, Nelson Township and Saltfleet Township, the bylaw was defeated. The voting in Hamilton was 3,192 for and 3,626 against; in Nelson Tp., 90 for, and 101 against; and in Saltfleet Tp., 104 for, and 241 against. The estimated cost of the construction of the first named line is \$11,360,363, and of the second, \$2,208,717. It is expected that arrangements will be made for the resubmission of the bylaw to the ratepayers in Hamilton, Nelson Tp. and Saltfleet Tp. at an early date, but it is said that no actual move towards construction will be made until after the war.

Following is a record of the voting in the various municipalities for the respective bylaws.

Port Credit-St. Catharines Line.		
	For.	Against.
Toronto Tp.	237	125
Trafalgar Tp.	138	43
Nelson Tp.	90	101
East Flamboro Tp.	144	117
Barton Tp.	416	374
Saltfleet Tp.	104	241
North Grimsby Tp.	194	140
Clinton Tp.	150	59
Louth Tp.	298	7
Graham Tp.	382	95
Grimsby Village	159	59
Beamsville Village	165	23
Oakville	268	37
Burlington	250	123
Hamilton	3,192	3,626
St. Catharines	1,049	375
Totals	7,236	5,545
Welland-Bridgeburg Line.		
Crowland Tp.	191	80
Humberstone Tp.	328	91
Bertie Tp.	538	114
Humberstone Village	146	4
Port Colborne	216	3
Fort Erie	78	8
Welland	452	85
Bridgeburg	148	7
Totals	2,097	392

The St. Catharines City Council, in view of the adverse vote in Hamilton, has requested the Hydro Electric Power Commission to advise whether the proposed railway could be constructed from Port Credit via Burlington Beach to St. Catharines, thus avoiding passing through Hamilton, and as to what saving in the cost of construction and operation would be effected by adopting such route; also as to the saving of time and reduction of rates.

Fares in Port Arthur.—The Port Arthur, Ont., Public Utilities Commission devoted some time, on Jan. 9, to the consideration of fares on the Port Arthur Civic Ry., which have been causing some controversy of late. Chairman A. E. Wideman and Commissioner Rapsey were appointed a committee to investigate the whole matter in conjunction with the manager of the railway. It was pointed out that the passengers carried daily averaged one half of the population, and it was stated that while the average fare received was 3.22 cents, it cost 7.62 cents to carry each passenger.