

Electric Railway Projects, Construction, Betterments, Etc.

Calgary Municipal Ry.—The Calgary, Alta., city commissioners, a press report of May 7 states, decided not to endorse the proposal to extend the Burns Ave. car line further in East Calgary, on the ground that all available funds were exhausted, and that it would necessitate the passing of a bylaw. The estimated cost of the extension is \$18,000. (April, pg. 202.)

The Cape Breton Electric Co., we are officially advised, expects to rebuild the power station at Dominion No. 4 so that it will serve as a car house for Glace Bay cars, or to build a new car house. This work is necessitated by the fire which destroyed the company's car house Mar. 6. (May, pg. 257.)

Fort William Electric Ry.—We are officially advised that half interlocking plants are being installed at the crossings of the Canadian National Rys. at Victoria Ave. and Franklin St., Fort William, Ont. The car barns destroyed by fire recently are being rebuilt, the contract having been let to Hancock & Co. We are also advised that the erection of a 45 x 18 ft. addition to the car barns, to be used as a storehouse, is contemplated. (April, pg. 202.)

London & Port Stanley Ry.—The London Railway Commission is reported to have authorized the purchase of a gravel pit property, estimated to provide 40,000 cubic yards of ballasting material.

A press report of May 12 stated that the building of a second track through St. Thomas, Ont., was expected to be completed early in June. This will give about four miles of what will be practically a double track line, not continuous, but including sidings at certain points and passing tracks along the line. It is also reported that it is proposed to consider the building of six miles of second track between Whites and Yarmouth in the near future. (May, pg. 257.)

Montreal & Eastern Counties Ry.—The Dominion Parliament has extended for five years the time within which the company may build lines from the northern limit of Chambly County to Sherbrooke, Que., and lines in the counties of Beauharnois, Chateauguay, Huntingdon and Napier. The company is a G.T.R. subsidiary, and with the other G.T.R. lines will pass under Dominion Government ownership. (Feb., pg. 81.)

New Brunswick Power Co.—A press report states that as soon as the company's electric railway can be extended from Fairville to Manchester, N.B., a through service will be operated from King St., St. John, to Manchester Corner, on the Manawagonish Road. An agreement between the company and the municipality is under consideration. (Mar., pg. 145.)

Quebec, Ry., Light & Power Co.—The extension of the Beauport line from the Canadian National Rys. tracks to the terminal just beyond Beauport Asylum, Quebec, is reported to have been opened for traffic. The Beauport line was completed as far as the C.N.R. tracks and put in operation Nov. 17, 1919, and construction of the extension opened recently was put in hand immediately thereafter. (May, pg. 257.)

We are officially advised that the company will start building half a mile of new track over the Lavigner bridge on the Dorchester line extension in June, and

expects to finish it in August.

We were officially advised May 10 that negotiations were still pending in connection with the projected extension to Lorretteville.

Regina Municipal Ry.—A delegation representing the North Annex and Highland Park Ratepayers' Association is reported to have asked the Regina, Sask., City Council to extend the electric railway on Broad St., northerly for four blocks. The estimated cost is \$5,500 or \$6,500, according to the weight of rails used, and property owners are said to be ready to pay interest on the cost of construction and operation loss which might accrue. The matter was referred to the city commissioners for consideration. (Jan., pg. 34.)

Sandwich, Windsor & Amherstburg Ry. We are officially advised that nothing is being done by the Hydro Electric Power Commission of Ontario with regard to an extension of the railway in land from the Detroit River, as reported in the daily press.

Toronto Civic Ry.—The Ontario Legislature's private bills committee on Nov. 7 defeated the section of the City of Toronto's bill to give the city authority to issue debentures for \$943,000 for the construction of the Mount Pleasant car line.

The city council had before it on May 10 a recommendation from the board of control to ask the ratepayers to vote on a bylaw to issue these debentures, at the municipal elections on Jan. 1, 1921. The council passed a resolution providing that as soon as the bill before the legislature is passed the proposed transportation commission shall be appointed, and that it be requested to proceed with the construction of the Mount Pleasant line with all possible despatch. April, pg. 203.)

Waterloo-Wellington Ry.—The Ontario Legislature's railway committee refused to pass the company's bill to enable it to extend its line from Bridgeport to Guelph, on the ground that it would interfere with the Hydro Electric Power Commission of Ontario's plans. (April, pg. 203.)

Winnipeg Electric Ry.—We are officially advised that it is proposed to remove half a mile of single track on Marion St., St. Boniface, extending from Rue de Meurons to the C.P.R., and in lieu of this to operate a bus line on Marion St. from the corner of Rue de Meurons to the stock yards, a distance of one mile. This service is being undertaken in lieu of electric car service on account of the company not being able to cross the railway tracks on Marion St. with a car line. The company has ordered 1½ ton chassis for the busses, which are being built in Winnipeg. They will each accommodate 20 passengers seated and 15 standing. (May, pg. 257.)

Postmens' Transportation in Toronto. The further supplementary estimates for the year ended Mar. 31, 1920, submitted to the House of Commons recently, contained the following item:—Arrears due Toronto Ry., for conveyance of letter carriers, during fiscal years 1917-1918, and 1918-1919, \$27,187.

The Calgary, Alta., City Commissioners on May 10 recommended the purchase of \$1,146 worth of machinery for the car barns, and three 200 k.w. transformers. (April, pg. 202.)

British Columbia Electric Railway Restored to Provincial Jurisdiction.

The Railway Act 1919, as passed by the Dominion Parliament, contained the following section:—

"6. The provisions of this act shall, with out limiting the effect of the last preceding section, extend and apply to,—

"(a) every railway company incorporated elsewhere than in Canada and owning, controlling, operating or running trains or rolling stock upon or over any line or lines of railway in Canada either owned, controlled, leased or operated by such company or companies, whether in either case such ownership, control, or operation is acquired by purchase, lease, agreement or by any other means whatsoever;

"(b) every railway company operating or running trains from any point in the United States to any point in Canada;

"(c) every railway or portion thereof, whether constructed under the authority of the Parliament of Canada or not, now or hereafter owned, controlled, leased, or operated by a company wholly or partly within the legislative authority of the Parliament of Canada, or by a company operating a railway wholly or partly within the legislative authority of the Parliament of Canada, whether such ownership, control, or first mentioned operation is acquired or exercised, by purchase, lease, agreement or other means whatsoever, and whether acquired or exercised under authority of the Parliament of Canada, or of the legislature of any province, or otherwise howsoever; and every railway or portion thereof, now or hereafter so owned, controlled, leased or operated shall be deemed and is hereby declared to be a work for the general advantage of Canada."

The effect of this section, which was an amendment of the previous act, was that the British Columbia Electric Ry. as a whole was brought under the Board of Railway Commissioners' jurisdiction, and that the commissioners, upon application granted increases of fares to the company, full details of which were given in Canadian Railway and Marine World for Dec., 1919, pg. 666. Another was to bring to an end the investigation into the British Columbia Electric Ry.'s affairs, by the Public Utilities Commissioner of British Columbia, who had been authorized by the Legislature to determine whether the temporary increase of fare granted by the City of Vancouver was justified, and to fix the fare for the future. The abolition of the B.C. Public Utilities Commission followed at the legislature's last session.

The Minister of Railways, Hon. J. D. Reid, introduced Bill 135, in the House of Commons, May 17, which was read a first time, as follows:—

"1. Section 6 of the Railway Act, 1919, chapter 68 of the statutes of 1919, is amended by adding thereto the following subsection:—

"(2) The provisions of paragraph (c) of this section shall be deemed not to include or apply to any street railway, electric suburban railway or tramway constructed under the authority of a provincial legislature, and which has not been declared to be a work for the general advantage of Canada otherwise than by the provisions of the said paragraph."

The Minister in explaining the bill said: "Sec. 6 of the Railway Act, passed at the last session, provided that any rail-