

for the entrance of the line into Ottawa were under consideration, but no decision was reached. One of the directors is reported as stating after the meeting that no proposition had been made for an amalgamation with the Ottawa and St. Lawrence Electric Ry. (Sept., pg. 468.)

**Niagara, St. Catharines and Toronto Ry.**—The Board of Railway Commissioners has approved of location plans of the extension of the line from the crossing of the Welland canal, St. Catharines, mileage 0.75, to Niagara-on-the-Lake, Ont., mileage 11.

We are officially advised that construction will be started at once on the building of the new line from St. Catharines to Niagara-on-the-Lake, the location plans for which have been finally approved by the Board of Railway Commissioners. It is expected to have the extension ready for operation early in 1913. (Aug., pg. 421.)

**Niagara, Welland and Lake Erie Ry.**—The Board of Railway Commissioners has approved of location plans for the line in Welland, Ont., including crossings of the G.T.R. and Michigan Central Rd. (Aug., pg. 421.)

**Nipissing Central Rd.**—The location plans of the extension of the line from Haileybury to New Liskeard, Ont., have been approved by the Board of Railway Commissioners.

The Cobalt town council, Sept. 4, approved of the company's proposal to connect its line with the Timiskaming and Northern Ontario Ry. at North Cobalt and to run its cars over the steam railway tracks to Cobalt station. (Aug., pg. 421.)

**Regina Municipal Ry.**—Good progress is reported to have been made on the extensions of the electric railway in Regina, Sask. Steel was expected to be laid on Dewdney St.-Mounted Police barracks section, and on the Victoria Ave. section by the end of September, and substantial progress has been made on other sections. Supt. Doughty is preparing plans for building further extensions during 1913. Press reports state that the plans will provide for the expenditure of about \$600,000 on new construction.

A proposition is under consideration by owners of real estate for the building of about six miles of line, the same to be handed over to the city for operation on completion. (Aug., pg. 421.)

**Ottawa Electric Ry.**—The Ottawa city council was informed Sept. 6 that the company proposed to start work on several extensions in the spring of 1913. (June, pg. 309.)

**Ottawa, Rideau Lakes and Kingston Ry.**—Press reports state that surveys are to be made at once for the building of a branch from the projected main line at Lombardy, to Perth, Ont. The cost of the work will, it is said, be borne by the municipalities. (Sept., pg. 468.)

**Port Arthur and Fort William Electric Ry.**—The ratepayers of Port Arthur, Ont., passed bylaws Sept. 16 to issue debentures as follows:—\$4,300, to extend the electric railway on Queen st., from Algoma st. to High st.; \$2,600, to extend the electric railway from its present eastern terminus to Hodder ave.; \$34,000, to extend the electric railway easterly to Hedge siding; \$32,200, to construct a belt line electric railway; and \$12,500, to open up a new street from Hodder ave. to Hedge siding, in connection with the second and third of the proposed extensions. (Sept., pg. 468.)

**Sandwich, Windsor and Amherstburg Ry.**—The Walkerville, Ont. town council has granted the company permission to lay a second track on Wyandotte st., from Kildare road, to the western limits of the town. (July, 1911, pg. 685.)

**Saskatoon Municipal Ry.**—We are officially advised that the contract entered into between the city and the Stone and Webster Engineering Co., Boston, Mass., provides for the building of 12 miles of single track in the city; the installation of two 300 k.w. motor generator sets, together with the necessary switchboard apparatus, etc., in the present power station, and the construction of a brick and timber car barn for 18 single truck cars. (Aug., pg. 422.)

**Simcoe Ry. and Power Co.**—We are officially advised that the company has developed a water power at the Big Shute on the Severn river, and is transmitting power to Midland, Penetang and Orillia, Ont. It is proposed to build a transmission line to Collingwood, Barrie and other points. At present a duplicate transmission line is being built from the Big Shute to Waubesa. Nothing has been done under the company's railway charter, and another officer of the company adds, "There is nothing doing." (Sept., pg. 468.)

**Stratford St. Ry.**—It is said that the negotiations between the Mackenzie, Mann & Co. interests and the company have been abandoned, owing to failure to come to terms with the Hydro-Electric Commission as to power, and that an endeavor is to be made to secure a new franchise from the Stratford, Ont., city council. (July, pg. 368.)

**Toronto and York Radial Ry.**—The Toronto city council is taking steps to take over the portions of the company's lines within the city limits in East Toronto, and on the Lake Shore road, at the expiration of the franchises in November. (Aug., pg. 422.)

**Toronto Eastern Ry.**—We are officially advised that about seven miles of grading have been completed west of Bowmanville, and that it is hoped to have the grading and track laying from Bowmanville to Pickering completed this year. (Sept., pg. 468.)

**Toronto Suburban Ry.**—Plans are under consideration for the laying of a new single track line on Pacific ave. to Dundas st., West Toronto. The whole of the company's existing lines are, it is said, to be relaid to standard gauge.

Considerable grading has been done on the extension west of Islington, but progress is not so rapid as was anticipated owing to difficulties in acquiring the right of way, and the scarcity of teams and men. No further sub-contracts have been let by Ewan Mackenzie, the general contractor. (Sept., pg. 468.)

**Winnipeg Electric Ry.**—We are officially advised that the company is extending its tracks on Broadway, Winnipeg, from Osborne st. to Sherbrooke st.

The municipality of St. Vital, Man., has granted a franchise to the company for 30 years, for the operation of an electric car line, which must be in operation to St. Vital road by Nov., 1913, and completed throughout the municipality by Nov., 1914.

The Winnipeg Electric Ry., which owns the Winnipeg, Selkirk and Lake Winnipeg Ry., has secured from the Winnipeg city council, the right of way of the city's line to Stony Mountain, Man. Additional land has been secured to connect the company's line with the newly acquired property, and for the extension of the line to Stonewall, a total distance of 17 miles. Press reports state that work is to be started at once on the building of the line, as the agreement with Rockwood municipality calls for operation of cars by Dec. 1. (Aug., pg. 422.)

The Quebec Ry., Light, Heat and Power Co.'s employees' annual picnics were held at Cape Tormente, Sept. 15 and 22.

## Electric Railway Notes.

The Hamilton city council is calling upon the Hamilton Street Ry. to add about a dozen new cars to its rolling stock.

The Sarnia, Ont., Street Ry. began re-operating its line Sept. 11, after having been out of business for six weeks owing to the destruction of the power house.

The Grand Valley Ry., which has not been operated in its entirety since March, is again running its cars over the whole line from Brantford to Galt, Ont.

The Winnipeg Electric Ry. has been declared by a decision of Chief Justice Mathers to possess all the rights of the Manitoba Electric and Gas Co., so far as the city of Winnipeg is concerned.

The Lethbridge Municipal Ry. has received five single truck city cars, equipped with Westinghouse 101-B-2 motors, single end operation, with pay-as-you-enter vestibules at the rear ends, from the Preston Car and Coach Co.

The Lethbridge Municipal Ry. was only able to run its cars for three days, Aug. 18 to 21, owing to the breakdown of the temporary power plant. The passengers carried numbered 15,082, and the receipts were \$1,037.35.

The Guelph Radial Ry. has ordered a standard long broom, single truck, snow sweeper, with standard steel underframe, steel tired wheels, double end control, equipped with Westinghouse 101-B-2 motors, from the Preston Car and Coach Co.

The New Brunswick Board of Public Utility Commissioners has approved of the following rates of fare on the Moncton Tramways Electricity and Gas Co.'s line: Single fares, 5c.; ordinary tickets, 6 for 25c.; workmen and children's tickets, 8 for 25c.

F. C. Clarke, of New York, has been appointed Chief Engineer, Toronto Ry., Toronto Power Co. and Electrical Development Co. of Ontario, succeeding W. H. Fisher, who has been acting temporarily since W. B. Boyd resigned a short time ago.

The Montreal Tramways Co., by one of its shareholders, has entered an action with a view of preventing the city carrying out a contract with the Canadian Autobus Co., on the ground that the M.T.C., as owning the Montreal Street Ry., should have the option of refusing to enter into such a contract.

In fining the driver of a team for obstructing an electric car at Regina, Sask., Sept. 9, the police magistrate found that the driver had an opportunity of turning out before he did, but expressed the opinion that the cars had not an exclusive right of way on any street in the city. The electric railway is owned by the city.

The city of Saskatoon, Sask., has ordered 12 single truck motor passenger cars in the U.S., for its municipal railway. They will measure 34 ft. 4 ins. over bumpers, 21 ft. 4 ins. over corner posts, and will be equipped with electric heaters, electric bell ringer system, reversible rattan cross seats, headlights, window guards, storm sash, curtains, hand straps, registers, destination signs, trolley catchers, life guards, trackscrapers, and mounted on no. 72 single trucks.

The Regina, Sask., city council's street railway committee recommends the purchase of the following rolling stock for 1913 delivery:—Eight double truck cars at \$6,500 each; six single truck cars at \$4,500 each; one snow sweeper, \$4,100; one 5,000 gal. sprinkler, \$6,000; six gravel dump cars at \$700 each; 18 garbage cars at \$450 each; 4 construction flat cars at \$1,000 each, and 1 construction motor car, 28 ft. long, \$2,500.