

**Ottawa, Smith's Falls and Kingston Ry.**—Application is being made to the Ontario Legislature to extend the time within which the company's lines may be built; to authorize the building of a line to Gloucester tp., Carleton county, and to change the name of the company to the Ottawa, Rideau Lakes and Kingston Ry. F. B. Proctor, Ottawa, is solicitor for the company. (Jan., pg. 39.)

**Port Arthur and Fort William Electric Ry.**—Application is being made to the Ontario Legislature by the Port Arthur city council for confirmation of a number of bylaws, including one to authorize the expenditure of \$17,500 upon an extension of the street railway in the city easterly. Power is also sought to extend the railway outside the city limits. (Aug., 1911, pg. 783.)

**Quebec Ry. Light and Power Co.**—We are officially advised that it is the company's intention to extend its lines to the National Transcontinental Ry. shops near the north approach to the Quebec Bridge, as soon as the building of the shops is under way. The line will start from the present Sillery branch and will be about 3.5 miles long. (Feb., pg. 91.)

**St. John's, Nfld., Electric Ry.**—W. D. Reid, President, Reid Newfoundland Co., is reported to have stated in an interview recently that a car service would be given to the Waterford Bridge district during the summer, but he was unable to say whether it would be an extension of the present street car lines, or by the operation of electric cars on the steam railway. (Nov., 1911, pg. 1069.)

**St. Thomas Street Ry.**—The city engineer is preparing estimates for improving the line and for the building of extensions on Ross and Elgin Streets, St. Thomas, Ont. (Feb., pg. 91.)

**Simcoe Ry. and Power Co.**—The Ontario Legislature is being asked to extend for five years the time within which the company may build the electric railway authorized to be built. W. Finlayson, Midland, Ont., is solicitor for the company. (June, 1911, pg. 557.)

**Stratford Electric Ry.**—J. A. Rothery, Manager of the Toronto and Eastern Ry., and connected with other of Mackenzie, Mann and Co.'s enterprises, is reported as having stated in Stratford, Ont., Feb. 7, that a start would be made with the building of the line by May 1. He had been in the city for several days, and it is said that the charter has been acquired by the Mackenzie, Mann and Co. interests, or that negotiations with that end in view are in progress. (Nov., 1911, pg. 1071.)

**Sudbury-Copper Cliff Suburban Electric Ry.**—Application is being made to the Ontario Legislature to incorporate a company with this title to build a line, with branches, from Sudbury westerly to Copper Cliff, and from Sudbury easterly to Coniston, Ont. Clary and Buchanan, Sudbury, Ont., are solicitors for applicants. (See Sudbury-Copper Cliff, Jan., pg. 29.)

**Toronto City.**—Application is being made to the Ontario Legislature by the city of Toronto for an act confirming, among other bylaws, one notifying the Toronto and York Radial Ry. of the city's intention to take over the line built under the franchise granted to the Toronto and Scarboro Electric Ry., Light and Power Co., by the agreement of Nov. 16, 1892. A declaration is asked that the city may take over such railway under the provisions of the Street Railway Act, chap. 171, of the Revised Statutes of Ontario, notwithstanding the repeal of the act; authority is asked to take over the line on Nov. 16, even if the arbitration to fix the value has not been completed, on payment into court of a sum to be fixed by a High Court judge; and to issue such debentures as

may be necessary to provide the money required for taking over the line. Power is also asked to connect the line with the Toronto Ry., and to authorize the entering into agreements for the interchange of traffic and for running rights with the Toronto Ry.

The confirmation of a bylaw providing for the issue of debentures for \$139,488 for the building and equipping of a double track line of street railway on Danforth Ave., from Broadview Ave. to 200 ft. east of Greenwood Ave., is also asked. (Feb., pg. 91.)

**Toronto Civic Car Lines.**—The Lieut.-Governor has issued a proclamation bringing into effect the act authorizing the city to build lines within its boundaries, within which the Toronto Ry. operates under its charter. The act was passed by the Ontario Legislature in 1910, and gives the city power to build lines within the area in question if the T. Ry. Co. fails to build such lines as the city demands, within a certain time. In preparation for the coming into force of the act the council has finally passed the bylaw, carried by the taxpayers Jan. 1, for building a line on Danforth Ave.

Tenders were received to Feb. 20 by the Toronto board of control for the supply of track intersections and other special work layouts. (Feb., pg. 91.)

**Toronto and York Radial Ry.**—The Etobicoke tp. council has under consideration a proposition to extend the franchise of the Lake Shore division through the township for a further period of 21 years. The company's engineers are making surveys at Mimico Creek with the view of providing a private right of way. The proposed route would take the line 300 yards nearer the centre of the village and cut out a curve at New Toronto.

The question of the double tracking of the Metropolitan Division in North Toronto is still under discussion. The company has declined to accept the proposition made by the council, and on Feb. 4 the council appointed a committee to confer with the company with a view to arriving at some basis of agreement. (Jan., pg. 40.)

**Toronto Suburban Ry.**—W. H. Grant, Manager of Construction, Mackenzie, Mann and Co., Toronto, is reported as having stated in Guelph, Feb. 1, that the electric railway projected from Toronto to Guelph would be built as speedily as possible, it being expected to start work in the spring, and that the plans for the entrance into Guelph were being prepared, but were not ready for submission to the city council.

In addition to the plans for the extension of the line from Weston to Woodbridge, Ont., which it is expected will be built this year, the plans for the extension of the line now ending at Lambton, to Georgetown, 25.5 miles have been approved. The route of this line is on a private right of way, through Lambton Mills village, south of Dundas St., crossing under the C.P.R. near Islington and alongside Dundas St., on the north side to Summerville, thence to the south side, and parallel with the C.P.R. from Dixie station to Cooksville station. The route then turns north, passing north of Cooksville and near Streetsville, and on through Meadowvale, Churchill, and near Huttonville and Norval to Georgetown. It is said construction will be started early in March. (Feb., pg. 91.)

**Western Canada Power Co.**—Plans for the building of an electric railway on the north shore of the Fraser River from Mission Jet. to Vancouver, B.C., about 40 miles, are under consideration. W. Neill, Assistant Manager, W.C.P. Co., has been advocating the construction of the line before the Vancouver board of trade and several of the municipal councils in the townships through which the line

will pass. The proposed line would follow the Dewdney trunk road from Mission to Coquitlam, and would proceed thence to Vancouver by a direct route. The Provincial Government will be asked to grant aid towards the building of a railway and general traffic bridge over the Pitt River near Coquitlam. It is reported that a considerable portion of the land required for the right of way has been purchased.

**Wheat City Electric Ry.**—Application is being made to the Manitoba Legislature to incorporate a company with this title to build an electric railway in the city of Brandon and vicinity. Hull, Sparling and Sparling, Brandon, Man., are solicitors for applicants.

**Winnipeg Electric Ry.**—Plans for the extension of the company's Winnipeg-Selkirk line by the construction of a line to Stony Mountain and Stonewall, starting from near Middle Church, have been prepared. The plans for the line, so far as the Rockwood municipality is concerned, were approved at the council meeting held Feb. 8. The company is given a free right of way along the roads in the municipality, and the company agrees to have the line completed in two years. (Feb., pg. 91.)



#### SUPPLY OF RAILS, TIES AND FASTENINGS.

Separate tenders on prescribed forms will be received by registered post only, addressed to the Chairman of the Board of Control, City Hall, Toronto, Canada, up to noon on Tuesday, March 19th, 1912, for the supply of the following:—

1. 250 tons 45-lb. "T" rail, A.S.C.E. section.
2. 100 kegs 5 in. x 9-16 in. spikes.
3. 1,400 pair angle bars for 45-lb. "T" rail.
4. 25 kegs ¾ in. x 3 in. bolts.
5. 810 tons 80-lb. "T" rail, similar to Lorain Section 335.
6. 972 tons 90-lb. girder rail, similar to Lorain Section 392.
7. 1,100 pair splice bars for Lorain Section 335.
8. 1,250 pair splice bars for Lorain Section 392.
9. 60 kegs 1 in. x 3 ¾ in. track bolts and nuts (200 lbs. per keg.)
10. 5,300 pair of ¾ in. x 5 ft. 3 ¾ in. steel tie rods.
11. 6,000 steel ties and necessary rail fastenings.
12. 4,000 wood ties, 5 in. x 6 in. x (6 ft., 7 ft., 8 ft. long).

Specifications and form of tender may be obtained on application to the Department of Railways and Bridges, City Engineer's Office, Toronto.

Envelopes containing tenders must be plainly marked as to contents.

Prospective tenderers will please only ask for the specifications covering those items on which they propose to tender.

Quick delivery will be required on Items No. 1, 2, 3, 4 and 12.

The tenderers shall submit with their tenders, the names of two sureties (approved of by the City Treasurer, not Members of the City Council or Officers of the Corporation of the City of Toronto), or in lieu of said sureties, the bond of a guarantee company approved of as aforesaid.

The lowest or any tender not necessarily accepted.

G. R. GEARY (Mayor),

Chairman of the Board of Control, City Hall, Toronto, February 26th, 1912.