

## Electric Railway Projects, Construction, Betterments, Etc.

**International Ry.**—The Public Service Commission for the second district of New York has authorized the company to execute a supplemental mortgage amending one approved in 1912, so as to require it to expend for maintenance, or to reserve in a fund for such purpose, not less than 16½% of its gross operating revenue, and providing that no bonds shall be issued in future, except when the earnings available for bond interest are 1½ times the amount of interest on the bonds then outstanding and of those it is proposed to issue.

**Niagara Falls Park and River Ry.**—See International Ry.

**Montreal Tramways Co.**—The third call of 10% upon the new capital issued April 15, 1913, is payable by subscribers, Feb. 2.

**Nelson St. Ry.**—By a vote of 404 to 84 the ratepayers of Nelson, B.C., decided recently to purchase the franchise and property of the N.S. Ry.

**Peterborough Radial Ry.**—The Ontario Legislature is being asked to increase the company's bonding powers from \$20,000 to \$35,000 a mile of single track.

**Quebec Ry., Light and Power Co.**—The interest on the company's bonds, due Dec. 1, 1913, was not paid, and it is anticipated that, as was done in the case of the interest due last June, the amounts will be paid within the 90 days of grace allowed in the terms of the mortgage.

**St. Thomas Street Ry.**—Receipts for Dec., 1913, \$1,783.74, against \$1,304.06 for Dec., 1912. Passengers carried in Dec., 1913, 42,252, against 37,715 in Dec., 1912. The aggregate total receipts for the year showed an increase of \$4,832.82 over 1912.

**Toronto and York Radial Ry.**—The ratepayers of Toronto, by a vote of 15,126 to 7,726, approved recently of a bylaw authorizing the Toronto City Council to issue debentures to pay for the Toronto and Mimico Ry. section of the Mimico Division of the T. and Y.R. Ry. This piece of line extends from Sunnyside to the Humber River, and is being taken over by the city upon the expiration of the franchise. The purchase price was fixed by the Ontario Railway and Municipal Board, after the company and the municipality had come to terms upon most points involved.

**Toronto Ry., Toronto and York Radial Ry., and allied companies.**—Gross earnings for November, \$849,279; operating expenses, maintenance, etc., \$409,973; net earnings, \$439,306, against \$742,156 gross earnings; \$358,371 operating expenses, maintenance, etc.; \$383,785 net earnings for Nov., 1912. Aggregate gross earnings for 11 months ended Nov., 1913, \$8,893,984; net earnings, \$4,438,524, against \$7,717,304 aggregate gross earnings; \$3,951,504 net earnings for same period, 1912.

**Winnipeg Electric Ry.**—Gross earnings for November, \$360,082; operating expenses, \$198,874; net earnings, \$161,208, against \$345,091 gross earnings, \$181,051 operating expenses; \$164,040 net earnings for Nov., 1912. Aggregate gross earnings for 11 months ended Nov. 30, 1913, \$3,698,831; net earnings \$1,658,193, against \$3,403,683 aggregate gross earnings; \$1,595,755 net earnings for same period, 1912.

The figures given above represent the total earnings of the company, including receipts from lighting, etc. The actual street railway earnings for 1913 were \$2,384,597.28, an increase of \$269,604.48 over 1912. The amount received by the city as its percentage was \$125,788.96.

The British Columbia Electric Ry. will furnish a private ward in the Royal Columbian Hospital, New Westminster, to be called the B. C. Electric Ry. Ward.

**Brandon Municipal Ry.**—Two miles of additional track which was under construction at the end of 1912 were, we are advised, completed during 1913, the work being done by day labor, under the charge of J. Antonisen, Superintendent. The construction programme for this year has not been arranged. (Dec., 1913, pg. 592.)

**British Columbia Electric Ry.**—The total mileage of the company's lines on the mainland, in and around Vancouver, and on Vancouver Island, in and around Victoria, B.C., counted as single track, was at Dec. 31, 1913, we are officially advised, 370.09 miles. During 1913, there were 36.07 miles of line added, viz.—On the Vancouver city and suburban lines on the mainland, 9.66 miles, and on the Victoria city line and the Saanich Peninsula interurban line, 26.41 miles.

The Hastings St. car extension to North Burnaby, B. C., was opened for traffic Dec. 24. F. R. Glover, General Executive Assistant, stated in a speech at the opening ceremony, that this is the first of a series of lines which the company propose to build through the territory. This extension is two miles long. Another two mile extension out of Kerrisdale is completed, and is expected to be put in operation in February. Plans have been approved for the building of additional lines in South Vancouver, and from Kerrisdale to Point Grey, and it is expected that construction will be started in the spring. (Jan., pg. 38.)

**Dunnville, Wellandport and Beamsville Electric Ry.**—Press reports that the charter of this company was about to be purchased by the Toronto, Hamilton and Buffalo Ry., are denied by officials of that railway. The D. W. & B. E. R. Co. has power to build a line from Dunnville to Jordan and St. Catharines and other points in the Niagara peninsula.

Application is being made to the Ontario Legislature to extend the time for building the lines. (Dec., 1913, pg. 592.)

**Edmonton Radial Ry.**—The total length of the system of lines owned and operated by the city of Edmonton, Alta., under this title is 52.644 miles, counted as single track, of which 0.777 of a mile are spurs, terminals, wyes and loops; the remaining 51.867 miles is classified as follows:—Permanent double track, 30.891 miles; permanent single track, 1.186 miles; temporary double track, 8.837 miles; temporary single track, 10.343 miles; spurs, 0.610 mile. During 1913, the following mileage of new track were laid:—Permanent double track 21.024 miles; permanent single track, 0.630 mile; spurs, 0.123 mile; sidings, terminals, wyes and loops, 0.777 mile; total, 21.892 miles. Deducting the sidings, etc., this leaves 21.115 miles of new operating track, calculated as single track, added to the system during the year. The construction programme for this year has not yet been determined. (May., 1913, pg. 235.)

**Estevan Transit and Power Co.**—The Saskatchewan Legislature has incorporated a company with this title to build the lines mentioned in issue of Dec. 1913, pg. 593. (Jan., pg. 38.)

**Forest Hill Electric Ry.**—Application is being made to the Ontario Legislature to increase the bonding powers of the company to \$50,000 a mile, and for an extension of the time within which the company is required to expend \$50,000 on construction, from Apr. 6 to Dec. 15, 1914.

**Fort William Electric Ry.**—The city of Fort William, Ont., is applying to the Ontario Legislature to sanction a by-law to expend \$30,000 to build and equip an extension of the street railway to the corporation

stone quarry near Mount McKay; and also a by-law to expend \$238,000 for further improving and extending the street railway system. The present street railway debenture debt is officially stated to be \$854,000. (See Port Arthur and Fort William Electric Ry., Jan., pg. 39.)

**Galt, Preston and Hespeler St. Ry.**—The Town Council of Preston, Ont., has granted the company a franchise for 25 years, dating from Feb., 1913, when the previous 20 year franchise expired. The franchise gives the company permission to build a second track on its lines. (July, 1913, pg. 367.)

The Galt, Preston and Hespeler St. Ry. did no construction work during 1913, with the exception of putting in some service sidings.

**Guelph Radial Ry.**—The company is applying to the Ontario Legislature for an extension of time within which it may complete a number of authorized branch lines, and for power to build branches not exceeding half a mile each, in Guelph, Ont.

**London and Lake Erie Ry. and Transportation Co.**—Representatives of the municipalities interested in the proposed electric railway from St. Thomas via Aylmer to Port Burwell, Ont., met in St. Thomas recently, and discussed the matter. They decided to ask the L. and L.E. Ry. and T. Co. to put its proposition in writing, and to ask the Ontario Hydro-Electric Commission for information as to the conditions under which that body is prepared to co-operate with municipalities for the building of lines. (Jan., pg. 38.)

**London St. Ry.**—A start was made Dec. 25, in operating the L. S. Ry. with power supplied by the local Hydro-Electric Commission, and on Jan. 1, the line south of the

**Medicine Hat Tramways, Ltd.**—We are officially advised that pending the result of the litigation instituted by E. G. Fagan, to have the bylaw granting an extension of time for construction quashed, the company is not in a position to continue its arrangements for proceeding with the work in the spring. R. O. Sweezy, General Manager of the Montreal Engineering Co., which has the franchise, was in Medicine Hat, during the last week in January, negotiating for a settlement of the matter. (Jan., pg. 38.) Dundas St. line was being so operated. It is expected that early in February the entire line will be operated under the power agreement with the city. (Dec., 1913, pg. 593.)

**Montreal and Southern Counties Ry.**—Progress is being made with construction on the extension from Marieville to St. Cesaire, Que., 9 miles, the work being done by the company's own staff. The bridge across the Yamaska River at St. Cesaire, is being built by Ross and McComb. It is expected this section will be completed during the summer, after which the line will be continued from St. Cesaire to Granby, 15 miles. Surveys have been completed into Granby.

The Montreal City Council, Jan. 12, after considering the report of the Board of Control, which passed on the report of the Municipal Tramways and Railway Engineer, recommending that the company's application to lay tracks on Youville and St. Peter streets be not entertained, decided to give the company permission to extend its line to Youville Square. The company desires to lay tracks on these streets in connection with its terminal improvements. (Jan., pg. 38.)

**Montreal Tramways Co.**—We were advised, Jan. 9, by the chairman of the Quebec