

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

**Bassano Electric Power and Development Co.**—We are advised that the proposition for the building of a electric railway from Bassano, Alta., is probably "past history." It is expected that the franchise granted to Mr. Whiting has been lost, and that nobody else would care to take up "such a proposition as running an electric car from Bassano to the C.P.R. dam, unless it be the C.P.R." At any rate there is no vitality in the proposition at present. (June, pg. 308.)

**Battleford, Sask.**—A proposition was submitted to the city council of Battleford, Sask., Sept. 2, by —. Fitzgerald, on behalf of a British syndicate, for the building of an electric railway in the city. The matter is under consideration.

**Berlin and Northern Ry.**—A bylaw authorizing the expenditure of \$6,000 towards the cost of a county bridge across the Grand river at Bloomingdale, Ont., in connection with the extension of the old Berlin and Bridgeport Electric Ry., was passed by the Berlin town council, Aug. 31. (Aug., pg. 421.)

**Brandon, Man.**—Track laying is being proceeded with on the municipal electric railway lines being built in the city. The first section of line to be laid is on Princess ave. and First st. easterly to Frederick st., at which point a connection is being made with the track previously laid on Rosser ave. (Aug., pg. 421.)

**The British Columbia Electric Ry.** moved its headquarters staff to its new office block at Hastings and Carrall streets, Sept. 3.

A cable has been received from the directors in London, Eng., to the effect that the very best terms upon which the company is prepared to negotiate for a consolidation of franchises in Greater Vancouver, has already been submitted, and that they are unable to consider any arrangement which would modify those terms.

Press reports state that construction is to be started at once on the extension of the Fraser st. line in South Vancouver to River road, and that plans for an extension from Clayburn to Mission City are under consideration.

The British Columbia Minister of Railways has approved of general location plans for a line from Port Moody northeasterly to the Vancouver Power Co.'s Coquitlam dam.

The Puget Sound Bridge and Dredging Co., Seattle, Wash., has closed a contract with the B.C.E.R. Co. for the construction of a large dam on Jordan river. The dam will form a part of the Jordan river hydro-electric system, which the B.C.E.R. Co. is developing to secure an output of 36,000 h.p. The dam will be 800 ft. long and 115 ft. high. It will be of the Ambursen type of construction, this form having been selected by G. R. G. Conway, Chief Engineer of the B.C.E.R. Co. in preference to a solid concrete construction. The contract calls for an expenditure of approximately \$500,000. Preliminary operations have been started and it is expected the work will be completed in eight months.

The Board of Railway Commissioners has authorized the opening for traffic of the second track from 24th Ave., Point Grey to Eburne, 4.5 miles.

The Board of Railway Commissioners has authorized the Vancouver and Lulu Island Ry., which is operated under lease from the C.P.R., by the B.C.E. Ry., to lay its second track across 22 streets and avenues in Vancouver. (Sept., pg. 468.)

**Burrard, Westminster, Boundary Ry. and Navigation Co.**—W. McNeill, chairman of the board, is reported as having stated,

Sept. 12, as follows:—That construction of the projected electric line between Slave river and Pitt river, B.C., will be started next year; that the further surveys necessary to carry the line from Pitt river into Vancouver are to be started at once; that he had been in consultation with the Provincial Minister of Railways in reference to the building of a single track across the Pitt river, with turnouts at each end, and a draw span to permit of navigation; that the substructure would be built so as to permit of the widening of the bridge to carry a second track, as well as to provide for ordinary traffic; that the bridge work will be started in the spring, and will be completed in a year thereafter; that it is expected to complete the line early in 1915, and that it will be operated by electricity supplied by the Western Canada Power Co., which holds the charter. (May, pg. 251.)

**The Dunnville, Wellandport and Beamsville Electric Ry. Co.** has a charter to build a line from Port Dover, across the Niagara peninsula to St. Catharines, Ont. The route surveyed shows a line from Port Dover to Dunnville, where connection will be made with the G.T.R.; thence to Moulton, connecting with the Michigan Central Rd., and Wabash Rd.; thence to St. Anns, connecting with the C.P.R. and Toronto, Hamilton and Buffalo Ry., thence to Beamsville and St. Catharines. The company has also power to build branch lines to Welland, 12 miles; to Jordan harbor, 3 miles, and to Port Maitland, 4 miles. The entire country through which the line runs is very level, with the exception of the Niagara hill at Beamsville, where the maximum gradient is 3%, and the country from Jordan to St. Catharines is rather more difficult. The average gradient throughout the line is  $\frac{1}{2}\%$ . The main line has been located on a private right of way practically for the whole distance, and the right of way, from Dunnville to St. Anns, with the exception of two or three parcels, has been acquired. This section of the line will be 16 miles long, and the municipalities have voted \$20,000 towards its construction. Construction is said to be well advanced, and it is expected to have the 16 miles completed and in operation by the end of the year. The construction is equal to that of steam roads, and the bridges are built to carry the largest freight cars weighing, when loaded, 148,000 lbs. It is intended to operate gas-electric motor cars over the line.

The company has a capital of \$400,000, and is empowered to issue bonds to the amount of \$20,000 a mile for the whole line, with an additional \$10,000 a mile for the section from Jordan to St. Catharines. An issue of 5% bonds in denominations of \$100, \$500 and \$1,000, with a bonus of an equal amount of common stock, is now being made.

The officers and directors are:—President and General Manager, J. A. Ross, Wellandport, Ont.; Vice President, A. McLaren, St. Catharines, Ont.; other directors:—C. W. Barwell, Port Dover, Ont.; J. W. Holmes, Selkirk, Ont.; W. Young, Ottawa; Secretary, M. R. Campbell, Wellandport, Ont.; Solicitors, J. R. Roaf, Toronto, and Bradford and Bradford, Dunnville, Ont. (Sept., pg. 468.)

**Hamilton, Ont.**—A proposition has been submitted to the city council by A. M. Snyder for the building of an electric railway from King and Catharine streets to the mountain top, to be operated by hydro-electric power. The line can only be built if the Hamilton Street Ry. fails to build such a line if called upon to do so by the city council. (Sept., pg. 468.)

**Hamilton Street Ry.**—Application is being made to the Hamilton, Ont., city council for power to extend the line along King st. west, to a new industrial suburb which is being opened up. (June, pg. 308.)

**Lake Erie and Northern Ry.**—We are officially advised that no tenders have yet been accepted for the building of the line; however, it is expected to start work on the construction of the Brantford-Galt section this season. It is intended to build and operate the line temporarily as a steam road, pending a decision as to the system of electric operation to be adopted.

The line will extend from Port Dover via Brantford to Galt. The location plans show a maximum gradient of 1% and a maximum curvature of six degrees. The cut and fill work will average about 20,000 cubic yards a mile. There will be two large bridges on the line, one 450 ft. long, the other 438 ft. W. P. Kellett, Brantford, Ont., is Chief Engineer. (Sept., pg. 468.)

**Lethbridge Municipal Ry.**—The electric railway in Lethbridge, Alta., was put in operation Aug. 18, with a temporary power installation. The generator broke down after three days' operation, and as it was impossible to make repairs, traffic was stopped. The service will not be resumed until the permanent power plant has been installed. The machinery is in course of delivery. (Sept., pg. 468.)

**London and Northwestern Ry. of Canada.**—London, Ont., press reports state that the Mackenzie, Mann and Co. interests have acquired the charter rights of this company, which has power to build an electric railway from London to Sarnia, Ont. D. A. Stewart, London, Ont., is principally interested. (April, pg. 196.)

**London, Street Ry.**—C. B. King, Manager, is reported as stating that the second track work on several lines is well in hand, and that it is expected to have it finished by Dec. 1. The question of the removal of the line on Wellington st. is still under consideration. (Aug., pg. 421.)

**Montreal and Southern Counties Ry.**—A franchise for the operation of a street railway in Granby, Que., has been granted to the company by the city council, and press reports state that construction will be started shortly. (Sept., pg. 468.)

**Montreal Tramways Co.**—We are officially advised that the press reports stating that the company has spent \$500,000 in buying a right of way from Henderson station to the city limits, a distance of about two miles, and that a stub line is to be built along it, are incorrect. (Sept., pg. 468.)

**Moncton Tramways, Electricity and Gas Co.**—We are officially advised that a car service was started over a section of the Moncton and Buctouche Ry. (a steam line) Sept. 10. The cars are run along Harper St., from the King St. line, in Moncton, to the M. and B. Ry., thence along that company's tracks through Lewisville, Sunny Brae and Humphreys, N.B. With regard to the proposed loop line in the city, we are officially advised that nothing has been decided.

A meeting of shareholders was held at Moncton recently for the purpose of confirming a bylaw passed by the directors authorizing the issue and sale of a portion of the unissued capital stock at a discount, in connection with the sale of certain bonds or debentures. (Sept., pg. 468.)

**Morrisburg and Ottawa Electric Ry.**—At a special meeting of shareholders in Ottawa, Aug. 29, J. G. Kilt, R. J. Biggar, Ottawa; and J. W. Bogert, Morewood, Ont., were added to the directorate. R. A. Bishop resigned from the directorate, but retains his position as Secretary-Treasurer. The plans