

## Hydro Electric Power Commission of Ontario's Radial Railway Projects.

Delegates representing a large number of the municipalities interested in the proposals made by the commission for building a number of radial electric railways in Ontario, met in Toronto, Oct. 27. The plans submitted covered a line from Toronto to Sarnia, via Port Credit, Milton, Guelph, Berlin, New Hamburg, Stratford, St. Marys, London, Strathroy, and Arcona. Sir Adam Beck, Chairman of the Commission, stated that the line was estimated to cost between \$10,000,000 and \$11,000,000, including the Dominion subsidy of \$6,400 a mile, which it was hoped would be voted. The Dominion Government was sympathetic, but the final decision rested with the Provincial Government. Once they were favorable the Dominion Government would do its duty. He urged that pressure be brought to bear upon the Government to the end that a declaration of policy might be obtained. Privately owned railways had been bonused, and the people's enterprises should be as generously treated. The actual cash would not be needed for two or three years, but it was necessary that the people know where the Government stands on this matter. The entrance into Toronto would be along the waterfront, and would carry passengers right to the market centre. The plan submitted was considered to be the most feasible one, but it might be changed to suit the circumstances, but it must be remembered that the line was projected, not for the benefit of any single municipality, but for the whole province. The acquirement of the Toronto Suburban Ry. from Toronto to Guelph had been suggested, but nothing had been done in regard to it. The delegates endorsed the proposal, and arranged that bylaws would be submitted at the coming municipal elections in the 15 municipalities interested between Toronto and Guelph.

Delegates from the municipalities through which the projected line will pass between Guelph and London, met at Guelph, Oct. 28, and those representing the municipalities between London and Sarnia, met at London, Nov. 2. They endorsed the general plans, and arranged for the submission of the bylaws necessary at the January election.

Chief Engineer Gaby laid the proposition before the City of Guelph, so far as it affects that city, Nov. 12, and before the city authorities of Berlin and surrounding municipalities, Nov. 13. It was stated that the City of Guelph would be asked to issue bonds for \$700,000; Guelph Township, \$325,000; City of Berlin, \$700,000; Town of Waterloo, \$125,000, and Waterloo Township, \$508,000.

At a meeting in Stratford, Nov. 11, a resolution approving of the plans suggested for that district was passed, and bylaws will be submitted at the January election. The City of London decided, Nov. 16, that its ratepayers should vote on a bylaw to raise \$1,000,000 for radial railway construction with the Toronto-Sarnia line. Meetings are being held in the other municipalities interested so that the ratepayers may have full information as to the proposition before the day of voting.

The routes selected by the H. E. P. Commission's engineers are as follows:

**Humber River-Port Credit section.**—From the west limits of the City of Toronto at the Humber River the line runs westerly parallel to and south of the G.T.R. main line. It crosses the Credit River about midway between the Lake Shore Road and the G.T.R.

**Port Credit-Milton section.**—Leaving Port Credit, the line crosses the G.T.R. about a

mile west. It then runs to 400 yds. north of Sheridan post office and thence direct to Milton.

**Milton-Guelph section.**—Crossing the C. P.R. west of that company's station at Milton the location runs to Lot 6, Con. 1, Esquesing Tsp., thence to Lot 7, Con. 5, Nassagaweya Tsp., thence to Lot 25, Con. 4, Nassagaweya Tsp., thence to Lot 30, Con. 1, Nassagaweya Tsp., thence to Lot 3, Con. 9, Puslinch Tsp., thence parallel to Toronto Suburban Ry. and Eramosa River to Guelph.

**Guelph-Berlin section.**—From Guelph it is proposed to run north westerly through Bloomingdale and New Germany to Berlin.

**Berlin-Stratford section.**—From Berlin the line runs westerly to Baden and thence parallel to the G.T.R. through Baden and New Hamburg to Stratford.

**Stratford-St. Mary's section.**—In Stratford the line runs westerly over private property and over the city streets to the western limits of the city. Thence it runs parallel to the G.T.R. to St. Mary's, through Downie and Blanchard Townships. It then runs southerly and westerly through the town over private property and streets, crossing the C.P.R. at grade and thence over the Thames River out of the town.

**St. Mary's-London section.**—From the western limits of the Town of St. Mary's the line runs in a south westerly direction through Blanchard and Biddulph Townships parallel to the G.T.R. to Granton. From Granton it runs through Biddulph Tsp. southerly to the northern boundary of London Tsp. From thence it runs south easterly adjacent to road between Lots 8 and 9 from Concessions 16 to 10 inclusive, London Tsp. From this point the line runs southerly through Concessions 9 to 4 inclusive, from lots 9 to 16 inclusive of London Tsp. From this point it follows (back a short distance) from the Thames River through Concessions 3 to 1 inclusive of London Tsp. to a point between the Sarnia Road and the Thames River, a short distance west of the Wharnclyffe Road just outside the north westerly boundary line of the City of London. From this point the line runs south easterly over private property and city streets and over the Thames River in the City of London to Bathurst St., some 260 ft. west of Ridout St., thence easterly along Bathurst St. to the London and Port Stanley Ry., which at present terminates on Bathurst St. just east of Richmond St.

The municipalities which will vote on the projects are the townships of London, Trafalgar, Waterloo, Blanchard, Wilmot, Downie, South Easthope, Toronto, Nassagaweya, Guelph, Etobicoke, North Easthope, Biddulph, Esquesing, Puslinch, Eramosa, Nelson, Ellice, East Zorra, and West Nissouri, the cities of London, Berlin, Guelph, Stratford, the towns of Waterloo, St. Mary's, New Hamburg and Milton, and the villages of Mimico, New Toronto and Port Credit.

The estimated cost of the various projected lines is \$11,000,000.

**Toronto and York Radial Ry.**—The Ontario Railway and Municipal Board, on Nov. 1, ordered the Toronto and York Radial, on the application of the Toronto-Hamilton Highway Commission, to move its tracks from the centre to the south side of the road, where they pass from the side to the centre, for 1,100 ft., through the village. A further distance of 1,600 ft. is to be dealt with later. (July, pg. 277.)

## Cost of Toronto Civic Car Line Construction.

In answer to an alderman's enquiry, the Toronto Commissioner of Works stated recently that the city had spent \$1,450,883 in the construction of civic car lines, which includes material purchased for the new Lansdowne Ave. line, not yet constructed. This includes an actual expenditure of \$1,350,149, while there are still liabilities outstanding of \$100,734.

Single track line has cost \$60,000 a mile, and double track line \$128,000, for paved construction, including devil strip in the latter case, with 15 ins. of concrete under rail and 18 ins. at intersections, together with overhead structure. The cost per mile of ballasted single track is estimated at \$30,744, and ballasted double track \$54,339, including overhead in each case.

## Electric Railway Finance, Meetings, Etc.

**British Columbia Electric Ry., and allied companies:**

	Sept. 1915	Sept. 1914	July 1 to Sept. 30, 1915	July 1 to Sept. 30, 1914
Gross earnings	\$517,022	\$650,516	\$1,534,871	\$2,015,351
Expenses	477,026	509,626	1,448,479	1,548,804
Net Earnings	39,816	140,890	86,392	466,547

The percentage due to the City of Vancouver for October was \$3,292.85, against \$6,710.98 for Oct., 1914. The number of passengers carried in the periods named were 2,250,450 and 2,856,725 respectively.

**Brantford Municipal Ry.**—A press dispatch says that the Paris-Brantford section had net earnings of \$1,654 for the first six months of the fiscal year and that the Paris-Galt section had a deficit of \$2,674 for the same period.

### Cape Breton Electric Co.—

	Sept. 1915	Sept. 1914	July 1 to Sept. 30, 1915	July 1 to Sept. 30, 1914
Gross earnings	\$33,639.17	\$27,773.00	\$98,184.68	\$91,981.66
Expenses	18,183.93	17,816.77	54,009.61	54,967.03
Net earnings	15,455.24	9,956.23	44,175.07	37,014.63

**Detroit United Ry.**—The ratepayers of Detroit, Mich., on Nov. 2, by a vote of 38,585 to 32,628, decided not to approve of the proposed purchase of the city lines. The plan was formulated by the city's Street Railway Commission, and had been under consideration for over a year. Municipal ownership of public utilities has been urged in Detroit for about 20 years, and has been endorsed by the ratepayers, in connection with the street railway. The recent vote was taken on a specific proposition for acquiring the company's lines in the city, by assuming the entire bonded debt, about \$24,000,000.

**Hamilton St. Ry.**—Earnings for three months ended Sept. 30, \$147,799.91, against \$151,476.35 for the same period 1914. The percentage paid to the city was \$11,824 and \$12,118.11 for the same two periods respectively.

### London St. Ry.

	Oct. 1915	Oct. 1914	Jan. 1 to Oct. 31, 1915	Jan. 1 to Oct. 31, 1914
Gross earnings	\$34,234.74	\$30,722.19	\$330,355.46	\$313,507.56
Expenses	23,262.19	22,718.63	228,670.37	222,326.56
Net earnings	10,972.55	8,003.56	101,685.09	91,180.87

**Montreal Tramways Co.**—The Montreal Board of Control, on Nov. 5, decided to notify the company that legal proceedings will be taken if it does not comply with the provisions of the franchise bylaw to report receipts for the financial year ended Sept. 1, upon which the city's percentage is based. These returns were not made for 1913-14 until Jan., 1915, and the company still retains \$95,000 of the amount then due. The city could not recover interest on overdue amounts, and claims that it was compelled to borrow money to meet current charges because of the failure of the company to pay up.