

Electric Railway Projects, Construction, Betterments, Etc.

Lacombe & Blindman Valley Electric Ry.—The Alberta Premier stated in the Legislature, Mar. 9, that 35 miles of grading had been completed from Lacombe along the valley of the Blindman River to Rimbey. The government had paid out of the funds realized by the sale of the guaranteed securities \$128,647.07. In default of the company paying interest on the bonds, the government paid to Nov. 6, 1916, \$20,517.16. The government holds a first mortgage on the railway property and franchise. (May, 1916, pg. 189, and Apr., 1916, pg. 158.)

London & Port Stanley Ry.—The City of London is applying to the Ontario Legislature for authority to pass bylaws without obtaining the consent of the ratepayers to issue \$25,000 of debentures to provide a freight motor car for the railway, and to confirm bylaw 5439 providing for the issue of \$75,000 of debentures for the London Railway Commission.

A suggestion has been made that the London Railway Commission's project to build a grain elevator at Port Stanley should be abandoned, and that 100 freight cars should be bought instead. P. Pockock, Chairman of the Commission, is reported to have said, Mar. 6: "We could use more freight cars, and perhaps that will be the next thing we will go after, when we have an elevator—an elevator is the need of the moment." The city council, on Mar. 5, decided to issue \$100,000 of debentures for the erection of the elevator and has applied to the Ontario Legislature to grant it the necessary authority to do so without a vote of the ratepayers. (Feb., pg. 73.)

Lake Erie and Northern Ry.—The new Union Station in Brantford, Ont., of which an illustrated description was given in Canadian Railway and Marine World, Aug. 1916, pg. 240, was opened for use Mar. 12. It is being used by the Brantford and Hamilton Ry., as well as by the L. E. and N. Ry.

Negotiations are still in progress between the company and the G. T. R. with reference to the route of the electric railway entry into Port Dover, Ont. It is desired to secure an entry over the tracks of the G.T.R., but in the event of this not being possible, the company will build its own line on St. Patrick St. (Mar. 1916, pg. 46.)

Ottawa Electric Ry.—The Ottawa Board of Control has received a letter from the company refusing to operate its cars over the Pretoria Ave. bridge and to extend its service to Ottawa East. The company stated that the location of the bridge and its type was decided upon without consultation with it, but apart from that the company says it is not prepared, owing to the short time which its franchise has to run to make extensions of its lines. The city council has appointed a committee to interview the company's officers with regard to this and a number of other matters in connection with the operation of the railway. (Dec., 1916, pg. 502.)

Peterborough Radial Ry.—The City of Peterborough is applying to the Ontario Legislature to authorize its Utilities Commission to have the control and management of the plant, property, business and assets of the Peterborough Radial Ry., in the event of the same being acquired by the city; that it shall have power to issue debentures to pay for the

same without the assent of the ratepayers, and that the commission shall have all the powers in regard to the railway which the council may confer upon it by bylaw. (Feb., pg. 73.)

Toronto, Barrie & Orillia Ry.—The Ontario Legislature in 1915 passed an act extending the time within which the company could build its projected railway between Toronto and Orillia, and providing that the section of line from Barrie to Utopia, on the C.P.R., was to be the first section to be built. Section seven of the act declared that the act was only to come into force upon proclamation by the Lieutenant Governor in Council. In adding this section the Legislature overlooked the fact that the extension of time was to run from the passing of the act, and therefore that it might run out before the act came into force. The Legislature is being asked to amend the act by substituting the words, "coming into force" for "passing" in sec. 3 of chap. 83, statutes of 1915. (Feb., 1916, pg. 115.)

Toronto Ry.—Plans for the Pape Ave. line have been submitted to the Ontario Railway and Municipal Board. The company is ready to go ahead with construction as soon as the board approves the plans. Under the board's order, the company had to start construction by April 1. (Feb., pg. 73.)

Transcona Electric Ry.—The Manitoba Legislature is being asked to incorporate a company with this title to build, and to operate with any power except steam, a line in the town of Transcona and in the rural municipalities of Springfield and East Kildonan to a point or points in Winnipeg or St. Boniface; to connect with any lines in operation or to be built by the Winnipeg Electric Ry., and to build branch lines to any other points in the municipalities named or elsewhere in the province, subject always to the Winnipeg Electric Ry.'s rights. The capital of the company is fixed at \$1,000,000, and the office is to be in Winnipeg. The provisional directors are: E. P. Garland, E. Frith, C. W. Chappell, R. Siderfin, L. Palk, Winnipeg. Mr. Palk is Assistant to the Manager, Winnipeg Electric Ry. (Mar., pg. 113.)

London and Lake Erie Railway and Transportation Co's Officials.

On account of his many other duties, the President, W. K. George, of Toronto, has resigned, and has been succeeded by G. B. Woods, of Toronto, heretofore Vice President, and the latter position has not been filled. The directors in addition to the President, are: W. K. George, J. B. Holden, Sydney Jones, Toronto; T. H. Purdom, K.C., Jno. Purdom, Jno. Milne, London, and J. W. Scott, Listowel.

W. N. Warburton, General Manager, has also been appointed Secretary Treasurer, and has appointed the other officials, as follows: Accountant, C. G. Newton, London; Chief Dispatcher, H. L. MacDonald, St. Thomas; Electrical and Line Superintendent, E. Rapson, St. Thomas; Mechanical Superintendent, F. Morley, St. Thomas; Roadmaster, William Evans, Lambeth.

The International Transit Co., Sault Ste. Marie, Ont., is considering changing its cars for p.a.y.e operation.

Three Rivers Traction Co's Operations.

The Shawinigan Water & Power Co.'s report for 1916 has the following reference to two of its subsidiary companies: "The directors are gratified with the healthy development of the city and district of Three Rivers. The North Shore Power Co., your subsidiary in that district, has extended its field of operation so as to include the principal manufacturing towns between Three Rivers and Quebec, and the expenditure made this year in new transmission lines will result in a largely increased revenue for this company.

"The Three Rivers Traction Co. during the year obtained a franchise from the Municipality of Cap de la Madeleine, on the east side of the St. Maurice River, and during the summer 3½ miles of new track were laid to connect that town with the city of Three Rivers. The expenditure has resulted in a satisfactory increase in revenue. The additions to the St. Maurice River Co.'s plant at the terminus of the Three Rivers Traction Co.'s line, are nearing completion. The increased capacity of the works will add materially to the labor required, and thus becomes a factor in the growth of the earnings of both of your company's subsidiaries doing business in the district."

Fares on Port Arthur and Fort William Civic Railways.

The Public Utilities Commission of Port Arthur and the Utilities Commission of Fort William, Ont., met in joint session, Mar. 1, and adopted a new schedule of fares for the civic railways, which is expected to be made effective early in April, as follows:

One fare in each city. This means that after crossing the boundary line on a car another fare will be collected.

Ordinary fare, 5c; 6 tickets for 25c, good from 6 a.m. to 12 p.m.

Workmen's fare, 5c, or 8 tickets for 25c, good from 5.30 to 8 a.m. and from 5.30 to 7 p.m., from Monday to Saturday inclusive. Sunday tickets, 8 for 25c, good from 5.30 a.m. to 12 p.m.

Children's fares, under 14 years of age, 10 tickets for 25c, bona fide students to be allowed this rate between 8 a.m. and 5 p.m. on school days; no double fare for children on main line on Sunday.

Night car fares, from 12 midnight to 5.30 a.m., 10c, good for a through ride.

The new schedule was discussed at a meeting of the Port Arthur Board of Trade, Mar. 6. Chairman Wideman and Secretary Rapsey, of the Utilities Commission, outlined the conditions existing on the street railway and the necessity for a change in fares. Discussion arose over the latter, the general consensus of opinion being that the fares should be raised high enough to make the road pay for itself, even if a 10c fare for all classes in each city be necessary. Mayor Cowan intimated that he would support at the meeting of the commission the resolution adopted by the joint committee from the Twin Cities, although it was hardly high enough in his estimation. A. W. Roberts suggested that a straight 5c fare for all might be a feasible solution. No resolutions were passed.

The City Council of Fort William passed a resolution Mar. 13, approving of the new fare schedule as recommended by the commission of both cities meeting in joint session.