

Electric Railway Track Laid in Canada in 1913.

Canadian Railway and Marine World for January contained particulars of new track laid on electric railways in Canada in 1913 amounting to 164.115 miles, compiled from information supplied by railway companies, in response to the annual circular sent from this office, a few of the figures being estimated where returns had not been sent in. Since then replies have been received from several of the lines which had not previously reported, so that revised figures are given below, showing that 204.19 miles of new line were laid, against 106.56 miles in 1912.

	Miles.	Miles.
Berlin and Waterloo St. Ry.—		
Extensions	1.50	
Brandon Municipal Ry.—		
Various extensions	2.00	
British Columbia Electric Ry.—		
Vancouver and suburbs	9.66	
Victoria city and Saanich Peninsula interurban line	26.41	
		36.07
Calgary Municipal Ry.—		
Various extensions	10.50	
Edmonton Interurban Ry.—		
Edmonton to St. Albert	5.00	
Edmonton Radial Ry.—		
Various lines	21.115	
Halifax Electric Tramways Co.—		
Various extensions	2.11	
Hull Electric Ry.—		
Rivermead to Connaught Park	0.75	
International Transit Co.—		
Extension	0.50	
Montreal and Southern Counties Ry.—		
St. Lambert to M. & S.C. Jct.	4.00	
M. & S.C. Jct. to Marieville	18.00	
		22.00
Montreal Tramways Co.—		
Various extensions	3.84	
Niagara, St. Catharines and Toronto Ry.—		
St. Catharines to Niagara on the Lake	12.20	
Moose Jaw Electric Ry.—		
Saskatchewan St. to Parkdale Boulevard	1.50	
Codeau and 6th Ave. to Kingsway Park	0.50	
		2.00
Niagara, Welland and Lake Erie Ry.—		
In Welland, Ont.	0.85	
Ottawa Electric Ry.—		
Extensions	5.50	
Port Arthur and Port William Elec. Ry.—		
Extensions, several	5.00	
Quebec Ry., Light and Power Co.—		
St. Malo Ward	0.25	
Limouillou Ward	1.59	
		1.84
Regina Municipal Ry.—		
Extensions of City System	14.50	
St. John Ry.—		
Extensions in St. John, N.B.	1.50	
Saskatoon Municipal Ry.—		
Saskatoon to Sutherland	3.50	
Toronto Civic Car Lines—		
Danforth Ave. Line	4.09	
Coxwell Ave.	0.57	
		4.66
Toronto Eastern Ry.—		
Whitby to Oshawa	4.00	
Oshawa to Bowmanville	8.80	
		12.80
Toronto Ry.—		
Extensions of various lines	2.21	
Toronto Suburban Ry.—		
Weston to Woodbridge	9.00	
Winnipeg Electric Ry.—		
St. Boniface to St. Vital	2.00	
Through Fort Garry	5.37	
Various city extensions	6.61	
		13.98
Winnipeg, Selkirk and Lake Winnipeg Ry.—		
Middlechurch to Stony Mountain	9.77	
Total		202.19

The London St. Ry. laid 0.70 miles of second track; the Saskatoon Municipal Ry. laid about five miles of second track on existing lines, and the Galt, Preston and Hespeler Ry. laid some sidings. The Toronto Suburban Ry. has about 25 miles of its extension from Lambton to Guelph graded and ready for tracklaying, and the Toronto Eastern Ry. has another six miles about ready for tracklaying.

The Electric Railway Journal, New York, in its issue of Jan. 3, only credits Canada with 147.86 miles of new track laid in 1913, which is manifestly considerably under the mark.

Projected Hydro Electric Railway Lines in Ontario.

Specifications are being drawn up by the Ontario Hydro Electric Power Commission's engineer for the electrification of the London and Port Stanley Ry., under instructions from the London and Port Stanley Ry. Commission. The specifications are being based on the report on the cost, etc., of electrifying this city owned line, made by the Ontario Hydro Electric Power Commission's engineer, working in conjunction with S. B. Storer, consulting engineer, Syracuse, N.Y., and which was given in detail in Canadian Railway and Marine World for December, 1912.

At the request of the people of Huron County, the engineers of the Ontario Hydro Electric Power Commission have completed surveys on 166 miles of line in that county. These surveys have been made with the idea of connecting with London, St. Mary's, Stratford and Sarnia. Most of the towns in the county are included in the survey, which covers the following places: Goderich, Bayfield, Dashwood, Grand Bend, Crediton, Exeter, Hensall, Seaford, Brussels, Wroter, Wingham, Dungannon, Benmiller, Clinton and Walton. The surveys are now awaiting the action of the Commission.

Applications have been received from practically all the municipalities in Lambton County, and from the municipalities in the district between Guelph and Georgian Bay. In the former instance, the Commission is requested to report on a system of railways, connecting Chatham with the country to the north. In the latter case, similar information is desired for a line connecting Guelph with some point on Georgian Bay between Owen Sound and Collingwood. Surveys on these lines will be commenced immediately.

A press report from London says that a survey is being made of a line between that city and St. Mary's and Stratford. It also says that seven projected routes have been surveyed for the main line from London to Windsor, and are awaiting final selection. The report also states that practically all the property owners along the line have agreed to give the land necessary for the right of way. This scheme is said to be to join the London and Port Stanley Ry. line 9 miles south of London, and from that point, by way of Glencoe and Chatham, the distance to Windsor is 104 miles.

At a meeting of the Berlin City Council, Jan. 19, it was decided to invite neighboring municipalities to join in a request to the Commission to have a report prepared on the cost of an electric railway from Berlin to Woodstock, via New Dundee, Plattsville and Tavistock. It is also proposed to discuss the question of having township electric lines built in Waterloo County.

We are officially advised that the press reports that a draft of the agreement under which the Ontario Hydro Electric Power Commission proposes to build and operate the projected electric railway between Toronto, Port Perry and Uxbridge, has been submitted to the municipalities interested, is incorrect, and that the draft had not been completed for submission to the committee, although there has been some correspondence between the Commission's engineering department and the municipalities respecting the headings, manner of financing, and for their suggestions.

The reports stated that the Commission was prepared to raise the money necessary for construction by an issue of bonds to be secured by debentures issued by the municipalities, thus enabling the securing of money under the best possible conditions; that the Commission would retain full control over the lines built, regulating and fix-

ing fares and rates for all classes of service; that the maximum fare was not to exceed 2c. a mile, with a minimum cash fare of 5c.; that arrangements might be made by the Commission for the interchange of traffic with other lines as might be desirable; that any applications for extensions of the line were to be considered by representatives of all the municipalities interested; that after all charges of operation had been met, and provision made for the fixed charges, the surplus if any would be divided among the municipalities according to the capital invested, the services rendered, the benefits derived and all other conditions.

It was further stated that the municipalities interested were being asked to send representatives to a meeting to be held at an early date to discuss the agreement, the plans for the line, and to deal with the whole question fully.

Electric Railway Finance, Meetings, Etc.

British Columbia Electric Ry. and allied companies.—Gross earnings for Nov., \$746,152; operating expenses, maintenance, etc., \$544,508; net income, \$201,644, against \$741,876 gross earnings; \$512,077 operating expenses, maintenance, etc.; \$229,799 net income for Nov., 1912. Aggregate gross earnings for five months ended Nov. 30, \$3,760,507; net income, \$976,721, against \$3,477,083 aggregate gross earnings; \$1,017,013 net income for same period, 1912.

Brantford St. Ry.—W. P. Kellett, General Manager and Chief Engineer, Lake Erie and Northern Ry., is said to have made an offer for the purchase of the Brantford St. Ry. It was reported in Brantford, Jan. 3, that the C.P.R. had secured control of the L.E. and N. Ry., and that the proposal to acquire the B. Ry. was a part of that company's plans.

W. P. Kellett had a conference with the Receiver of the company, and F. Nicholls, of the Canadian General Electric Co., in Toronto, Jan. 16, when he made a proposal regarding the future of the line. The Receiver intimated that the proposal would be submitted to the bondholders on Jan. 21. It is stated that all the money necessary to carry out the proposal has been arranged for, that if the deal goes through, a first class line, involving the reconstruction of the road and the supply of new rolling stock, will result, and that franchises for additional streets will be asked for, and a belt line will be run through Eagle Place and Parkdale.

Berlin and Waterloo St. Ry.—Press reports say that the statement for 1913 shows a gross profit of approximately \$10,000. After deducting the usual amount for depreciation, the net profits will be about \$4,000, of which Berlin will receive three quarters and Waterloo the remainder.

Calgary Municipal Ry.—The revenue for 1913 is reported as \$757,042.26. It is stated that the net receipts will, when audited, show some decrease owing to a new system of accounting, involving a considerable percentage of the revenue being set aside for street repair, maintenance and depreciation.

Cape Breton Electric Co.—Gross earnings for November, \$34,848.93; operating expenses and taxes, \$18,080.19; net earnings, \$16,768.74; interest charges, \$4,808.33; balance, \$11,960.41; bond sinking and improvement funds, \$1,190; balance for reserves, depreciation, etc., \$10,770.41, against \$34,562.72 gross earnings; \$15,809.75 operating expenses and taxes; \$18,752.96 net earnings; \$4,475 interest charges; \$14,277.96 balance; \$1,206.67 bond sinking and improvement funds; \$13,071.29 balance for reserves, depreciation, etc.