

Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—We are officially advised that the company has not entered into any negotiations with the Great Northern Ry., for the purchase of the abandoned right of way of the Cloverdale-Blaine line, as recently reported in daily papers.

The extension from Victoria Road to Joyce Road, on Kingsway, Vancouver, 1.5 miles, was opened for traffic, Oct. 1. (Oct., pg. 494.)

Dominion Power and Transmission Co.—An announcement is reported to have been made, Oct. 21, by W. C. Hawkins, Managing Director, that work will be started as soon as possible on the construction of a steam power plant on the site of the old power plant on Guise St., Hamilton, that the new plant will be laid out to generate 27,000 h. p., that it will cost \$1,350,000, and that provision will be made so that additional units can be added so as to permit the production of 90,000 h. p. The cost of the fully completed plant is estimated at \$3,500,000. Plans have been completed, we are officially advised, for the erection of sheds to be placed on the same location as those which were burned in Hamilton some months ago. The estimated cost is \$15,000, and bids for the work have been asked.

We are also advised that nothing further has been done in regard to the projected extension of the Hamilton and Brantford Ry. to Galt, Ont. (July, pg. 344.)

Edmonton Interurban Ry.—Press reports stated recently that it was expected to start a car service on the first section of this line from Edmonton to St. Albert, Alta., early in October. We have no information that the line has been opened for traffic. (Oct., pg. 494.)

London, Grand Bend and Stratford Ry.—Press reports state that an intimation has been given to the London, Ont., City Council that if the city will guarantee bonds for \$1,000,000 there will be no difficulty in finding the capital to build the lines proposed, and an additional one to Sarnia.

The lines proposed are: London to Bryanstown, Granton, Woodham, St. Marys, Mitchell and Stratford, looping back to London; London to Ailsa Craig, Parkhill, Grand Bend, Dashwood and Goderich. These are included in the proposed charter of the L., G.B. and S. Ry., and the third line, for which there is a charter in existence would serve London, Lobo, Coldstream, Strathroy, Arkona, Forest and Sarnia. (Oct., pg. 494.)

Medicine Hat Tramways, Ltd.—We are officially advised that when construction is started on the electric railway in Medicine Hat, Alta., early in 1914, it will be in charge of J. B. D'Aeth of the Montreal Engineering Co.'s staff as Superintendent of Construction. (Oct., pg. 494.)

Melita, Man.—The bylaw passed by the town of Melita grants to R. E. Denny, Brandon, Man., a franchise for 30 years for a lighting, heating and power plant, a water-works system, and a street railway system. The principal reason for which the bylaw was passed was for the purpose of obtaining light, as there are good indications of natural gas in the vicinity. Mr. Denny proposed to make tests, and to install a lighting system, and the other franchises were included. It is not expected that anything will be done about waterworks or a street railway for some years. (Oct., pg. 494.)

Montreal and Southern Counties Ry.—The Montreal City Council has passed a resolution granting the company permission to extend its car line across McGill St., east on Youville Square to St. Peter St., and north

on St. Peter St. to Youville Square, and thence west again on the Square to McGill St.

The Board of Railway Commissioners has authorized the opening for traffic of the electrified portion of the Central Vermont Ry. between Richelieu and Marieville, Que., and has given the M. & S.C.R. permission to use the C.V.R. station yards, etc., between these points. The distance from the terminus in McGill St., Montreal, to Marieville is 24 miles. The completion of the line from Marieville to St. Cesaire is near at hand and it is expected to have the line ready for operation by the end of the year.

Contracts are reported let for the building of a bridge across the Yamaska River on the St. Cesaire extension. It is said that the concrete substructure will consist of four piers and two abutments, which will be put in by John Ross, Montreal, and the steel work will be erected by the Dominion Bridge Co. It is reported that a contract has been let to Ross and McComb for grading and other work on the extension of the line through Granby, Que. It is expected that the entire line will be completed into Granby early in the summer of 1914.

Tenders are being asked for the erection of a power substation at Rougemont. (Oct., pg. 494.)

Montreal Tramways Co.—A press report states that the M.T. Co. proposes at an early date to open negotiations with the Montreal City Council with regard to the construction of underground lines in the city, which it has power to build. The company's franchise for surface lines in the city has about nine years to run. It is stated that the proposed underground lines would be built so as to relieve congestion on the surface lines, and to give accommodation to outside areas which at present are not adequately served. It is further stated that the double fare question, the snow removing difficulty, and differences about street paving would be taken up during the proposed negotiations.

J. E. Hutcheson, General Manager, made a statement as to the work in progress on the lines, Oct. 18. He is reported to have said that in the early part of the year \$3,750,000 had been appropriated for betterments. Of this \$3,000,000 has already been expended. Since the work started seven miles of new track have been laid, and 20 miles of track renewed. On the renewed track the old 87 lb. steel has been replaced with 116 lb. steel. There have been other improvements carried out on the lines, and the work of betterment will be carried on as long as the weather will permit. (Oct. pg. 494.)

Morrisburg and Ottawa Electric Ry.—The annual meeting of shareholders was held at Ottawa Oct. 13, when it was reported that \$20,000 had been expended on surveys, etc., during the year; that there was \$40,000 on hand, and \$100,000 immediately available for construction. About 25% of the arrears on calls had been paid by the shareholders. The President stated that the company's affairs were progressing satisfactorily and that construction had actually been started. Following are the officers and directors for the current year: President, J. G. Kilt; Vice President, R. J. Biggar; other directors: J. W. Bogart, Morewood, Ont.; A. H. Coplan; Secretary-Treasurer, R. A. Bishop; Auditor, G. L. Blatch; Chief Engineer, L. Von Sydow. With the one exception, above named, the directors and officers live in Ottawa.

Niagara, St. Catharines and Toronto Ry.—Press reports state that the line from St.

Catharines to Niagara on the Lake was practically completed Oct. 1. The line starts from Geneva St., St. Catharines, and is built partly on the highways and partly on private right of way. At Ten Mile Creek, which will be the entrance to the new Welland Canal, there is a spur to the lake front. The track is laid with 85 lb. rails to this point, and with 65 lb. rails for the remainder of the distance. An additional transformer station is being equipped at St. Catharines and a 750 k.w. rotary converter at Niagara on the Lake, where a freight yard is being laid out, and a connection will be made with the Michigan Central Rd. (Oct., pg. 494.)

Ottawa and St. Lawrence Electric Ry.—Press reports state that a contract has been let to a Toronto construction company, of which J. A. Morden is President, for the building of this line, which is to connect Ottawa, Morrisburg, Brockville and Arnprior, Ont. The contracting company is taking over the entire bond issue of the company. The company's offices are to be removed to Toronto. (Aug., pg. 395.)

Porcupine Rand Belt Line Ry.—Application is being made to the Ontario Government to subsidize the building of 100 miles of electric railway, either by a bond guarantee or a land grant. The proposed line would extend along the Ontario-Quebec boundary from Abitibi Lake to Haileybury, with branches connecting with or crossing the Timiskaming and Northern Ontario Ry., north of Swastika, near Porcupine, and at other points; and a connection with the Canadian Northern Ontario Ry. at Flying Post. (Jan., pg. 20.)

Port Arthur and Fort William Electric Ry.—The Fort William, Ont., City Council has deposited with the Public Works Department, Ottawa, plans of a 500,000 c.m., 556 volt direct current subaqueous armoured cable for conveying electrical energy for the operation of its electric railway extension, from the Kaministiquia Power Co.'s supply across the Kaministiquia River to Island 2.

The new belt line in Port Arthur was expected to be ready for operation Oct. 30. It leaves the main line at Clavet St., runs up that street to Alberta, along Alberta to Shuniah St., along Shuniah and across the city property to Balsam Ave., thence to Senico, and Bromlow, and along High St. to River St., down River St. to Pine St., where it connects with the Arthur St. line. (Oct., pg. 494.)

Regina Municipal Ry.—H. Doughty, Superintendent, in a recent report said: "This year's construction includes 23,700 ft. of single track laid with 60 lb. rails, 5,110 ft. laid with 80 lb. rails, 2,050 ft. single track of better construction laid with 80 lb. rails, 13,600 ft. of double track permanent construction laid with 80 lb. rails, or a total of 64,460 ft. in all. This does not include the Country Club line or about three miles still to be constructed. The cost to date this year is \$637,000. Four miles of single track was replaced with double track permanent construction. The whole system now comprises: 63,000 ft. 60 lb. rails, single track, gravel construction; 5,110 ft. single, 80 lb. rails, gravel construction; 13,300 ft. single track, 80 lb. rails, concreted and partly paved; 32,150 ft. double track, 80 lb. rails, partly paved. This makes a total already constructed and exclusive of the Country Club line of 145,710 ft. or 27.75 miles. There is still about three miles to be constructed and this with 3.25 miles of the Country Club line will make a total of 34 miles." (Sept., pg. 442.)

St. John Ry.—Press reports state that construction on the extension to East St. John, N.B., is well advanced, and that it is