

Electric Railway Projects, Construction, Betterments Etc.

British Columbia Electric Ry.—A New Westminster press report says track laying was started Mar. 10. on the spur track from the Fraser Valley Branch over the C.P.R. to the western end of the company's waterfrontage adjacent to the C.P.R. wharves. The work of removing the freight sheds from the present location to the outer edge of the harbor front, will, it is expected, be undertaken immediately. (Jan., pg. 30.)

Buffalo, Fort Erie Ferry & Rd. Co.—The Ontario Legislature is being asked to incorporate a company with this title, with F. V. E. Bardoe, A. Fasken, D. McArthur, J. O. Buckley and G. H. Sedgewick as provisional directors, with a capital of \$500,000, and office at Fort Erie, Ont., to take over the railway property of the Buffalo & Fort Erie Ferry & Ry. Co.'s assets. It is declared that the railway extends from the western boundary of the Garrison Reserve, in Bertie Township, to Fort Erie, and the company desires to have power to extend it from the present westerly terminus in Bertie Township to Port Colborne, and from its present terminus in Fort Erie via Bridgeburg to Chippewa, with a branch line to Crystal Beach; and from Fort Erie to any part of Point Albino. The company also desires power to erect wharves at any point where the railway touches navigable waters and to operate steam or other vessels to run between Ontario and the United States. With the consent of the municipalities, the company may lay tracks on streets and highways. It may operate its cars by steam, gasoline or electric power, and may issue bonds for \$10,000 a mile. (Feb., pg. 23.)

Edmonton Interurban Ry.—The agreement to lease the company's tracks from 124th St. and 118th Ave., to the G. T. Pacific Ry. tracks on 127th St., to the Edmonton Radial Ry., which is owned by the city, has been approved by the Edmonton, Alta., City Council. Under the agreement, the Edmonton Radial is to bond the rails and to erect all overhead work, to maintain the track, and at the termination of the agreement, to hand it over to the Edmonton Interurban in good condition. The line is to be put in operation within four months of the signing of the agreement, and the Edmonton Radial is to furnish monthly reports of the earnings and the cost of operation. The rental to be paid is to be the surplus of earnings over operating expenses, but the total for the year is not to exceed 8% of the initial cost of the line to the Edmonton Interurban. The latter must be notified within 60 days after any capital expenditure has been made, of its amount. The agreement is to run for one year from April 1, but may be terminated on three months notice on either side; and on giving similar notice, either company can purchase the rights and interest of the other in the line. (Feb., pg. 23.)

Halifax Electric Tramway Co.—Plans have been deposited with the Minister of Public Works, at Ottawa, showing site and location of a submarine electric cable under the harbor, at the foot of Hanover St., Halifax, N.S.

Hull Electric Co.—The Hull, Que., Board of Trade passed a resolution Mar. 10, asking the city council to grant the company's request to construct a Y on the Chelsea Road, to give a better service to Wrightville. (Mar., 1915, pg. 108.)

Lacombe & Blindman Valley Electric Ry.—The Alberta Government is being asked to press for the completion of this railway, the grading of which has been completed from Lacombe to Rimbey, 39 miles. (Jan., pg. 30.)

Lake Erie and Northern Ry.—We are officially advised that the connection with the Brantford and Hamilton Ry. in Brantford, Ont., and the building of a union station is under consideration, but no definite arrangements have been made. The distance between the lines of the two companies is approximately 2,000 ft.

London & Port Stanley Ry.—The Board of Railway Commissioners has authorized the building of a siding in London, to the Hunt Milling Co. and the City Gas Co.'s premises, and has given the L. & P.S. Ry. the right to use the G.T.R. station in London, where a platform is to be built, from Richmond to Clarence St., for its use. (Feb., pg. 73.)

Montreal & Southern Counties Ry.—We are officially advised that it is not expected that the recently completed extension from St. Cesaire to Abbotsford, Que., will be opened for traffic before May 1. (Jan., pg. 30.)

Mount McKay & Kakabeka Falls Ry.—The Ontario Legislature is being asked to authorize the company to use steam as an alternative motive power on its proposed railway, and to extend the time for the construction of the remaining portions of the line. The existing line has been operated by electricity, and the company desires to have power to use steam, if it is found expedient to do so. (Mar., pg. 115.)

Three Rivers Traction Co.—The Quebec Legislature has authorized the company to extend its line from Wayagamack into the parish of Cap de la Madeleine, notwithstanding the fact that the municipality declined to grant a franchise. The municipality granted a franchise after the company's application came before the Legislature. (Mar., pg. 115.)

Sudbury Copper Cliff Suburban Electric Ry.—The town council of Sudbury, is asking the Ontario Legislature to confirm and agreement dated Sept. 15, 1915, made under the terms of a bylaw, providing for the guarantee by the town of the company's bonds for \$75,000. A mortgage dated Jan. 10, 1916, of the company's railway has been made as security for the guarantee, the town council being made trustee. One of the conditions of the mortgage is that the town council may take possession of the line and operate it, and that in the event of its paying any money on account of principal and interest the town council is placed in the position of a bondholder; the town may also borrow to make good the guarantee, and in the event of foreclosure the town may acquire and purchase the company's property, subject to the ratepayers' approval.

St. John Ry.—The New Brunswick Legislature is being asked to extend the company's powers in respect of the building of extensions of line into Simonds Parish. (Feb. pg. 73.)

Toronto Suburban Ry.—The city of Toronto is asking the Ontario Legislature to pass a bill, which includes the following section relative to the T. S. R.: "All the rights and privileges of the Toronto Suburban Ry. to operate rail-

ways or to exercise any other franchise rights within that part of Ward 7 south of Dundas St., in the city of Toronto, are hereby declared to be forfeited and cancelled." The rights referred to cover the right to operate cars on the branch line running south of Dundas St., or to build lines on the streets in any other part of the municipality lying to the south of that line, and would leave the company, in the city, only its line on Dundas St., the line on the Weston road and that on Davenport road; these lines have their present termini in Lambton Park, at Woodbridge, and at the head of Bathurst St., respectively.

Vercheres, Chambly & La Prairie Tramways Co.—The provisional directors named in the act for the incorporation of a company with this title, passed by the Quebec Legislature, are J. W. Domville, Rosemere, Que.; A. Colas, Longueuil, Que.; D. W. Ogilvie, E. Pitt, and E. Ducharme, Montreal. The company is to have a capital of \$500,000 and office at Montreal. The route of the projected line is in the streets of Longueuil, St. Lambert, Montreal South, Greenfield Park, La Prairie; from Longueuil north-easterly through St. Antoine de Longueuil, Boucherville, Varennes, Vercheres, Contrecoeur and St. Riche, then easterly towards the northern shore of Richelieu River, through the parishes of St. Roch, St. Antoine de Richelieu, St. Theodoise, Ste. Marie, Beloeil, Ste. Julie, St. Basile, Chambly, Chambly Basin, Chambly Canton, thence westerly across the parishes and villages of Chambly, St. Basile, and St. Robert to Longueuil, and from several points on the latter line to Montreal South, Greenfield Park, St. Lambert, La Prairie; from La Prairie southwesterly to Caughnawaga, to Chateauguay, with the right to cross the St. Lawrence River and enter the island and city of Montreal. Steam may be used on the lines during construction, but not as a permanent motive power. In passing through the Legislature amendments were introduced providing that while the company may enter the Island of Montreal, it shall not be allowed to operate on it, and that in the event of any municipality refusing consent to the operation of the company's lines within their territory, the company can appeal to the Public Utilities Commission. (Feb., pg. 73.)

Winnipeg Electric Ry.—The Winnipeg City Council is considering the desirability of asking the company to lay new lines paralleling Main St. and Portage Ave., and another line between McGregor and Main Sts., North Winnipeg.

The company is reported to be giving favorable consideration to the city's suggestion that the Marion St. car line be extended from its present terminus at the railway tracks to the stockyards.

Sault Ste Marie Electric Railway.—A Sault Ste Marie, Ont., press dispatch of Mar. 21, says that the Great Lakes Power Co., a newly organized corporation composed of United States people and represented by James Heyworth of Chicago, has bought the Algoma Steel Corporation's power plant at Sault Ste Marie and also the street railway system and the ferry running between Sault Ste Marie, Ont. and Sault Ste. Marie, Mich. The International Transit Co. operates 4.32 miles of electric railway in Sault Ste Marie, Ont. and to Steelton, Ont. and also operates the International Ferry. The Trans-St. Mary's Traction Co. has 7.52 miles of electric railway in Sault Ste Marie, Mich. and connects that place with Algonquin, Mich.