

things, that the company shall at once start, and complete with due diligence, a line to Montreal West. (Oct., pg. 520.)

Morrisburg and Ottawa Electric Ry.—At the annual meeting in Ottawa, Oct. 8, the directors were authorized to start construction in May next. The question of letting a contract was left in their hands.

Following are the directors and officers for the current year:—President, J. G. Kilt, Morewood, Ont.; Vice President, H. McDonald, Ottawa; other directors, J. Oliver, R. E. Reardon, J. W. Bogert, Morewood, Ont.; W. C. Strader, Williamsburg, Ont.; R. J. Biggar, Ottawa; Secretary-Treasurer, R. A. Bishop; Solicitor, G. D. Kelley; Auditor, G. L. Blatch. (Oct., pg. 520.)

Mount McKay and Kakabeka Falls Ry.—The Board of Railway Commissioners has rescinded the clause of the order of Aug. 14, directing the company to use steam as a motive power for its cars in passing over the C.P.R. at Neebing Ave., between Fort William and Neebing tp., Ont. (June, pg. 309.)

Niagara, Welland and Lake Erie Ry.—The taxpayers of Welland, Ont., have approved a bylaw granting a right to build an electric railway through a section of the industrial district being opened up by the Canadian General Securities Co., Toronto. (Oct., pg. 521.)

Press reports state that the work of extending the line to the suburb of Dane City, and to Rosedale, Welland, Ont., will be completed this fall. (Oct., pg. 530.)

Niagara, St. Catharines and Toronto Ry.—The Board of Railway Commissioners has approved of revised location plans for the extension of the line from St. Catharines to Niagara-on-the-Lake, through Louth and Clinton townships, mileage 0 to 10.59. (Oct., pg. 521.)

Nipissing Central Ry.—We are officially advised that the Timiskaming and Northern Ontario Ry. Commission, which now owns the N.C. Ry., proposes to equip with electricity one track, on the double track line between North Cobalt and Cobalt, Ont., to allow the N.C. Ry. to operate its cars into Cobalt station. The details of the work to be done have not been arranged.

The line from Cobalt enters Haileybury by Georgiana and Ferguson avenues, terminating at Ferguson avenue and Browning street. The plans for the extension of the line show that one section will be built from the present terminus to the terminus of the Haileybury spur line at the lake shore end of Florence street, and another section, to be known as the Foster spur, from the end of the Haileybury spur on Farr street, and the lake shore road to the foot of Elliott street. The principal gradient on the first named section will be 1.7%, and on the second 2%, with a fair amount of curvature in each case. The Haileybury spur will be utilized to the junction with the Timiskaming and Northern Ontario Ry.'s main line, which will be utilized to near the boundary between Bucke and Dymond tps., whence an independent route will be followed into New Liskeard, to the Wabi river bridge, on Armstrong avenue. The principal gradient will be 2.66%, increasing for a short distance to 3.5%. This will be on leaving the T. & N.O. Ry. to get to the level at Lake Shore road. The extensions are under construction, but it has not been decided when they will be opened for traffic. (Oct., pg. 521.)

Ontario, West Shore Ry.—At a recent meeting at Goderich, Ont., between J. W. Moyes, the promoter of the line, and representatives of the municipalities which guaranteed bonds, Mr. Moyes is reported

as having stated the position of affairs as follows: The total expenditure on the road this far had been about \$650,000, which includes the \$400,000 of bonds guaranteed by the municipalities; \$75,000 or \$80,000 of moneys raised on the \$200,000 of unguaranteed bonds which had been hypothecated therefor; and the balance from other sources. He claimed to have put in \$170,000 of his own money. Completion was made impossible by the Hydro-Electric Commission stepping into the territory with its power development scheme, which prevented the sale of the Maitland river Power Co.'s bonds and the further advance of money to complete the road. He had made three offers to the Commission regarding the Maitland river scheme, but could not get an agreement. If the municipalities would in some way that might be agreed upon, either by further guarantee or in some way, assist to release these hypothecated bonds, they could be sold for enough to complete and put in operation the road, and he was willing for the railway company that the municipalities should get in return for this assistance a \$100,000 bond interest in the road and representation on the directorate. If the Hydro-Electric Commission would give a definite assurance of a power supply the completion of the line could be financed.

It was agreed that a deputation from the municipalities should wait on the Commission to see what could be done; and to secure a report on the cost of the work done from an engineer, preferably H. W. Middlemiss, Consulting Engineer of the Ontario Railway and Municipal Board. (Sept., pg. 468.)

Ottawa and St. Lawrence Electric Ry.—**North Lanark Ry.**—The first named railway is projected by a company bearing that title, and incorporated by the Ontario Legislature in 1908. In 1911 it secured an extension of time for construction for five years. Among the powers conferred was the right to require the charter of the North Lanark Ry., which was incorporated by the Ontario Legislature in 1898, and the Cornwall Electric Ry. In 1911 the N.L. Ry. secured an extension of time for construction for five years. Surveys have been made, but nothing has been done in the way of construction. We have been officially advised that the charters of the O. and St. L. E. Ry. and of the N.L. Ry. have been acquired by J. A. Morden and Co., Toronto, and that they have been amalgamated, the prospectus issued stating that the amalgamated company will now be known as the Ottawa and St. Lawrence Electric Ry.

A map, issued with the prospectus, shows a line from Ottawa to Morrisburg, with a branch from Kenmore to Russell; a line from Morrisburg to Cornwall, at which town connection can be made with the Cornwall Electric Ry., and running powers secured over it. From Morrisburg the line is shown along the St. Lawrence river to Brockville, thence northerly through Athens, Perth and Lanark to Brayside, on the Ottawa river, which is followed easterly to Ottawa. A branch is shown from Lanark to High Falls. This covers practically the whole of the mileage authorized to be built by the two companies—204 and 70 miles respectively. There are no engineering difficulties, 75% of the grading being over cultivated land, much of it at a dead level. The surveys were made under the direction of A. H. N. Bruce, M. Can. Soc. C. E., Ottawa, who estimated the cost of construction at \$11,000 a mile for 234 miles and \$13,000 a mile for 40 miles.

The company is being reorganized, and we are advised that it is expedient to put the line from Ottawa to Morrisburg under construction this fall, the Ottawa and St.

Lawrence Construction Co. having been given a contract for the entire line. (Sept., pg. 468.)

Ottawa Electric Ry.—The bylaw to give effect to the agreement as to extension of the lines in the city will be submitted to the taxpayers at the elections, Jan. 1. (Oct., pg. 521.)

Regina Municipal Ry.—The city council of Regina, Sask., has approved of the programme of extensions of the lines for 1913. This provides for the laying of a second track on two existing lines, and the laying of 12 single track and six double track extensions. The estimated total cost of the new construction is nearly \$700,000. The necessary bylaw will be submitted to the electors at an early date. (Aug., pg. 421.)

Saskatoon Municipal Ry.—The electric railway under construction in Saskatoon, Sask., consists of 12 miles of single track, but as there will be 1.5 miles of double track, the total length of track will be 10.5 miles. Four miles will be laid with 80 lb. steel, and the remainder with 60 lb. The rails are to be laid on cedar ties embedded in concrete on paved streets, and on cedar ties with ballast on improved streets. The bridge crossing the Saskatchewan river to the Nutana side has been taken over by the city from the province, and a double track is to be laid over it. The car barn, 90 by 160 ft., is on the west side, over the C.P.R. tracks. It is one storey, containing six tracks, office, quarters for the men, and a repair shop. Power will be obtained from the city power house. It is expected to have the line completed and in operation by the middle of December. (Oct., pg. 521.)

St. John Ry.—Press reports state that in addition to extending its power transmission and electric lighting lines, the company proposes to add considerably to its power house plant. (June, pg. 310.)

St. Laurent, Que.—The Franco-Belgian Investment Co. is making application to the council of St. Laurent parish, Que., for a franchise for an electric railway, as well as for lighting and water supply. The company has power under a general charter granted under the Dominion Companies Act, to acquire gas, electric light, electric railway undertakings, etc., and is reported to have a working understanding with the Montreal Tramways Co. O. L. Robitaille, Montreal, is a provisional director.

At a meeting of the St. Laurent council Oct. 7, a bylaw granting a 25 years franchise for an electric railway to the Franco-Belgian syndicate was read and considered. The bylaw was opposed on behalf of ratepayers, on the ground that the granting of the franchise would be prejudicial to the town's interests when the question of amalgamation with Montreal came up for consideration, as it would at no distant date. No definite action was taken.

Stratford Ry.—A press report states that plans have been filed for the building of 6.85 miles of electric railway in Stratford, Ont. The local papers make no reference to this, but state that on Oct. 7 Sir Wm. Mackenzie informed representatives of the local company that it was intended to build the line, and that instructions had been given to work out the best possible arrangements and terms. W. H. Moore and J. E. Robbery have been in Stratford frequently before and since that date, and it is said that an agreement for a new franchise is being prepared for submission to the city council. (Oct., pg. 521.)

Toronto and York Radial Ry.—The charter of the section of the Scarborough division within the present city limits of Toronto expires Nov. 16, and the city council has instructed the Works Commissioner to arrange as to the terms upon which it is to