

## PUBLIC UTILITY COMPANIES IN BRITISH COLUMBIA.

The British Columbia Electric Railway Company operates in Vancouver and New Westminster, with suburban and interurban lines on the lower mainland. It owns the light and gas franchises in Vancouver and the lighting franchise in New Westminster, also in Victoria, where it has the lighting franchise. It has a power plant on the mainland, another near Victoria, on Vancouver Island, and is the biggest company in the West.

The British Columbia Telephone Company's charter enables it to have systems throughout the province, but its main operations are in Vancouver, Victoria, New Westminster and between these points.

The telephone company has had its own troubles to give an adequate service in Vancouver, which has grown so rapidly. There have been complaints regarding service, and suburban districts have complained also of the rates. There is a suggestion to have the provincial government take over the telephone system. The latest public body to recommend this is the combined board of trade of Richmond and Point Grey. The statement was made at the meeting that while the rates might be about the same, the service would be better. The telephone company has had to increase its rates for business telephones in Vancouver and Victoria, and this will bring further criticism.

The difficulties that beset the telephone company are infinitesimal compared with those of the British Columbia Electric Railway Company. The Point Grey by-law, giving the company power to operate in Point Grey, has been dismissed in the courts, and all construction and service has been discontinued in that suburb of Vancouver. The company has stood strictly upon its rights, and naturally will have nothing to do with any compromise proposals.

The City Council unanimously agreed to see if the company's franchise in Nanaimo cannot be cancelled, because of the persistent ignoring of requests for a better service. Certain it is that in many points which tend to the comfort and convenience of the people, the company has been deficient. In some cases passengers have to wait fifteen minutes for connecting cars. After the action of the city this week, to seek annulment of the franchise, the company, which by the use of passes keeps criticism out of the papers, gave figures to show that the number of cars used were as large in proportion as on street railway systems in other cities. It based its calculations on the population of Vancouver proper, allowing so many cars to these people. The real facts are that 30,000 to 40,000 more people are served, and Vancouver proper cannot be considered by itself, for all the people in the districts immediately adjoining work in the city and come and go morning and evening.

It is reasonable to suppose that because conditions are such that the company cannot adequately cope at present with the situation, the government will not allow cancellation of the franchise. The company has at least been sincere in its general attempts, and if it has been overwhelmed by circumstances, the fault is not altogether its own. All these inconveniences are incidents of sudden and enormous growth in the city.

## ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

Each week on this page may be found summaries of orders passed by the Board of Railway Commissioners, to date. This will facilitate ready reference and easy filing. Copies of these orders may be secured from The Canadian Engineer for small fee.

### CIRCULAR NO. 73.

#### FENDERS OR WHEEL GUARDS.

The Board of Railway Commissioners ask that all electric railways subject to the Board's jurisdiction file, within sixty days from the date of this circular, plans showing the system of fenders or wheel guards in use on their equipment.

15600—December 14—Approving plans of C.N.O. Ry. for undercrossing of C.P.R. at Smith's Falls.

15601—December 14—Authorizing Esquimalt & Nanaimo Railway to cross with its Cowichan Lake Branch two highways in British Columbia.

15602—December 13—Authorizing C.N. Pacific Ry. to use crossing of C.P.R. Mission Branch for construction purposes only until 29th February, 1912, pending installation of interlocking plant.

15603—December 18—Approving revised location of C.N.O. Rly. (Montreal-Port Arthur) through Twps. of Bristol, Clarendon and Litchfield, in County of Pontiac, Que., mileage 162 to 176, from Montreal.

15604—December 19—Directing C.N.O. Ry. to install improved type of electric bell at crossing near Brighton, Ontario.

15605—December 16—Authorizing C.N.O. Ry. to construct bridge over Blende River, at mileage 23.96, east of Port Arthur, Ont.

15606-07—December 18—15608—December 19—Authorizing C.N.R. to cross with its Maryfield Line public road between Secs. 12 and 11, Twp. 5, R. 8, west and Meridian, and with its Swift Current Line 7 highways in Saskatchewan, and with its Swift Current Line three highways in Saskatchewan.

15609—December 15—Approving location of Alberta Central Railway Co. from a point on its main line 135.58 miles west of Red Deer to Big Horn Range Coal Fields, mileage 0 to 28.

15610—December 19—Authorizing G.T.P. Ry. to cross highway at mileage 197.2, Range 6, Cassiar District, British Columbia.

15611—December 18—Approving plans of G.T.R. for station at Stevensville, 19th District, Southern Division.

15612—December 19—Authorizing C.P.R. to open for carriage of traffic its Swift Current to Brooks Branch from mileage 0 to 33.

15613—December 19—Authorizing C.P.R. to operate until June 30, 1912, its Manitow Lake Branch from a point on its Pheasant Hills Branch, being from mileage 0 to 27.8, between Wilkie and Cut Knife, Saskatchewan.

15614—December 16—Approving revised location of C.P.R. Lauder Extension between mileage 32.28 and 54.63, Saskatchewan.

15615—December 16—Authorizing C.P.R. to cross with its Wilkie Northwesterly Branch (formerly known as Manitow Lake Branch), 14 highways between mileage 13.90 and 25.78, Saskatchewan.

15616—December 18—Authorizing C.N.R. to cross with its Maryfield Line 16 highways in Saskatchewan.

15617—December 13—Approving overhead clearances of West Canadian Collieries, Ltd., for siding of C.P.R. at Bellevue, Alta.

15618—December 20—Approving location of C.N.R. Crosse Isle Extension, mileage 4.33 to 25.68, west P.M., Manitoba.

15619—December 19—Authorizing G.T.P. Ry. to cross highway at mileage 204.5, Range 6, Cassiar Dist., British Columbia.

15620—December 19—Authorizing G.T.R. to construct spur for joint use with C.N.O. Ry. on Don Esplanade, Toronto, Ont.

15621—December 12—Authorizing C.N.R. to construct spur line to Hospital for Insane at North Battleford, Saskatchewan.

15622—December 13—Authorizing Dominion Atlantic Ry. to construct spur from a point on its Cornwallis Valley Branch to Government wharf, at Canning, N.S.

15623—December 15—15624—December 13—15625—December 9—Authorizing C.P.R. to construct spurs for Alberta Consolidated Coal Co., Ltd., near Elcan Ballast Pit, Alta., and for Messrs. Anderson & Rosenroll at mileage 59.2, on Wetaskiwin Subdivision, near Oxbow, Alta., and for Messrs. Wiens & Reimer at Foam Lake, Saskatchewan.

15626—December 14—Authorizing Esquimalt & Nanaimo Railway to construct spur on Vancouver Island, at mileage 47.5 (from Victoria) to near village of Crofton, mileage 0.78 in Chemainus District, British Columbia.

15627—December 18—Recommending to the Governor-in-Council for sanction lease by C.P.R., or Alberta Railway & Irrigation Co.

15628—December 15—Approving location of Alberta Central Ry. from mileage 100 to 140, west of Red Deer, Alberta.

15629—December 20—Authorizing G.T.P. Ry. to operate trains over overhead crossing of C.N.R., in Sec. 14, Twp. 53, R. 24, W. 4 M.

15630—December 12—Extending until February 1st, 1912, time for installation of power brakes by C.P.R. on electric cars.

15631—December 18—15632—December 15—Authorizing C.P.R. to construct spur for A. E. Burns, near Henry Avenue, city of Winnipeg, Manitoba, and spur for Rock Springs Sootless Coal Co., Ltd., near Elcan Ballast Pit Spur, Alberta.

15634—December 20—Approving location of Esquimalt & Nanaimo Ry. from Black Creek to near Duncan's Bay, on Vancouver Island.

15635—November 21—Directing that Supplement to Canadian Classification No. 15, be issued reducing carload rating of Macaroni, Spaghetti and Vermicelli, from 4th to 5th class to become effective not later than January 15th, 1912. Application Transportation Bureau of Montreal Board of Trade, on behalf of the Montreal Wholesale Grocers' Guild.

15633—December 16—Authorizing C.N.O. Ry. to use for construction purposes only crossing of C.P.R. at Chaudiere Jct., near Ottawa, until June 1st, 1912, pending completion interlocker.

15636-37—December 13—Directing that Wabash Railroad (G.T.R.) install gates at Manitoba Street, St. Thomas, Ontario, before 1st May, 1912, 20 per cent. from Railway Grade Crossing Fund, also G.T.R. to install electric bell at St. George St., Chatham, Ont., before 1st February, 1912, 20 per cent. from Railway Grade Crossing Fund.

15638—December 16—Extending until June 1st, 1912, time for installation of interlocking plant at crossing by C.N.O. Ry., of C.P.R. and G.T.R. near Ottawa, Ontario.

Have You  
a Want?

If you have a position vacant, or if you want a position, an advertisement in The Canadian Engineer will do the trick. Two cents per word.

15595—December 12—Authorizing Government of Province of Saskatchewan to construct highway over C.P.R. in S.W. ¼ of Sec. 30, Twp. 15, R. 13, west 3rd Meridian.

15596—December 9—Suspending Wabash Railroad Co.'s Tariff 686, re "Baggage of Excess Size," until parties can be heard.

15597—December 12—Approving location of C.P.R. station at Lydiatt, Man.

15598-99—December 12—Approving revised location of Dominion Atlantic Ry. (under C.P.R. lease) from west side of St. George St., Annapolis, N.S., to west side of Allen's Creek, a distance of 2,790.5 feet, and authorizing reconstruction of Allen Creek bridge.