

a large area of land has been laid out at Gull Lake as a summer residential park and pleasure resort. There are two charters in existence for electric railways radiating from Lacombe, but the press dispatches do not indicate which is interested in the present project. (See Lacombe and Blindman Valley Electric Ry., and Lacombe, Bullocksville and Alix Electric Ry., Dec., 1910, pg. 1069.)

**The London and Lake Erie Ry. and Transportation Co.** is preparing to erect a shop in St. Thomas, Ont., this summer, to be 210 by 91 ft., one story high, and built of brick. It will be divided by a brick wall, each half containing two tracks capable of accommodating four cars each. Under three of the tracks pits will extend from the front half way back, and under the fourth track the pit will extend the full length of the building. Accommodation will be provided for the master mechanic and other officials and operating staff, with stock room, etc. A request has been made to the St. Thomas city council to put in additional switches for the new shops on Talbot St. A contract for erection has been let to G. A. Ponsford.

Two propositions have been put forward with the object of securing an electric railway to Port Burwell. One is for a line starting from London and passing through Milestown, Orwell and Aylmer, and the other is a direct line from St. Thomas to Aylmer, from which point the two propositions run parallel to Port Burwell. The latter proposition seems to meet with most favor. Representatives from the three townships through which the proposed line would pass waited on the directors of the company and discussed the matter in April, and a further meeting was held May 3, when the representatives of the townships expressed themselves favorable to guaranteeing the company's bonds for \$20,000 a mile, and agreed that a committee be formed to apportion the amount on the four municipalities interested. The directors went over the proposed route in company with the township representatives and J. A. Bell, county engineer. The line will be an easy one to build, the only difficult piece of work on the route being the crossing of a ravine at New Sarnia.

The projected extension of the line from Lambeth to Delaware, six miles, was discussed with the directors by representatives of Delaware tp., May 2. The township offers a free right of way and a guarantee of bonds. The directors promised consideration of the proposal.

Representatives of municipalities interested recommended, May 8, that the townships be asked to guarantee the company's bonds for \$10,000 a mile towards the cost of extending the line from St. Thomas to Aylmer. The company asked a guarantee of \$20,000 a mile.

A proposition is under consideration for the building of a line from Ingersoll to London, and some approaches have been made to the company. General Manager Mower is quoted as stating that if a definite proposition is made the directors will consider it. (May, pg. 252.)

**London, Aylmer and North Shore Electric Ry.**—In connection with the projected electric railway to Aylmer mentioned under the title of the London and Lake Erie Ry. and Transportation Co., the first route spoken of is that originally proposed to be followed by the L.A. and N.S.E. Ry., which was incorporated by the Ontario Legislature in 1901. The London and Aylmer boards of trade are endeavoring to have the charter revived and a meeting was held in London, May 3. It was reported that the L.A. and N.S.E. Ry. Co. had not sold any common stock, but had issued 5% bonds, selling some and giving others in payment for services rendered. There

were also outstanding 160 shares, and W. Warnock, of Aylmer, held a judgment of \$10,000 against the company. It was decided to ask the municipalities to agree to the guaranteeing of bonds for \$300,000 as a preliminary to applying for a renewal of the charter. Dr. Sinclair, Aylmer, Ont., is interested in the project. (Oct., 1910, pg. 875.)

**London St. Ry.**—We are officially advised that the company has practically agreed with a committee of the London, Ont., city council upon certain changes and extensions of the tracks. The Wellington St. line is to be removed to Richmond St., thus straightening out one line, and a branch or belt line from this through Cheapside St. and William St., connecting with the present line on Oxford St., is to be built. A line is to be built from the end of the Oxford St. line at Adelaide St., on Adelaide St. to Central St., crossing the C.P.R. near the latter point. Three places on the system where the traffic is too heavy for single track are to be double tracked. These are on the Hamilton road from Rectory to Mamelton St., on Horton St. from Richmond to Wellington St., and on York St. from Ridout St. to the bridge. The tenders for the several works are not yet all in, consequently no definite decision has been reached as to who will do the work or when it will be gone on with. The company has been informed that another proposition is to be made by the Hydro-Electric Commission with regard to the supply of power.

Plans have been prepared by Moore and Munro, architects for a new powerhouse for the company, the estimated cost of which is \$15,000. (April, pg. 197.)

**Moncton Tramways, Electricity and Gas Co.**—We are officially advised that a change has recently been made in the control of the company, T. N. Barnsdall of Pittsburgh, Pa., and associates having acquired a majority of the stock. The following are reported to have been elected directors and officers:—President, R. Law, jr.; Vice President and General Manager, E. B. Reeser; directors, D. Henderson, F. W. Summer, O. P. Boggs, H. C. Stuart, O. E. Bartlett, H. N. Price is Superintendent of Tramways and Electricity, and A. B. Farmer, Superintendent of the Natural Gas Department.

The new management, we are advised, is devoting its energies chiefly to the introduction of natural gas at first, and the question of the street railway and its extensions is in abeyance. In all probability there will be some alterations in the routes proposed to be followed in the extensions as arranged by the former management. The company was restricted by its act of incorporation from using T rails, but as the use of grooved rails has proved unsatisfactory to both the company and the city, arrangements have been made with the city council to use T rails on all but paved streets. The work of completing the first section of the line is being gone on with. Natural gas has been installed under the boilers in the power house, thus doing away with coal. It is proposed to take up the question of extensions at an early date. (Mar., pg. 148.)

**Morrisburg and Ottawa Electric Ry.**—The Ontario Legislature has extended the time within which the line authorized by chap. 130, statutes 1909, as amended by chap. 145 statutes 1910, may be built. (Apr., pg. 197.)

**Montreal and Southern Counties Ry.**—Press reports state that contracts will be let at an early date for about 25 miles of extensions, and that a contract has been let to the Byers and Anglin Co. for the building of car barns, repair shops and offices in St. Lambert, Que. (May, pg. 253.)

**Montreal Tramways Co.**—Negotiations are in progress between the company

and Canadian Northern Ry. interests for the establishment of a street car service in the new suburb being laid out by the railway company at the back of Mount Royal. (May, pg. 252.)

**Moose Jaw Electric Ry.**—A site of 25 acres for park purposes has been secured by the company on the river, about two miles from the post office at Moose Jaw, Sask. Track is to be laid to the park at the earliest possible date. (Mar., pg. 148.)

**Mount McKay and Kakabeka Falls Ry.**—A proposition has been submitted to the Fort William, Ont., city council for running rights for the company over the street railway in Fort William, Ont. The company proposes to use large electrically driven cars.

The Ontario Legislature has extended the time within which the company may complete its projected lines and has authorized an increase of capital stock from \$250,000 to \$500,000. (May, pg. 252.)

**Niagara Falls, Welland and Dunnville Electric Ry.**—An act has been passed by the Ontario Legislature authorizing the increase of capital stock from \$200,000 to \$500,000, and the bond issue from \$20,000 to \$30,000 a mile of line; authorizing the company to generate and dispose of electrical power, and extending the time within which its railway may be built. (May, pg. 252.)

**Niagara, Welland and Lake Erie Ry.**—A route plan for lines in the vicinity of Welland, Ont., has been approved by the Minister of Railways.

The Board of Railway Commissioners has approved location plans for the line between the G.T.R. on Main St. and the Michigan Central Rd. on South Main St., Welland, Ont., 1.5 miles. (May, pg. 252.)

**Niagara, St. Catharines and Toronto Ry.**—The St. Catharines, Ont., city council has under consideration a bylaw granting a franchise to the company to build a line on Niagara St., as a part of a proposed line to Niagara-on-the-Lake. The route proposed to be followed is along Niagara St. to the Lake Shore road, and along that road to Niagara-on-the-Lake, with spur lines. It is said that a route map of the line to Niagara-on-the-Lake has been filed at Ottawa and that the extension will be built this year. (May, pg. 252.)

**Nipissing Central Ry.**—The work of extending the line from Haileybury to New Liskeard, Ont., was started May 6, and over 100 men with a steam shovel are engaged on the works. (Apr., pg. 197.)

**North Midland Ry.**—The Ontario Legislature has extended the time within which the company may build the lines authorized by its several acts, from London through the counties of Middlesex, Perth and Huron, and from London to Toronto. (Mar., pg. 149.)

**Ottawa Electric Ry.**—The Ottawa city council was informed, May 9, that the company would lay tracks along Pretoria Ave. on the construction of a bridge over the Rideau canal; tracks on Queen St. to relieve the Sparks St. congestion; a double track on Broad St. from the C.P.R. station to Queen St. and along that street to a connection with the Bridge St. line. This latter line will, it is said, be started almost immediately. (May, pg. 252.)

**Ottawa Electric Ry.**—The Ottawa, Ont., city council has under consideration plans for laying tracks on Queen St. and Laurier Ave., as a temporary measure of relieving the congestion at the corner of Bank and Sparks Streets. (May, pg. 252.)

**Ottawa, Rideau Lakes and Kingston Ry.**—An act has been passed by the Ontario Legislature changing the title of