

## Electric Railway Projects, Construction, Betterments, Etc.

**Battleford - North Battleford, Sask.**—A project for the building of an electric railway to connect Battleford and North Battleford, Sask., has been submitted to the people of these two towns. F. P. Alywin, Ottawa, is the representative of the syndicate making the proposal, and the proposition he submitted is on the lines of the contract made between the Moose Jaw Electric Ry. Co. and the City of Moose Jaw, Sask. Mr. Alywin stated that the capital is ready for the building of the line as soon as an agreement may be entered into.

**British Columbia Electric Ry.**—Plans have been prepared for the building of a line along 10th Ave. to the site of the University buildings.

It is proposed to build a large car barn and a central station for the distribution of power near Hastings townsite on the Burnaby Lake line.

A site has been acquired on Douglas St. and Pandora Ave., Victoria, on which a 10 story building will be erected. The ground floor will be used as a central station for the company's suburban lines. The new branch line to the Uplands was opened for traffic, Feb. 3, and it is expected that the Saanich Peninsula line will be opened April 1. (Feb., pg. 90.)

**Buffalo and Fort Erie Ferry Ry.**—The Ontario Legislature is being asked to authorize an increase of capital stock, and a further issue of first mortgage and refunding sinking fund bonds for the purpose of electrifying the railway. Bicknell, Bain, Strathy and Mackelcan, Toronto, are the solicitors. (Feb., 1911, pg. 282.)

**Burrard-Westminster Boundary Ry. and Navigation Co.**—W. McNeill, Chairman of the Company, is quoted as having stated that 20 miles of this projected railway will be built during the current year. It is proposed to start work on the line between the Stave River Falls and Pitt River in May. The question of the building of a bridge across the Pitt River at Coquitlam was discussed by Mr. McNeill and the Provincial Government, and it is said that an arrangement is about to be submitted to the Legislature providing for its construction. This bridge will form a connection between the Stave River Falls-Pitt River section of the line, and the Vancouver-Pitt River section. It is expected that the entire line will be completed within two years. Steam will be used as the motive power on the Stave River Falls-Pitt River section, until the power plant of the Western Canada Power Co., which owns the charter, has been completed. (Jan., pg. 39.)

**Chestermere and Calgary Suburban Ry.**—Application is being made to the Alberta Legislature for authority to increase the company's capital stock to \$750,000; to increase the bonding powers from \$12,000 to \$20,000 a mile; and to extend the time within which the lines authorized in 1910, may be built. Ryan and Wright, Calgary, are solicitors for applicants. (Jan., 1912, pg. 38.)

**Eastern Ontario Electric Ry.**—The Ontario Legislature is considering a bill granting an extension of time for the building of the lines authorized by chap. 134 of the statutes of 1909. The provisional directors named in the original statute are struck out and the following substituted: E. C. Rendell, H. Hastings, C. S. Foss, G. T. Taylor and G. E. Smith. (May, 1909, pg. 367.)

**Edmonton Radial Ry.**—We are officially advised that the city has decided not to extend the line to St. Albert, Alta., at pre-

sent. The extension may possibly be built next year, but nothing has been decided.

The Alberta Legislature has passed an act affecting the City of Edmonton, providing, among other things, for an extension of time for the building of the lines owned by the city. (Jan., pg. 39.)

**Forest Hill Electric Ry.**—The Ontario Legislature is being asked to incorporate a company with this title to build an electric railway from Forest Hill Road, at the northerly limit of Toronto, along Forest Hill Road and Bathurst St., to 2.5 miles north of Eglinton Ave.; from Forest Hill Road along Eglinton Ave.; to one mile west of Dufferin Ave.; and northerly along Dufferin Ave. for 2.5 miles, with branch lines or extensions as may be necessary. Mills, Raney, Lucas and Hales, Toronto, are solicitors for applicants. (May, 1912, pg. 251.)

**Guelph Radial Ry.**—A number of men, interested in the building of electric railways, were in Guelph, Ont., Feb. 6, looking into a project for the building of a line from Guelph to Puslinch Lake. The charter for the building of this line is held by the G.R. Ry., which is owned by the city. It is said that a desire has been expressed to take over the franchise for this line, and to extend it to Hespeler, where connection would be made with the Galt, Preston and Hespeler St. Ry., which is owned by the C.P.R. One of the party is quoted as stating that if the project goes through a large summer hotel will be built at Puslinch Lake, and other developments made there. (May, 1912, pg. 451.)

**Lacombe and Blindman Valley Electric Ry.**—Press reports from Lacombe, Alta., state that the right of way for this projected electric railway has been bought. The financing of the company is, it is said, being done by a British syndicate, conditionally upon the people of the locality subscribing a proportionate amount. This amount is reported to have been obtained by means of a public subscription, the company being represented in the canvass by G. R. Strathy, Toronto, one of the directors, and W. Young, the company's engineer. (Feb., pg. 90.)

**Manitoba Radial Ry.**—Application is being made to the Dominion Parliament to extend the time for the building of the line authorized by chap. 105 of the statutes of 1907. (June, 1911, pg. 555.)

**Montreal and Southern Counties Ry.**—An alternative proposal for an extension of the company's lines in Montreal, was taken under consideration by the Board of Control, Feb. 7, and was referred to the legal department and a special committee. The line at present terminates on lower McGill St., and the company desires to have an entrance to Youville Square. (Feb., pg. 90.)

**Montreal Tramways Co.**—E. A. Robert, President, is quoted as stating, Feb. 5, that the suggested building of underground lines is not the solution of the present congested condition in the city. What is required is that the city should consent to such extension of lines as would enable the company to work the existing lines to the maximum of their capacity. Immediate relief could be given if the city would co-operate with the company. An immediate measure of relief is necessary, and an underground system would take some years to build.

H. B. Harris, of Harris & Co., Boston and New York, who are looking after the company's financing, is quoted as stating

in Montreal, Jan. 31, that his firm was prepared to advance from \$75,000,000 to \$100,000,000 to the company for development work to be spread over 30 years, as soon as the plans were arranged. (Dec., 1912, pg. 622.)

**Morrisburg and Ottawa Electric Ry.**—The shareholders have been called upon to pay four calls of 10% each upon the capital stock subscribed, payable Mar. 3, May 5, July 7 and Sept. 8. R. A. Bishop, Morrisburg, Ont., is Secretary. (Jan., pg. 39.)

**Niagara, St. Catharines and Toronto Ry.**—The Board of Railway Commissioners has approved revised location of the line in St. Catharines, mileage 0 to 1.8. (Feb., pg. 90.)

**Ottawa and St. Lawrence Electric Ry.**—The Ontario Legislature is being asked to pass an act amalgamating the North Lanark Ry. Co. with the O. and St. L.E.R. Co., increasing its capital stock from \$1,000,000 to \$5,000,000, authorizing it to issue bonds for \$30,000 a mile, and extending the time for the building of the authorized railways. (Nov., 1912, pg. 574.)

**Port Arthur and Fort William Electric Ry.**—The Ontario Legislature is being asked to confirm bylaws sanctioning the following expenditure by the City of Port Arthur, Ont., on the portion of the railway within its bounds:—Siding to the fair grounds, \$5,600; double track on Arthur St., \$11,000; extension on Hill St., \$6,500; double track, Bay and Algoma St., \$58,500; heavier steel rails on Cumberland St., \$55,400; iron poles within certain limits, \$1,400; belt line, \$82,000; extension to Hedge siding, \$34,000; extension to Queen St., \$4,300; extension along Algoma St., \$6,550.

The Fort William City Council has decided to build a second track on Frederica St., between Edward and Young Streets, and a Y at the end of the Mission extension. (Feb., pg. 90.)

**Saskatoon Municipal Ry.**—The Mayor of Saskatoon, Sask., in his recent inaugural address, stated it would be necessary to spend about \$100,000 upon extensions of the city's electric railway, and in building a second track on certain streets. The engineer is preparing a report as to what is necessary to do. (Feb., pg. 91.)

**Toronto and York Radial Ry.**—The Ontario Legislature is being asked to pass an act giving the company the right to enter into an agreement with the city of Toronto for the building of a double track line on Yonge St. from the present southerly terminus to York mills; the right to run cars on the Metropolitan Division on Sundays; the right to build a line to connect the Metropolitan Division with the Scarboro Division on the east, and the Mimico Division on the west; power to increase the bond issue from \$20,000 to \$30,000 a mile of single track, and for an extension of line for the building of previously authorized lines. (Feb., pg. 91.)

The appeal of the City of Toronto against an order of the Ontario Railway and Municipal Board, authorizing the company to build a double track line, on a new route, off Yonge St., has been allowed by the Court of Appeal, and the City Council has taken steps to stop the construction work, which has been about half completed. It is said that the company will carry the matter to a higher court.

The city has been asked to confer with the company with respect to the plans for joining the Scarboro and the Mimico sections of the line with the Metropolitan division.

It is reported that plans are being prepared for the building of a line from Langstaff on the Metropolitan Division easterly