

Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—The Vancouver City Council has granted a permit for the erection of the new double deck car barn at Fourteenth Ave. and Main St., to Westinghouse, Church, Kerr and Co. The estimated cost of the work is \$300,000. A description of this building was given in Canadian Railway and Marine World for Nov., 1913. pg. 542.

Work is in progress on the extensions on Commercial Drive, Fourth Ave., and Main St., Vancouver.

A contract is reported let to M. J. Coughlan and Sons, for the substructure of a steel bridge across False Creek at Kitsilano, on the Eburne line, to replace the present wooden trestle.

It is reported that material is being assembled for the extension of the line from Burnside Road to Harriet Road, Victoria.

Application is being made to the Victoria City Council for permission to lay a second track on Esquimalt Road, between Dundas and Catherine streets. The company proposes to lay a second track on the entire line from Point Ellice bridge to the terminal. There is a narrow place on the road in the section referred to, and the City Engineer will investigate the matter and report.

In connection with the agreement made under which freight will be exchanged at Sumas, with the Chicago, Milwaukee and Puget Sound Ry., it is reported that the connecting line for the interchange of traffic will be about three miles long, and that it will run from near Sumas, connecting with the B. C. E. Ry. at Huntingdon, B. C., and will be built by the C., M. and P. S. Ry. (June, pg. 283.)

Cape Breton Electric Co.—We are officially advised that the company has a franchise for the building of extensions of its lines to New Waterford and Florence, N. S. The supplementary agreement recently made was to clear up a point in the original document as to the date on which the agreement came into effect in regard to the extension to New Waterford. There is nothing new in the way of arranging for construction. The company has applied to the Lieutenant Governor in Council for the necessary approval of the rates of fare and schedules proposed to apply to the extension. It is expected that construction will be started in accordance with the agreement. E. L. Milliken, Sydney, N. S., is Manager. (June, pg. 283.)

Edmonton Interurban Ry.—B. J. Arnold, Chicago, Ill., was in Edmonton, Alta., at the end of May, looking over the company's property, and the territory to be operated by its various projected lines, with a view of, a press reporter says, advising as to possible extensions of the line, and as to the most economical means of securing power for its operation. The line from Edmonton to St. Albert, we were advised in February, was being operated by a gasoline motor car. The press reports quoted stated that until Mr. Arnold's report was received and considered, nothing could be done in the way of operating the line. This statement would suggest that the gasoline car has not proved satisfactory, and that another motive power is to be considered. The first extension project which the company proposes to consider, the report adds, will be from the present terminus at St. Albert to Fort Saskatchewan, but we were officially advised, April 27, that the company was not contemplating such an extension. (May, pg. 231.)

Edmonton Radial Ry.—\$15,573.34 has been set aside by the Edmonton, Alta., City Coun-

cil, for a site for a car barn, out of the money authorized to be raised under the recent bylaws. (June, pg. 283.)

Fort William Electric Ry.—The Fort William, Ont., City Council has let a contract for four diamonds to Canadian Steel Foundries, and for a fifth in the U. S. These are for use on extensions of lines. (May, pg. 231.)

Hamilton St. Ry.—Relaying the tracks on King St. east, between James and Catharine streets, is practically completed. (June, pg. 283.)

International Suburban Ry.—The application for the incorporation of a company with this title to build an electric railway near Windsor, Ont., with a ferry or tunnel connection with Detroit, Mich., was withdrawn from Parliament, June 4. (June, pg. 282.)

Kingston, Portsmouth and Cataraqui Electric Ry.—Work was started on putting in the foundation for relaying the tracks on King St., Kingston, Ont., May 25, and the entire work is reported to have been completed. It is also reported that the laying of a second track on Barrie and Alfred Streets has been finished. (June, pg. 283.)

The relaying of the tracks on Princess St. is completed, and service was started over the new tracks, June 17.

Lacombe and Blindman Valley Electric Ry.—We are officially advised that the general route of the line will be from Lacombe, Alta., westerly to the south end of Gull Lake, approximately 11 miles, then west to Bentley, 8 miles, thence following the Blindman River Valley to Rimbey, 14 miles. The line will be built on a private right of way; with a gradient 1% compensated, and a maximum curvature of 6 degrees. Corrugated iron and cedar box culverts will be used. A wooden trestle 700 ft. long and 60 ft. high will be built across the Outlet Creek running from Gull Lake into the Blindman River. The track will be built with 60 lbs. steel rails, G. T. Pacific Ry. specifications. The system of telephone has not been decided. Farncomb and Inkster, Edmonton South, Alta., are the engineers. (May, pg. 231.)

London and Port Stanley Ry.—The Dominion Parliament has confirmed the lease of the line to the City of London, and authorized the electrification of the line, and the management of the same by a commission. The city may, for the purposes of its undertaking, operate steam or other vessels to and from Cleveland, Ohio.

The city is authorized by the bylaw passed in connection with the lease to expend \$700,000 on the electrification. It is said that much of the preliminary work for the electrification is being pushed forward, and that all the plans for it will be completed during this year in order that actual construction may be started in the spring of 1915.

We are officially advised that the only orders placed by the commission, which has in charge the electrification of the line, are for railway ties to the Manitoulin Lumber Co., and local reports state that the orders are for 75,000 ties, and 3,000 tons of rails.

Daily papers have been busy speculating as to when the contract for the electrification of the line will be let. Engineers of the Pere Marquette Rd., and of the Michigan Central Rd., which are both interested in the operation of the line, have been inspecting it, and have been in consultation with the Commissioners, and F. A. Gaby, Chief Engineer Hydro Electric Power Commission of Ontario, in connection with the

matter. Representatives of several contracting firms have also gone over the line, but the reports state that the contract will be given to the Michigan Central Rd.

The specifications prepared for the work are very voluminous, and it is said that in many respects they are to be the standard for any lines which may be built in connection with the radial railway building plans under the Hydro Electric Power Commission of Ontario. The work in this case differs from the building of a new line, in that it consists first of all of the rebuilding of an existing line, on which traffic is to be carried during construction, and its electrification. The expectation is that the present line will be reconstructed, with a second track between London and St. Thomas, and long passing tracks at several points between St. Thomas and Port Stanley. It is not likely that the work will be let in one general contract, but that the rebuilding of the line will form one contract, and the electrification another.

London St. Ry.—An agreement has been signed between the city and the company as to the operation of traffic on the London West Line, for three months, pending the installation of a switch at Wharncliffe Road. (Dec., 1913, pg. 593.)

Medicine Hat, Alta.—The City Council has authorized the City Engineer to prepare estimates of the cost of electrifying the line built by the city to connect with the Ansley coal mine.

Montreal Tramways Co.—The Montreal Board of Control decided June 4, to permit the company's tracks to remain on City Hall Ave., between Ontario and Sherbrooke streets, notwithstanding the fact that traffic over that section had been abandoned. The city was desirous of having the tracks removed so that the whole street might be asphalted, but E. A. Robert, President, wrote stating that the company desired to have the tracks remain, as it was desired to use them at some future time. (April, pg. 184.)

The tramways situation was discussed between representatives of the company and the Board of Control, June 16, and after two hours of private discussion an adjournment was made to June 23.

Moose Jaw Electric Ry.—The extension of the line through Kingsway Park, Moose Jaw, Sask., was opened for traffic May 20. (May, pg. 231.)

The Montreal City Council took into consideration, on June 8, a report of the Board of Control upon transportation in the city. The council referred the report back, requesting the Board to resume negotiations with the M. T. Co., but declining to appoint any members of the council to act with the board.

Ottawa Electric Ry.—We are officially advised that the company is building a new steam plant. The building is of brick on concrete foundation, with concrete roof. The boiler room is 86½ by 40 ft. and 48 ft. high, will be equipped with three Babcock and Wilcox marine type water tube boilers, with integral superheaters, having a capacity of converting 90,000 lbs. of water per hour, with 200 lbs. steam pressure. Each boiler will be fitted with a 5½ ft. smoke stack, 60 ft. long, with induced draught fan driven, by separate motor on each fan. The coal will be kept in a concrete lined steel bunker of 300 tons capacity. It will be crushed, elevated to the bunker and carried in spouts to the hoppers where it will pass to Babcock and Wilcox chain grate motor driven stokers. The ash will be removed by spiral conveyors, elevated to a hopper, and delivered outside the building through a spout. Water will be fed to the boilers by two Weir vertical pumps, each capable of supplying all the boilers. The