

tario Legislature has granted an extension of time for the building of this projected electric railway. G. H. Pettit, Welland, Ont., is the solicitor. (July, 1911, pg. 683.)

Nova Scotia Tramways and Power Co.—Considerable controversy is taking place in the Nova Scotia Legislature with respect to the application for the incorporation of a company with this title. The applicants ask for authority to issue capital up to \$6,000,000, which may be increased to \$10,000,000, and to have authority to take over the Halifax Electric Tramway Co., with all its franchises, at \$170 for each share of the stock outstanding; to take over all rights of the Nova Scotia Light and Power Co. in certain water powers in King's and Halifax counties recently acquired by Hon. N. Curry and E. N. Rhodes, and to develop and distribute electric power throughout the province, etc. The provisional directors include E. A. Robert, J. W. McConnell, F. H. Wilson, F. J. McIntosh, all of whom are directors of the Halifax Electric Tramway Co. The application is being opposed by the Halifax City Council, and by some power companies. The City Council desires to have all reference to the Halifax Tramway Co. struck out, and the Halifax Board of Trade passed a resolution, April 7, in which the bill is characterized as being much more inimical to the city's interests than the one which was defeated in 1913.

North Midland Ry.—An extension of time for the building of the line from London to St. Marys and Stratford, Ont., and another from London to Clinton, Mitchell and various points between, authorized by the statutes of 1904, has been granted by the Ontario Legislature. The company was originally promoted by interests connected with the old South Western Traction Co. T. M. Little, London, Ont., is solicitor. (Feb., pg. 88.)

Ontario West Shore Ry.—An act has been passed by the Ontario Legislature vesting in T. Strothers, Dungannon, Ont., in trust for the municipalities which guaranteed the company's bonds, the franchises, rights and privileges of the company. The municipalities are already in possession of the line, which was partially constructed. An extension of time is also granted for the building of the line, which was to extend from Goderich to Kincardine, and other points on the shore of Lake Huron. (April, pg. 184.)

Oshawa Ry.—An arrangement has been made under which the company will do the terminal work at Oshawa for the C.P.R., on the same terms and conditions as it has been doing the terminal work of the Canadian Northern Ry. since it opened its line into Oshawa, and as it has been doing the terminal work for the G.T.R. for years. The company is under G.T.R. control.

Ottawa, Rideau Lakes and Kingston Ry.—An extension of time has been granted by the Ontario Legislature for the building of this projected railway between Ottawa and Kingston, Ont. The company is also authorized to build a branch line from near Lombardy, on the projected main line to Perth, and to increase its bonding power from \$30,000 to \$40,000 a mile. (Feb., pg. 88.)

Owen Sound, Ont.—Toronto and Montreal interests are negotiating with the Owen Sound, Ont., Town Council for a franchise for an electric railway. A 25 year franchise is asked for, the applicants proposing to build eight miles of lines in the town, and a 20 mile line to Meaford, on which steam locomotives would also be used. A guarantee of bonds is being asked. Owen Sound papers stated, April 14, that Sir William Van Horne and Sir Thomas Tait were interested in the project.

Peterborough Radial Ry.—We are officially advised that it is proposed to spend about \$40,000 on the line during this year. The bulk of this will be expended upon one mile of track in the central portion of the city, which will be entirely renewed, owing to the City Council laying pavements on the streets on which the line runs. The work will consist of laying 80-335 Lorain sections, and 80 lb. A.S.C.E. section rails, with brick pavement between rails and four bricks wide on the outside. A siding will be laid to the C.P.R. station, on which it is proposed to operate a car which will meet inbound C.P.R. trains and afford passengers direct street car service to all parts of the city. It is also proposed to reduce the headway between cars from 15 minutes to 12 minutes, and later on to 10 minutes, by the addition of extra rolling stock on certain lines. The new track and other improvements will necessitate the purchase of about \$8,000 worth of Y's, turnouts, steam road crossings and switches. All new work will be arranged to take both M.C.B. and street railway flanges, and new curves are being run to provide for the passage of freight cars around them. The company has in view the carrying on of a freight interswitching and transfer business between the steam railways and the industrial sites which they do not reach. (Feb., pg. 88.)

Regina Municipality Ry.—The commissioners operating the railway received tenders to Apr. 27, in four sections, for street railway material, as follows,—(a) 100 tons 7 in. T steel rails, Lorain section 80.335, 1,000 track bolts and nuts $\frac{3}{4}$ by $3\frac{3}{4}$ ins., 1,200 copper rail bonds 10 $\frac{1}{2}$ ins., 60 ditto 42 ins., 60 ditto 62 ins.; (b) 9,000 barrels Canada portland cement; (c) 3 miles 500,000 c.m., t.b.w.p. 19 stranded feeder wire, 2 miles 4.0 t.b.w.p. 19 stranded feeder wire, 10,000 ft. 2.0 hard drawn round trolley wire; (d) trolley frogs, crossovers, line ears, insulators, hangers and pole line hardware.

St. Catharines, Merritton and Thorold Electric Ry.—At a special meeting of the Thorold, Ont., Town Council, April 12, a bylaw was passed granting the company right of way for an extension from the head of Main St. into the factory district.

St. John Ry.—We are officially advised that the extensions to which reference was made in the report presented at the recent annual meeting are from Kanes Corner to Old Loch Lomond Road, three miles, and from One Mile House to Coldbrook, two miles.

Tenders are under consideration for the erection of car sheds on Wentworth St. H. C. Mott, St. John, is architect. (Feb., pg. 88.)

The Sandwich, Windsor and Amherstburg Electric Ry. owns a lighting plant in Windsor, Ont., for which the City Council has made an offer of \$155,000. This was refused, and the Council, April 3, decided to proceed to expropriate the plant, with the object of eliminating competition with the hydro electric system. The Council, the same day, decided to call upon the company to equip all its cars with air brakes, to provide snow cleaning equipment, and to carry out other improvements.

Some time ago the City Council approved of the building of a spur line on Ferry St., and on April 6 the company started work on it. Some members of the council desired to have the permission withdrawn, and wished to have the police stop work, but the transportation committee met and decided that work could go on subject to the supervision of the City Engineer.

The Sandwich Municipal Council informed the company, April 6, that it was about to proceed with the paving of Bedford St., and that if the company was

ready to proceed with the laying of a second track there, the two works could be carried out together. (April, pg. 184.)

At a meeting of the Windsor City Council, April 14, the Council reaffirmed the resolution passed Feb. 2, granting the company permission to build a line along Ferry, Chatham and Victoria streets to connect with the existing line on London and Sandwich streets and directed that the necessary bylaw be prepared.

Sarnia St. Ry.—Press reports state that application is being made to the Sarnia, Ont., Town Council for permission to extend the lines in the town. G. E. Wadland, Sarnia, is Manager and Purchasing Agent. (April, pg. 134.)

Saskatoon Municipal Ry.—About 300 ft. of snow fencing has been erected along the line between Saskatoon and Sutherland, Sask., where experience has shown that such protection is necessary.

The ratepayers of Saskatoon are being asked to vote on a bylaw to expend \$25,000 upon extensions to the railway. (Mar., pg. 136.)

Sudbury-Copper Cliff Suburban Electric Ry.—The Ontario Legislature has confirmed a bylaw granting a franchise for the building of lines in Sudbury, Ont. The principal terms of the agreement were referred to on pg. 593 of our issue for Dec. 1913. The act also grants the company an extension of time for the building of the various lines authorized to be built in the vicinity of Sudbury and Copper Cliff. (Mar., pg. 136.)

Toronto, Barrie and Orillia Ry.—An extension of time for the building of this line from Toronto to Barrie and Orillia, Ont., has been granted by the Ontario Legislature. The first piece of line which it is proposed to build is from Barrie to a junction with the C.P.R. Toronto-Sudbury line, in connection with which is a franchise for an electric railway in Barrie. The act passed this session gives the company power to build the line from Barrie to Utopia, on the C.P.R. We are advised that it is expected to start construction on this piece of line as soon as the organization arrangements of the company are completed. (Mar., pg. 136.)

Toronto Ry.—The Railway Committee of the Ontario Legislature, by a vote of 10 to 9, approved recently of the clause in the Toronto City Council's bill providing for the operation of the T. R. cars through to Munro Park. This was formerly the terminal, but when the Scarborough Beach park was developed the company made that its terminus. A stub line service was subsequently put on by arrangement with the city. The Legislature Railway Committee directs that the terms of payment and service given for such portion of the line be left to the Ontario Railway and Municipal Board. (Feb., pg. 88.)

Transcona, Man.—We have been advised that while the Town Council of Transcona has power under an act passed last session of the Manitoba Legislature, to build and operate an electric railway in that town, no plans have been prepared and no arrangements have been made for building such a line, or for connecting it when built with the Winnipeg Electric Ry. (April, pg. 185.)

Winnipeg Electric Ry.—It was reported at the meeting of the Stonewall Municipal Council, April 3, that it will be midsummer at the earliest before the extension into Stonewall is completed. (April, pg. 185.)

A. Reid, Commissioner of Public Utilities, Lethbridge, Alta., in remitting his renewal subscription to Canadian Railway and Marine World writes:—"It is worth \$2 to me."