

Electric Railway Projects, Construction, Betterments, Etc.

Brantford Municipal Ry.—A deputation of residents of Terrace Hill waited upon the Brantford Railway Commission, Sept. 20, to urge the extension of the electric railway into that section of the city. The route suggested by the deputation is as follows: Branching off at Market St. at Grey, along Grey to Clarence, under the Clarence St. subway to Dundas St. to the hill. This would give a direct line to the hill without change, and would also serve a section of the city below the hill which it is claimed would be a good revenue producer. The rails and other material taken up from the section of the old Grand Valley Ry. sold to the Lake Erie & Northern Ry. could be utilized. The commissioners assured the deputation that they would do the best possible to provide the accommodation required. The matter of the route would have to be given careful consideration. (Sept., pg. 378.)

British Columbia Electric Ry.—The Victoria, B.C., City Council, in connection with the resurfacing of Oak Bay Ave., has invited the cooperation of the company to have the entire avenue resurfaced at the same time. (Sept., pg. 378.)

Calgary Municipal Ry.—We are officially advised that it is proposed to connect the tracks over the west Centre St. bridge, Calgary, Alta., now under construction. This will involve about half a mile of construction, the material for which is on hand. T. H. McCauley is Superintendent, Calgary, Alta. (Sept., pg. 378.)

Dominion Power and Transmission Co.—We are officially advised that there is being completed about a mile of track, paving, etc., on Wentworth Ave., between Barton and Burlington Sts., on the company's Hamilton St. Ry. line.

Construction is progressing on the new steam power plant in Hamilton. (See Hamilton St. Ry., July, pg. 295.)

Guelph Radial Ry.—We are officially advised that it is expected to lay about 3,000 ft. of track on Ogilvie St., Guelph, next spring, to replace existing track. A. H. Foster is Manager, Guelph, Ont. (Nov. 1915, pg. 444.)

Hull Electric Co.—We are officially advised that the company contemplates paving its portion of Lorimer Ave., Bridge St., Montcalm St., and the Chelsea Road, in all about 10,000 ft. G. G. Gale is General Manager, Hull, Quebec. (April, pg. 156.)

Lake Erie and Northern Ry.—The Board of Railway Commissioners was reported Sept. 12, to have decided in favor of the contention of the Brantford, Ont., City Council, in respect of certain matters in dispute. The most important of these matters was the company's refusal to acquire an additional 7 ft. of available ground for the widening of Water St., adjacent to its building. (Sept., pg. 378.)

London and Port Stanley Ry.—In reference to the reported building of a second track on this line between London and Port Stanley, Ont., we are officially advised that it is not thought this work will be gone on with for some little time at least, although, from the amount of traffic the work is a necessary one. Under any circumstances it will be necessary to purchase additional rolling stock in order to handle the traffic offering, a number of steam railway passenger cars having had to be rented during the past summer. (Sept., pg. 378.)

Moncton Tramway, Electricity and Gas Co.—Negotiations are reported to be in progress between the company and the city council, for the extension of the line from the present terminus on John St., Moncton, N.B., to the corner of Wilbur and Union St. (Aug., pg. 338.)

Oshawa Ry.—Tenders are under consideration for the work and material required in the construction of a heating chamber, and for the installation of a complete steamheating system in the car barn and works shops at Oshawa, Ont. H. W. Cooper is Manager, Gananoque, Ont. (Nov. 1915, pg. 441.)

Sandwich, Windsor and Amherstburg Ry.—We are officially advised that the company has under construction 2,200 ft. of double track line on London St., west, Windsor, Ont. (July, pg. 295.)

Saskatoon Municipal Ry.—It was reported Sept. 15 that tracks for the electric railway was being laid on the new 25th St. bridge, and that the work was expected to be completed by Sept. 30. About 1,200 ft. of double track is being laid. The bridge is being built and it is expected to be opened for traffic by the end of October. (Sept., pg. 378.)

Sudbury-Copper Cliff Suburban Electric Ry.—We are officially advised that nothing definite has been decided upon as to the Murray Mine and Coniston extensions. The company is building a one mile extension in Sudbury, Ont. (Sept. pg. 378.)

Three Rivers Traction Co.—We are officially advised that the company is completing the building of an extension of its line from Three Rivers, Que., to Cap de la Madeleine. The new track is being laid with 75 lb. rail, and is expected to be ready for operation early in October. An 85 ft. extension has been completed to the car barn and shop building, doubling its car capacity.

The total length of the Cap de la Madeleine division, from the starting point at the intersection of St. Maurice and St. Cecile Sts. to Cap de la Madeleine will be 19,500 ft. The line is already built across St. Christopher Island, and the projected extension is from that point to Cap de la Madeleine. (Mar., pg. 378.)

Toronto Civic Ry.—We are officially advised that work on the Lansdowne Ave. line was completed July 20, except the diamond and interlocking installation with the Toronto Suburban Ry. at Davenport Road. Now that the change in gauge of the T. S. R. has been approved of the diamond will be put in when the latter work is undertaken.

The construction of a 9-car addition to the civic car barn, St. Clair Ave., is being built, Chalkley & Sons being the contractors. (Aug., pg. 338.)

Toronto Suburban Ry.—A Toronto press report stated recently that the company had decided, owing to the difficulty in obtaining copper for overhead work, to operate the extension from Lambton to Guelph, by steam, commencing Oct. 1. We are officially advised that nothing of the kind is contemplated. The company has not the power to operate its railway by steam, but when the right of way was purchased, a clause was inserted in the various agreements, to the effect that those selling the land would raise no objection should it be deemed desirable to operate by steam. The line between Toronto and Lambton is on the public highway and is 4 ft. 10 in. gauge, while the extension from Lambton to Guelph is on

private right of way, and is standard gauge. The Ontario Railway and Municipal Board has authorized the change of gauge to standard, on the city end, but it is not conceivable that steam operation on the public highway would be permitted.

The Western Canada Power Co., which owns the charter of the New Westminster and Boundary Ry., completed arrangements for a reorganization of its finances Sept. 1. Under the new arrangements the security of the bondholders is unimpaired, and the noteholders have provided \$100,000 of capital. Practically all of the noteholders have agreed to allow their notes to remain on deposit with the reorganization committee.

The Windsor, Essex & Lake Shore Rapid Ry. has been authorized by the Board of Railway Commissioners to build a spur for Champion Brick & Tile Co. in Gosfield North Township, Ont.

Some paving is being done by the company in Leamington and Windsor, Ont. (July, pg. 295.)

Winnipeg Electric Ry.—The Manitoba Public Utilities Commission has refused to grant a hearing to the Winnipeg City Council's application for an order to compel the company to build a temporary car line on Sargent Ave. from Arlington St. to Wall St.

We are officially advised that there is under construction by its subsidiary, the Winnipeg, Selkirk and Lake Winnipeg Ry., 1.5 miles of single track line with gravel ballast, from the city limits of Winnipeg to Kildonan Park, which will make the line a double track line. (Sept., pg. 378.)

Guelph Radial Ry., which is owned by the city of Guelph, Ont., has advanced its conductors' and motormen's wages to the following rates, per hour: 1st year, 21c; 2nd year, 22c; 3rd year, 23c. This is practically an increase of 1c an hour, except for the first three months service, which was formerly 19c and the remainder of the year 20c, the second year having been 21c and the third year 22c. The men are working 68 hours a week, six days to the week. The company supplies one new uniform a year, together with buttons and caps.

Niagara River Bridge.—A bill has been introduced in the U. S. Congress to authorize the building of a second bridge across the Niagara River at Buffalo, N.Y., to take care of pedestrian, vehicular and street railway traffic. E. C. Connette, President International Ry., Buffalo, N.Y., is interested. The bill has been introduced, it is said, following the failure of negotiations with the G.T.R. for the widening of the present International Bridge so as to take care of the general traffic.

Pennsylvania Rd.'s Detroit Extension.—President Rea of the Pennsylvania Rd., states that the announcement of the proposed extension of the Pennsylvania into Detroit, Mich., had brought out misleading conjectures as to the plans and cost. A direct connection with that city had been under consideration for some years, but the recent industrial development there has been such as to make this extension of the company's service necessary. This does not, however, mean the construction of 80 miles of new line, as has been said, nor the expenditure of \$40,000,000. The capital outlay will not exceed \$10,000,000.