

Electric Railway Projects, Construction, Betterments, Etc.

Lake Erie & Northern Ry.—The value of the land taken for railway purposes by the company at Jubilee Terrace, Brantford, Ont., in 1913, has been fixed by the arbitrators at \$2,000. (Nov., 1916, pg. 460.)

Moncton, Tramways, Electricity & Gas Co.—The Mayor of Moncton, N.B., in his inaugural address to the city council, Feb. 2, said the changing of the route of the street railway was an important matter which would have to be dealt with during the year and would require careful consideration. (Oct., 1916, pg. 425.)

Ontario Hydro Electric Railways.—Chief Engineer Gaby of Hydro Electric Power Commission of Ontario has completed estimates for electric railways through the various municipalities tapped by the St. Catharines and Niagara Falls, the St. Catharines and Welland, and the Hamilton and Port Dover hydro radial lines. These will be considered at a meeting of the representatives of these municipalities at a meeting to be held in Hamilton at an early date.

Timiskaming & Northern Ontario Ry.—Speaking at the Empire Club, Toronto, Feb. 8, J. L. Englehart, Chairman, T. & N.O.R. Commission, is reported to have said the commission was preparing to electrify the line, as it was believed electricity was to be the future motive power in the province. With this object in mind the commissioners had had made during the past two years a complete re-survey of the line and had its new plans completed. The T. & N.O.R. operates the Nipissing Central Ry., an electric railway between Cobalt and Liskeard, part of which is on T. & N.O.R. right of way.

Toronto Civic Ry.—The Toronto City Council is reported to have in contemplation the construction of a line from the northern city limits down Dufferin St. to the exhibition grounds. (Feb., pg. 73.)

Transcona, Man.—An informal proposal for the building of an electric railway into Transcona was discussed recently between representatives of the Transcona Town Council and the Greater Winnipeg Water District Commission. An agreement which had been under consideration by certain private interests was laid before the commission and discussed. It provided for the building of a line from Provencher Ave., St. Boniface, to the corner of Oxford and King Sts., Transcona, by Sept. 1, and for the operation of one round trip an hour. The cost of such a line, including equipment, was estimated by the commission at \$125,000. The commissioners expressed the view that an exclusive franchise for 10 years should be given, with the option of an extension for 30 years.

At a meeting of the commission, Jan. 27, a letter was read from J. G. Harvey, the commission's solicitor, in which he said the first question to be decided was whether the commission intended to construct and operate a permanent line from Deacon to St. Boniface. Following is a summary of the letter: "The district can expropriate upon and along any streets or public highways for its right of way. Expropriation must be followed by compensation. For the pipe line, Mr. Harvey suggests little compensation would be asked, while for the construction of a railway greater amounts might be asked. He recommends that an arrangement be entered into with the City of St. Boniface and the permanent use of its streets for

the pipe line and even the temporary use of its streets by the railway. He suggests four estimates to be obtained from the Chief Engineer, viz.: as to the extra cost to the district of constructing a permanent steam railway from Deacon to the point in St. Boniface where it is to end; as to the extra cost to the district of constructing a permanent railway (not including the extra cost of right of way) from Deacon to the said point, such railway, either steam or electric, to be operated; the cost of building and equipping the proposed railway line in Transcona, including cars, and the cost of right of way. And in this regard the difference in cost of right of way for a permanent railway as compared with a temporary one."

The Greater Winnipeg Water District Commission owns a railway from St. Boniface to Shoal Lake, which connects with the Canadian Northern Ry. near St. Boniface. The commission, it was reported, paid \$12,400 for running rights and transfers during the previous year. If the line were to be permanently operated and to be of use to the settlers going in, it would be necessary for the commission to have its own terminals in St. Boniface. Chief Engineer Chace said he would have estimates prepared showing the approximate cost of a steam and an electric railway from Deacon to St. Boniface.

We have been officially advised that nothing in the way of definite action has yet been taken about the Transcona proposition. (See Greater Winnipeg Water District and Transcona Electric Ry., Feb., pg. 73.)

The Windsor, Essex & Lake Shore Rapid Ry. proposes to do a small amount of track paving in Windsor, Ont., during this year. A. Eastman is Vice President and General Manager, Kingsville, Ont. (Oct., 1916, pg. 425.)

Sale of the St. John Railway.

The following circular was issued to St. John Ry. shareholders, Feb. 3, by H. M. Hopper, Secretary: "We have received an offer from the New Brunswick Investment Co., Ltd., of \$1,300,000 for all of the company's property, assets and franchises, and in addition \$10 a share for each share of the company's stock transferred to the New Brunswick Investment Co., making \$140 a share net to the shareholders. The New Brunswick Investment Co. agrees to assume all of the St. John Ry. Co.'s indebtedness and liabilities. Payment to be made by the New Brunswick Investment Co. in full on transfer of the property on or before Feb. 28, 1917, or so soon thereafter as matters in connection with the St. John Ry. Co.'s mortgages can be arranged, as to which the parties making the offer anticipate no delay. Payment of the additional \$10 for the stock will be made when the certificates are delivered to the New Brunswick Investment Co. in transferable form. Your directors have satisfied themselves as to the ability of the offerors to complete the transaction, and are of opinion the offer should be accepted by the shareholders. As it is essential, under the legislation affecting the company, that at least two-thirds of the shareholders, at a special meeting called for the purpose, shall vote in favor of the transfer, we hope you will sign and return forthwith the enclosed

proxy if you are unable personally to be at the meeting. We enclose notice calling a special meeting of shareholders for Feb. 15 to consider this offer and to decide whether it should be accepted or not."

The shareholders decided at the meeting to accept the offer and the transfer of the property is being made accordingly.

Electric Railway Notes.

The Hamilton, Ont., City Council has appointed a special street railway committee, which is inviting citizens to make complaints against the service now being given by the Hamilton St. Ry.

The Port Arthur and Fort William, Ont., Utilities Commissions have arranged to hold a joint meeting to discuss fares on the sections of the two municipal electric railways connecting the two cities.

We are advised that the report to the effect that a company is being formed to operate a line of omnibusses for passenger and freight between St. Thomas, Aylmer and Port Burwell, Ont., is incorrect.

The Edmonton, Alta., City Council is having manufactured in the city steps for its electric railway cars. A question whether some patent rights are being infringed has been raised, and Commissioner Harrison is ordering an investigation.

The Ottawa Electric Ry. has ordered 3 double truck semi steel cars, 33 ft. body, 45 ft. over all, equipped with Westinghouse 101-B-2 motors, 27-F-E-1 trucks, S.M.E. air brakes, etc., from Ottawa Car Manufacturing Co. They will be duplicates of the company's class 600 cars.

The London, Ont., Railway Commission has decided to purchase a freight motor car for operation on the London & Port Stanley Ry., in order to handle the increased freight traffic. The cost of the car is given as \$23,500. The city has been asked to issue \$25,000 new debentures, as a number of other matters on the railway demand attention, and several expenditures have been undertaken for the current year, to be paid out of revenue.

Mention was made in our last issue of a report that the Saskatoon, Sask., City Council had under consideration the building of electric cars for its street railway, owing to increasing cost, and to the inability of manufacturers to fill orders on short notice. We have since been advised that such a suggestion had been made to the city council, but that it is not likely that it will be considered until after the war.

The Ontario Railway and Municipal Board has ordered the City of Toronto to pay the whole cost of placing and maintaining the diamond and crossing at the intersection of the Toronto Civic Ry. and the Toronto Suburban Ry. at the junction of Lansdowne Ave. and Davenport Road, and that the cost and maintenance of the protective appliances be divided equally between the city and the company.

The Brantford, Ont., Railway Commission informed the local Trades and Labor Council recently that only policemen and firemen in uniform and the city hall janitor are carried free on the municipal railway. Books of tickets are issued free, as has been the custom for years, to the Victorian Order of Nurses, and books of tickets are sold to the different city boards for their employees at reduced rates. These latter books are issued in the names of particular persons.