

Electric Railway Projects, Construction, Betterments, Etc.

The British Columbia Electric Ry. is relaying with new and heavier rails its tracks on Main St., Vancouver, between Seventh Ave. and Broadway. The estimated cost of this piece of work is \$6,000. (Sept., pg. 368.)

Guelph Radial Ry.—See Toronto Suburban Ry.

The Niagara, St. Catharines & Toronto Ry. has practically completed re-railing and rebonding its local line at Niagara Falls, Ont., from the Roman Catholic Church to Montrose, about 4½ miles. The portion of the line from the Roman Catholic Church to Bridge St. is already laid with 80 lb. T rails and 90 lb. girder rail in pavement.

Port Arthur Civic Ry.—We are officially advised that it is proposed to build a waiting room and shelter at the terminus. M. M. Inglis, Port Arthur, Ont., is Manager.

The Public Utilities Commission is reported to have let a contract to Stewart & McKenzie, Fort William, for the reconstruction of the McIntyre River bridge at an approximate cost of \$2,890. It is said that two bridges of British Columbia fir will be built, one for each track of the civic railway, taking the place of the present bridge, which is inadequate. (Oct., pg. 407.)

Quebec Ry., Light & Power Co.—At a recent meeting of the Quebec City Council the City Engineer reported that the extension of the line on St. Valier St. had been completed across the C.P.R., and was ready for the inspection by the Board of Railway Commissioners' engineers. The contract called for the putting in operation of this piece of line by Dec. 31, 1916, but work was delayed. The proposed extension of the Belvidere line to Bells Hill and to a junction with the St. Valier St. line has not yet been started. The contract calls for its completion by Sept. 1, 1918. (Feb., pg. 73.)

Sandwich, Windsor & Amherstburg Ry.—The extension of Ottawa St., authorized to be built under the bylaw approved by Walkerville, Ont., ratepayers, recently, will be about 2,000 ft. long. It will be of single track, standard construction, and will be laid with 60 lb. rails. Jas. Anderson is Manager, Windsor, Ont. (Oct., pg. 407.)

Toronto Civic Ry.—We are officially advised that work was started, Sept. 28, on half a mile of single track extension on the Bloor St. route, from the present Quebec Ave. terminus to Runnymede Road. The track will be laid with 56 lb. rails and ballasted with gravel. (Aug., pg. 324.)

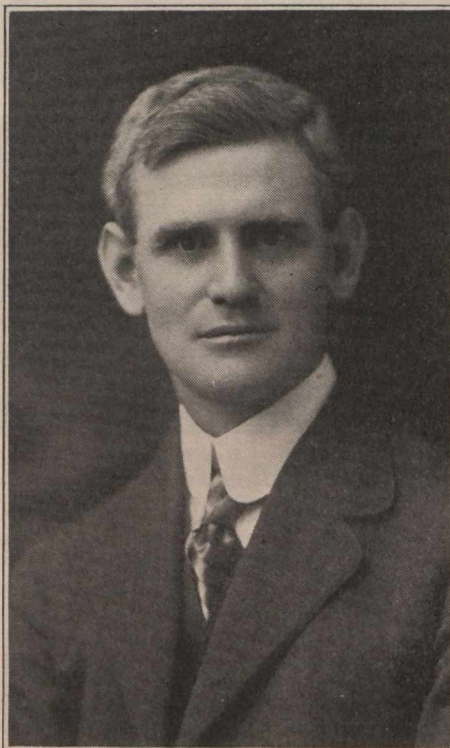
Toronto & York Radial Ry.—A Board of Railway Commissioners' engineers inspected recently the site of the piece of track in Aurora, Ont., to connect the T. & Y.R.R.'s Metropolitan Division and the Grand Trunk Ry. The cost is estimated at \$4,000. (Jan., pg. 31.)

Toronto Suburban Ry.—A press report states that a draft agreement between the T.S.R. and the Guelph Radial Ry. has been drawn up respecting the installation of a service between the city and the military hospital located on the old prison farm. The company's present station is halfway between the city and the Agricultural College, and it is desired to secure better facilities. The report says that the agreement provides that the T.S.R. shall be allowed to run its cars

along the city line to almost in front of the Royal Hotel, opposite the G.T.R. station. In return for this privilege it will be willing to allow the G.R.R. to run cars on the T.S.R. tracks to the Military Hospital. (May, pg. 203.)



Martin Milne Todd
President, Galt, Preston & Hespeler St. Ry., and
Vice President, Lake Erie & Northern Ry.



Matthew W. Kirkwood
General Manager, Galt, Preston & Hespeler
St. Ry. and Lake Erie & Northern Ry.

Toronto & York Radial Ry. officials have been making a general study of the operation of the Mimico Division, between Toronto and Port Credit, Ont., and propose to make a number of improve-

ments in a short time. The company has its own power station, in temporary quarters, at the corner of Queen St. and the Lake Shore Road, Humber Bay, and secures power from the Toronto Power Co. The improvements contemplated will include a better distribution of power by the re-location of the power station, but its new site has not been determined. It is also proposed to lay additional tracks to permit a closer headway than the present 20 minutes service. At the request of Port Credit municipality, a siding will be built off the highway at the terminus so that cars may stand clear of the Lake Shore Road. This will entail additional trackage of about 500 ft.

Galt, Preston & Hespeler St. Ry. and Lake Erie & Northern Ry. Officials.

Consequent on the death of Martin N. Todd, President, Galt, Preston & Hespeler St. Ry., and General Manager, Lake Erie & Northern Ry., several changes have been made in the officials of the above mentioned electric railways, the present organization being as follows:

Galt, Preston & Hespeler St. Ry., President, M. Milne Todd; General Manager, M. W. Kirkwood; Secretary-Treasurer, W. H. Lutz; General Freight and Passenger Agent, C. J. Whitney; Resident Engineer, F. H. Midgley, all at Galt, Ont.; Purchasing Agent and Storekeeper, F. Darnley; Roadmaster, J. Deans, both at Preston, Ont.

Lake Erie & Northern Ry., President, E. W. Beatty, Montreal; Vice President, M. Milne Todd, Galt, Ont.; General Manager, M. W. Kirkwood, Galt; Secretary-Treasurer, Lloyd Harris, Brantford, Ont.; Asst. Secretary-Treasurer, W. H. Lutz, Galt; General Freight and Passenger Agent, C. J. Whitney, Galt; Purchasing Agent and Storekeeper, F. Darnley, Preston, Ont.; Resident Engineer, F. H. Midgley, Galt; General Foreman, J. J. Morissey, Brantford; Chief Dispatcher, H. G. Davidson, Galt.

The London and Lake Erie Railway and Transportation Co's Position.

A conference between representatives of the bondholders and of the municipalities through which this railway runs was held at St. Thomas, Ont., Oct. 10. As the result of the deliberations the ratepayers of the several municipalities are being asked as to how far they are prepared to go to assist in maintaining the operation of the line. The people of St. Thomas are desirous of operation being continued and the other municipalities affect to be inclined to be favorable to this view if suitable terms can be arranged. The City of London is not undesirous of taking over the line from London to Talbotville, as that section serves a different community from that served by the London & Port Stanley Ry. The London Railway Commission has advised against the proposition that the city should take over the company's bonds at 60c on the dollar.

A St. Thomas press dispatch of Oct. 18 says: At a meeting here to-night of representatives of municipalities through which the L. & L. E. T. Co.'s line runs, it was pointed out by the management that operating expenses were approximately \$12,000 a year in excess of revenue, and for this reason the road would have to be closed unless financial aid was forthcoming. Representatives of St. Thomas, Port Stanley, Yarmouth and Westminster