

Electric Railway Projects, Construction, Betterments, Etc.

Buffalo, Fort Erie Ferry and Rd. Co.—The Ontario Legislature is being asked to incorporate a company with this title to, among other things, acquire by lease or otherwise the right of way, rolling stock and all such other assets as may seem desirable, formerly owned by the B. F. E. Ferry and Ry. Co., and to operate the railway now terminating at Fort Erie, Ont. Authority is also being asked to extend the line from Fort Erie to any part of Point Abino, in Bertie Tp., to Port Colborne; through the eastern part of Bertie and Willoughby Tps., with a branch line from Crystal Beach to Ridgeway. F. V. R. Bardoe, 400 D. S. Morgan Building, Buffalo, represents the company, and Fasken, Cowan, Chadwick and Rose, Toronto, are its Canadian solicitors. The company, it is said, has been reorganized recently. (June, 1913, pg. 286.)

The Chestermere and Calgary Suburban Ry. Co. was incorporated by the Alberta Legislature in 1910, to build a railway to be propelled by electricity or any other motive power from Calgary to Chestermere Lake, 12 miles. The lake is an artificial one, having been created by the C.P.R. irrigation canal flowing into it, and the project was understood to be connected with a number of real estate development plans, as the route proposed was a somewhat circuitous one, through various subdivisions which were then being put on the market. The provisional directors were:—G. E. Tudor, J. A. MacCullough, A. J. Samis, E. F. Ryan, Calgary; G. B. Tudor, Cleveland, Ohio. We are informed that between three and four years ago some light grading was done at the Calgary end of the proposed line, and later on poles were erected for a considerable distance to carry on the overhead wires, while several car loads of ties were delivered, but were never placed in position. These ties lay on the ground for nearly two years, decreasing in number and deteriorating in quality. The City of Calgary subsequently purchased the remaining ties for its municipal electric railway, and some poles which were subsequently used for street lighting purposes. The city has not entered into any agreement with the company regarding the operation of the line, and is in no way interested in the concern. As far as we can ascertain it was entirely a private proposition, and it may be considered dead, at all events for the present. (May, 1913, pg. 235.)

Edmonton and South Western Ry.—See under "The Edmonton Power Co.'s Electric Railway Project," on another page of this issue.

Edmonton Interurban Ry.—Workmen are reported to be stringing wires on the line from the Edmonton Radial Ry., on 124th St., along Alberta Ave. and 127th St. to the Grand Trunk Pacific Ry. near West Edmonton. Track is reported to have been laid as far as the G.T.P.R. shops, but pending the obtaining of an order from the Board of Railway Commissioners for the crossing, there will be no physical connection of the two sections. It was expected to have the line ready for operation to the G.T.P.R. tracks by Jan. 31. The line will be operated by the Edmonton Radial Ry. (owned by the City of Edmonton) under an arrangement made in Sept., 1915. (See Edmonton Radial Ry., Jan., pg. 30, and Oct., 1915, pg. 404.)

Lake Erie and Northern Ry.—M. N. Todd, General Manager, is reported to have said in an interview, Jan. 11, that it was ex-

pected to begin operating the Galt-Brantford section of the line about Feb. 1, and that as soon as arrangements with the Brantford and Hamilton Ry. were completed, an hourly service would be given. He also said that an announcement would be made shortly respecting the opening for traffic of the Brantford-Port Dover section. (Jan., pg. 28.)

London and Port Stanley Ry.—The property owners of London, Ont., have approved a bylaw to raise \$110,000 to provide a new station, additional sidings, etc. It is proposed to provide for the interest and sinking fund for these debentures out of the earnings of the line. (Jan., pg. 30.)

Moncton Tramways, Electricity and Gas Co.—The Sunny Brae, N.B., Town Council has under consideration the company's proposal to extend its line from Moncton into that town. A special committee reported a recent interview with E. B. Reeser, Vice President of the company, when the question of the crossing of the Intercolonial Ry.'s Union St. bridge and the widening of Town St. were discussed. The General Manager of the Canadian Government Railways had promised the use of the bridge, provided it did not necessitate any expenditure on the part of the railway. The council appears to be opposed to the widening of the street, but the matter will be again taken up with the company. (Jan., pg. 30.)

Montreal and South Western Ry.—The Quebec Legislature is being asked to re-enact the Act constituting "the said company incorporation, sanctioned Mar. 24, 1911, statute 1, Geo. V., 2nd session, chap. 82, under reserve, and moreover to give more rights permitting said company to acquire, possess, develop and operate hydro electric power within 125 miles from Montreal, and for other things in connection therewith." (Jan., pg. 30.)

Montreal Tramways Co.—A press report states that construction will be started soon on an extension of the Park Ave. line from Van Horne to Atlantic Ave. (Dec., 1915, pg. 482.)

Morrisburg and Ottawa Electric Ry.—The Ontario Legislature is being asked to extend the time for the building of this projected railway from Morrisburg to Ottawa. G. D. Kelley, Ottawa, solicitor for company. (June, 1915, pg. 227.)

Niagara Falls Park and River Ry.—Alternative plans are reported to have been submitted to the Ontario Railway and Municipal Board for alternative changes on the line near Queenston Heights, Ont., where the serious accident occurred July 7, 1915. Some time ago the Board, it is said, submitted a plan proposing a new down grade single track line which would take one continuous curve, leaving the existing line for up grade traffic. The company's alternative proposal is said to involve a partial reconstruction of the existing double track line, by lengthening the curves and cutting down the gradients. The new plans are under the Board's consideration. (Aug., 1915, pg. 317.)

Oshawa Ry.—We are officially advised that during 1915 the company reconstructed and paved half a mile of main line track in Oshawa, Ont.; and laid 1,024 ft. of new sidings. (Nov., 1915, pg. 441.)

St. John Ry.—We are officially advised that the company started operating its cars between East and West St. John, N.B., on Jan. 1. over the new arch bridge, which replaces the old suspension bridge across the St. John River at the reversing falls. (Sept., 1915, pg. 359.)

Schomberg and Aurora Ry.—We are officially advised that this railway, extending from a junction with the Toronto and York Radial Ry.'s Metropolitan Division at Bond Lake to Schomberg, Ont., 14.42 miles, which has hitherto been operated by steam, has been electrified. The electrification plans were described in Canadian Railway and Marine World for July, 1915. It is expected to start the electrical operation about Feb. 1. (Jan., pg. 30.)

Three Rivers Traction Co.—The track built and in operation is 3.9 miles long, consisting of a belt line, 2.9 miles, and an extension to the Wayagamac Pulp and Paper Co.'s plant. The belt line starts at the corner of St. Maurice and St. Cecile Sts., runs southeasterly to Notre Dame St., along that street to St. Antoine St., south on St. Antoine track along Du Fleuve St., north on Du Plator St. (this forms a small loop), thence along Desforges St., westerly on Champlain St., north on St. George St., to the corner of St. Marie St., and thence easterly along St. Marie, Champfleu and St. Maurice Sts. to the starting point. The Wayagamac extension runs from the corner of St. Maurice and St. Cecile Sts. to the St. Maurice River, which is crossed, to St. Christopher Island, and thence southerly to the pulp and paper plant, with a spur line on the mainland to the Shawinigan Power Co.'s plant. The extension to Cap de la Madeleine will start at the point where the Wayagamac extension turns southerly on St. Christopher Island, and will be about two miles long. The Quebec Legislature is being asked to grant the company power to run its cars within the village and parish of Cap de la Madeleine, notwithstanding the opposition of the Council and its refusal to submit a bylaw to the ratepayers, and for such other powers which the putting into operation of the tramway has rendered necessary. (Jan., pg. 28.)

Vercheres, Chambly and La Prairie Tramways Co.—The Quebec Legislature is being asked to incorporate a company with this title, to build an electric railway from Montreal to places south of the St. Lawrence River. The points to be connected, it is reported, are St. Roch and Chateaugay, and La Prairie and Chambly with loop lines and connections branching to various places in the counties of Chateaugay, La Prairie, Chambly, Vercheres and Richelieu. The company is reported to have a provisional organization, and to have plans prepared to secure an entrance into Montreal, the character of which will be made known when the project comes before the Legislature.

Vancouver Car Schedules.—The British Columbia Electric Ry. announced, Jan. 10, a new car schedule for its Vancouver city lines, to come into effect Jan. 15. In announcing the change the management stated that the latest figures available showed that in Nov., 1915, the car mileage was 542,390 miles, against 521,538 for Nov., 1914, while 342,438 fewer passengers were carried than in Nov., 1914. The new schedule will, the circular adds, "entail a very heavy additional operating expense to the company, but is in line with the policy which the company intends to adopt and which it trusts will meet with the support of the travelling public. The traffic will be very carefully watched as in the past, and special cars will be run, if necessary, to supplement the ordinary services detailed above."