

ELECTRIC RAILWAYS.

Projects, Construction and Betterments.

British Columbia Electric Ry.—In connection with the leasing of the Vancouver and Lulu Island Ry. to the B. C. E. Ry., from July 1, we are informed that the work of electrifying the line will be done by the lessees. The work is now in progress and it is expected that cars will be running over it about July 1. The plans for the work include a power station of steel and concrete, the main building being 50 ft. square. About 150 miles of wire will be used in the transmission circuits and the feed wire. It is also proposed to use an electric locomotive in connection with the freight traffic on the line. The agreement calls for an hourly service between April 1 and Oct. 31, and a two hourly service during the winter months, with at least three freight trains a day.

The extension to Kitsilanto Beach embraces a part of the C.P.R. line, and consists of a spur line from Granville St., Vancouver, to Kitsilanto Beach. The electric equipment has been provided, and a car service will be operated as soon as the approval of the Railway Commission has been given to certain wire crossings. (Mar., pg. 109.)

Canada-Middlesex Ry.—G. C. Thompson, W. Meredith, W. M. Smith, Jos. Montgomery, Jas. Haywood, Toronto, are applying at the current session of the Dominion Parliament, for an act incorporating a company with this title to construct a railway from the Niagara River, north of the Welland River, to London, Ont. The capital is fixed at \$500,000 and bonds to the extent of \$35,000 a mile may be issued. Steam may be used as a motive power during the construction of the line, but shall not be used as motive power for its operation. Power is being asked to make agreements with all steam and electric railways between the two points named. (Jan., pg. 11.)

Edmonton Street Ry.—Contracts are reported let for the construction of an electric railway in Edmonton, Alta., about five miles long. The cost of the rails and ballast is placed at \$15,000 a mile, the bonding and overhead work at \$2,000 a mile, and the equipment of the power house at \$16,000. It is expected to have the line completed by Sept. 1. J. M. Campbell, Kingston, Ont., has been appointed Chief Engineer.

Hamilton.—A proposal has been made for the establishment of a union station for the use of the different radial railways entering the city. The Hamilton, Grimsby and Beamsville Electric Ry. recently purchased a lot on Main St. East, opposite its present station, and reports state that this purchase has something to do with the proposal.

Hamilton, Ancaster and Brantford Ry.—Application will be made at the current session of the Ontario Legislature for power to increase the capital stock, and to increase the bond issue to \$25,000 a mile. The Hamilton City Council has passed a by-law granting a right of way along James and Main streets. It is announced that a formal start was made with the grading at Ancaster Mar. 16, in order to comply with the terms of the act. A suggestion has been made for the construction of a union station in Hamilton for the radial railways. (Mar., pg. 111.)

Hamilton Radial Ry.—Work has been started getting in the cribwork for the abutments of the bridge over the river at Oakville, Ont. The steel work for the bridges at Bronte and Oakville is ready for delivery, and the rails and other material for the line are in course of delivery. It is expected that grading and tracklaying will be completed so as to permit the running of cars early in the summer.

London to Galt.—Application will be made

at the current session of the Ontario Legislature for the passing of an act incorporating a company for the purpose of constructing a railway from London through the counties of Middlesex, Oxford, Perth, Waterloo and Wellington, to Guelph, Ont. A. T. Drummond, Toronto, is solicitor for the applicants.

Niagara, St. Catharines and Toronto Ry.—We are advised that the recent press reports that all arrangements had been completed for the extension of the line to Hamilton, Ont., are not correct, as nothing definite has yet been decided.

F. Nicholls, President, met the St. Catharines City Council Mar. 16, and stated that if the company's application for an extension of time for the construction of the line to Hamilton and Toronto was granted, a survey of the route would be immediately started. If the application was refused, the interests controlling the company would fall back on the authority giving the Toronto and Niagara Power Co. to construct an electric railway on its right of way, which had been intentionally made sufficiently wide to provide for a double track. In the projected electric railway between Toronto and Buffalo it was proposed to make St. Catharines the only large point outside Toronto. It was intended to carry the main line across Hamilton Beach, and to run a spur line from Stoney Creek into Hamilton. "We will," added Mr. Nicholls, "make any railway extensions in the Niagara peninsula which will pay us, because we are here for a dual purpose. We will build railways which will develop the Niagara district, and thus create a market for the power we are generating at Niagara Falls. We have nearly all our towers up, and are just about ready to distribute power." (Mar., pg. 111.)

Southwestern Traction Co.—An agreement has been reached with the St. Thomas City Council for the use of the city's electric railway. The company has practically completed its railway from London to St. Thomas, and will extend it to Port Stanley, Ont. Its tracks will connect with the city lines, and it has secured a right to run over the city lines to the point of departure for Port Stanley, for fifty years, at a rental starting at \$1,200 a year, and increasing every five years to \$1,750 a year at the end of the 25th year, when the matter of price is to be again considered. It will not collect any fares in the city, but will pay the cost of power and half the cost of the maintenance of the tracks used. The company is now installing the machinery in its power house situated at the southern limits of the city of London. Preparations are being made for the continuation of construction work as soon as the weather is sufficiently open. The extension of the line to be gone on with is between St. Thomas and Port Stanley, and it is expected that the construction company will sublet contracts for portions of the grading. (Mar., pg. 111.)

Toronto Railway.—An arrangement has been completed for the extension of the lines in the Rosedale district, for the purpose of completing a belt line there.

Toronto and Hamilton Ry.—Tenders will be received to May 1 for the grading, culverts, masonry, bridges and other works required on this projected line between Toronto and Niagara Falls, Ont. The route to be followed is substantially the same as that of the pole line of the Toronto and Niagara Power Co. F. Nicholls, Toronto, is President, and W. T. Jennings Chief Engineer, of the company. (Mar., pg. 111.)

The Canadian Freight Association met at Montreal, Mar. 7, when it was decided to maintain the same rates for lake and rail business as were in force for the season of 1904, with one or two minor exceptions.

Canadian Street Railway Association.

The first quarterly meeting of the Canadian St. Ry. Association was held in Ottawa, Mar. 7, the following being present: Dr. S. Ritter Ickes, President; A. J. Pattison, Vice-President; W. R. Turnbull, Director Grand Valley Electric Ry.; C. E. A. Carr, General Manager London St. Ry.; W. G. Ross, Managing Director; L. Macdonald, Manager; P. Dubee, Secretary Montreal St. Ry.; T. Ahearn, Vice-President; W. Y. Soper, Director; J. D. Fraser, Secretary-Treasurer; J. E. Hutcheson, Superintendent; J. Murphy, Electrician Ottawa Electric St. Ry.; E. G. Evans, General Manager Quebec Ry., Light and Power Co.; Col. H. H. McLean, K.C., Director St. John Ry.; W. H. Moore, Assistant to the President Toronto Ry., and Manager Toronto & York Radial Ry.; J. D. McArthur, Superintendent Toronto & York Radial Ry.; A. H. Royce, Vice-President Toronto Suburban Ry. C. Archer, Solicitor Montreal St. Ry.; and Acton Burrows, Publisher of the RAILWAY & SHIPPING WORLD, were also present by invitation. The President, W. G. Ross, occupied the chair.

Papers were read by C. E. A. Carr, on the transportation of mails and postmen; by W. H. Moore, on his recent inspection of electric railways in the U.S.; by W. G. Ross, on mutual benefit associations, and by Dr. S. Ritter Ickes, on Sunday legislation in Ontario as affecting electric railways. Papers were to have been read by W. C. Hawkins, General Manager of the Hamilton Cataract Power, Light and Traction Co., and by E. F. Seixas, General Manager of the Niagara, St. Catharines & Toronto Ry., but they were unable to be present.

W. H. Moore stated that with other officials of the Toronto Ry., he intended inspecting electric railways in districts they had not already visited, and that he would be glad to have any other members of the association accompany them.

The executive committee was authorized to appoint sub-committees to consider the questions of the transportation of mails and postmen, freight rates, and the best form of fender for suburban lines. Dr. Ickes, Col. McLean and A. H. Royce were appointed a committee to consider the Sunday observance legislation as affecting Ontario lines.

After the meeting a number of those present were taken by special car on the Ottawa Electric St. Ry. to inspect the company's power house, car barns, etc., and also the Ottawa Car Co.'s works.

The executive committee subsequently appointed the following sub-committees:—Transportation of Mails and Postmen, T. Ahearn, C. E. A. Carr, E. G. Evans, Col. H. H. McLean; Freight Rates, E. G. Evans, W. H. Moore, E. F. Seixas; Fenders, W. C. Hawkins, J. E. Hutcheson, S. Ritter Ickes.

The paper on Mutual Benefit Associations, read at the meeting at Ottawa, will be found on the first page of this issue.

Halifax Electric Tramway Co.

The report presented at the recent annual meeting showed gross earnings for 1904, of \$379,464.81, an increase of \$14,009.85 over 1903. The operating expenses were \$211,941.57, a reduction of \$28,871.10. This result was obtained by the economics attending the use of the new machinery and modern appliances installed in 1903, and the lessened consumption of fuel. A further expenditure of \$31,209.17 was made on capital account on the completion of the new power house and plant, etc.