

## Electric Railway Projects, Construction, Betterments, Etc.

**Brantford Municipal Ry.**—The residents of the Terrace Hill district have applied to the Brantford City Council to authorize the extension of the electric railway into that district. This extension was promised some years ago by the old company, but was postponed to permit of the building of the Holmedale extension. (May, pg. 200.)

**British Columbia Electric Ry.**—The New Westminster, B.C., City Council is regrading certain streets one of which is Sixth St., but has not come to an agreement with the B. C. E. Ry. respecting the cost of lowering that company's tracks at the street intersections at the corner of Sixth St. and Fourth Ave. The company claims the line is being operated at a loss, and that it should not be called upon to lower its tracks seeing that the work is to be done purely for the city's benefit.

The first part of the company's freight sheds at the New Westminster water front has been completed and the staff have moved into it. The old shed is to be torn down. It has not yet been decided when the second and final unit of the shed will be built. (June, pg. 242.)

**Calgary Municipal Ry.**—A proposition to extend the Sarcee military camp line for half a mile has not been approved by the Board of Commissioners. The following letter from T. H. McCauley, Superintendent, was subsequently received by the Commissioners: "As the city does not feel disposed to construct the half-mile loop to the guardhouse at Sarcee, the feeling being that it is too late in the season, I beg to submit to you the following proposition, as a guarantee of my confidence in the proposition, which was recommended for the convenience of the soldiers: I will construct the line immediately at my own expense, turn the operation over to the Returned Veterans' association, accepting 75% of the net profit over all operating expenses, they to receive as a contribution to the fund 25% until the 75% repays me for the cost of the line. After I have received the cost of the line I will then accept 50%, donating 50% to the Returned Veterans' association or club, all subject to the city having the right to take over the line at any time at cost, provided the city loans the extension 2 motors, 2 pairs of wheels and fittings from surplus stock on hand, and supplies power free, representing \$2 a day. There would be one fare charged on this and it would have no connection with the present system. This offer is made on behalf of the returned veterans and the soldiers at Sarcee, and considering the liability I am assuming I believe the city should grant the concessions asked, as it would be a feeder to the present line by permitting the soldiers transportation between these points, which they now have to walk, regardless of weather conditions."

**Edmonton Radial Ry.**—The Board of Railway Commissioners has authorized the Edmonton, Alta., City Council to build its electric railway across the Grand Trunk Pacific Ry. at the intersection of 27th St., between Armstrong and Cochrane Avenues, under the supervision of the G.T.P.R. engineer; and to insert a drawout there, the same to be protected by a half interlocking plant. The question of the maintenance of this plant is reserved for further consideration. (Jan., pg. 30.)

**Hamilton, Grimsby and Beamsville Electric Ry.**—At a special meeting of the Lincoln County Council, Aug. 11, F. H. Keefer, K.C., Thorold, Ont., was appointed as arbitrator between the county and company in connection with the request for the use of the Queenston and Grimsby shore road, the company's franchise over which expired in February. The county demands \$100 a mile through the townships of Clinton and North Grimsby, and \$400 a mile through the villages of Grimsby and Beamsville, on a 10-year franchise, but the company does not wish to pay this amount. The Ontario Railway and Municipal Board was unable to act as arbitrators in the dispute.

**Lake Erie & Northern Ry.**—The Brantford, Ont., City Council granted a permit, Aug. 11, for the erection of the new Union station, an illustrated description of which appeared in our June issue, pg. 240. The estimated cost of the building is \$25,000, the contractors being Schultz Bros., Limited. The work of putting in the foundations has been in progress for some time. The permit was issued subject to the company carrying out the Board of Railway Commissioners' award in reference to the transfer of certain lands to the city by the company. The station is to be used by the Hamilton and Brantford Ry. as well as by the L. E. & N. R.

The regular operation of trains on the line into Port Dover by electric power was started Aug. 1. At a meeting of the Port Dover Council, July 31, plans were approved for the bringing of the railway into the town by St. Patrick St. down to a point opposite the park, instead of the proposal of having a Union Station with the G.T.R.. The proposition is being discussed with the company. (Aug., pg. 338.)

**London & Port Stanley Ry.**—A press report states that plans are under consideration for making the line a double track one. This work and the necessary additional equipment is estimated to cost \$500,000. (Aug., pg. 338.)

**London & Lake Erie Ry. and Transportation Co.**—A press report of Aug. 16 stated that Canadian Northern Ry. officials were inspecting the company's terminals at London and Port Stanley, in connection with a proposal to take over the line. Another report says that while there are negotiations with the C.N.R., both the London St. Ry. Co. and the London Railway Commission operating the London & Port Stanley Ry. are considering the possibility of acquiring the line.

**London St. Ry.**—A bylaw approving of the arrangement between the city council and the company has been passed. The bylaw grants the company the privilege of operating its cars on Sundays, for one year, and the company agrees to double track the Dundas St. line, to extend the Hamilton Road line to West St., and to make other improvements. The double tracking and the extension are to be counted as new lines within the meaning of the agreement between the parties on the population requirements of the city. The additional works to be done include some pavements, but no other new pavement work is to be asked for this year. (July, pg. 299.)

**Montreal Tramways Co.**—A dividend of 2½% for the quarter ended June 30 was passed Aug. 1.

**Ontario Hydro Electric Railways.**—At an executive meeting of the Ontario Toronto, July 25, Sir Adam Beck, Chairman of the Hydro Electric Power Commission of Ontario, is reported to have said that Sir Robert Borden and three other Dominion Cabinet Ministers had assured him that the Dominion would subsidize at the rate of \$3,500 a mile, radial electric railways to be built in Ontario under the Commission's direction, provided that the province would give a similar subsidy.

The Ontario Government has passed an order in council authorizing the Hydro Electric Power Commission of Ontario to buy a right of way for a power transmission line from Toronto to Dundas. It will be 100 ft. wide, so as to be available for an electric railway also.

**Saskatoon Municipal Ry.**—Tenders are under consideration by the Saskatoon, Sask., City Council for the laying of 1,200 ft. of new double track on the provincial bridge at 25th St., the work to be done in conjunction with the paving of the bridge by the Saskatchewan Government, for which tenders are also under consideration. (Aug., pg. 338.)

**The Sudbury-Copper Cliff Electric Ry.** is considering the question of building two extensions, one from the Sudbury flour mill, which is the present eastern terminus of the line, to the Murray nickel mine, about 4 miles; the other to also start from the Sudbury flour mill and run to the Mond Nickel Co.'s plant at Coniston, about 19 miles. These proposed extensions are said to be principally for the purpose of facilitating accommodation for the employees of different mines so as to make it possible for them to live in Sudbury.

**Winnipeg Electric Ry.**—It was expected that the double track line from the northern terminus of the city lines to Kildonan Park would be completed and in operation by Aug. 31. The transfer point at the terminus of the city lines will still be maintained for Kildonan Park cars after the double tracking has been finished. Under an order of the Public Utilities Commissioner made about a year ago strip tickets of 4 are now sold on street cars to Kildonan Park for 25c. (Aug., pg. 338.)

### Mainly About Electric Railway People.

**R. F. Rankine**, formerly Treasurer, International Ry., Buffalo, N.Y., died at Niagara Falls, N.Y., recently, aged 54.

**Patrick Dubee**, Secretary - Treasurer, Montreal Tramways Co., has completed 26 years service with this company and its predecessors.

**E. R. Wood**, President, Dominion Securities Corporation, Toronto, and a director, Canadian Northern Ry., has been elected President, Buffalo, Lockport & Rochester Ry.

**L. McCutcheon**, chief clerk to General Freight and Passenger Agent, British Columbia Electric Ry., has resigned to enter Canadian Northern Ry. service.

**W. J. Carrique**, General Manager Canadian Street Car Advertising Co., died at his summer home at Strathmore, Que., very suddenly, Aug. 14. He was engaged at business in the company's offices at Montreal all day, but had a hemorrhage