

Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—Negotiations are reported to be in progress with the Great Northern Ry. for the purchase of the abandoned right of way of the Cloverdale-Blaine line between Hazelmere and the International Boundary at Blaine. The proposed electric line will connect with the line projected by the Stone and Webster Corporation to Bellingham, Wash., and an extension may be built to the mouth of the Campbell River.

The track along Front St., New Westminster, is being raised to conform to the new city street grade. The new 40 car barn at New Westminster will be ready for use as soon as the new switch points and connections are put in place. The yards a little west of the car barns are practically completed. There have been 7.5 miles of track laid, which will give accommodation for 448 cars. (Sept., pg. 442.)

The Vancouver Island Power Co., which is a subsidiary of the British Columbia Electric Ry., has completed the construction of the dam on the Jordan River, in connection with its power plant. The plant originally developed 12,000 h.p., and with the additional storage area now provided additional units will be added to bring the power developed up to 32,000 h.p. Some of the additional units have already been installed. The steam auxiliary power plant at Brentwood Bay, which has a capacity of 8,000 h.p., will now be held as a reserve plant.

Buffalo, Lockport and Rochester Ry.—The Public Service Commission of the Second District of New York State had before it, Sept. 12, the proposals for the reorganization of the Buffalo and Lake Erie Traction Co., which involves the acquirement of the B.L. and R. Ry., and the Canadian American Power Corporation. The minority holders of the B. and L.E.T. Co. have organized to oppose the application. (Sept., pg. 442.)

Calgary Municipal Ry.—The ratepayers of Calgary, Alta., are to vote upon the question of the extension of the electric railway to Shaganappi Park. The promoters of the extension offer to pay for the construction of the line to Spruce Cliff and to guarantee the cost of operation for four years. There is considerable opposition to the proposal. (Sept., pg. 442.)

C.P.R. Electric Line—Hamilton to Niagara Falls.—Press reports state that at a meeting of the St. Catharines, Ont., City Council, Sept. 12, an agreement was drawn up which will be laid before the C.P.R. management at Montreal and, if agreeable, will be incorporated into a bylaw that will be submitted to the people of St. Catharines for approval, which it is expected will be before the end of this year. St. Catharines is to contribute \$100,000 towards the construction of a bridge across the old Welland Canal. The company is to commence work within six months of the passage of the bylaw and have the line completed within two years, although it is expected that it will be constructed within one year. A maximum rate of 2c. a mile for passengers was agreed to. M. N. Todd, President. Galt, Preston and Hespeler St. Ry., represented the C.P.R. at the meeting and arranged the terms of the agreement. (Aug., pg. 395.)

Dunnville, Wellandport and Beamsville Electric Ry.—Press reports state that arrangements have been completed under which a further amount of bonds has been taken up, and that construction will be renewed at an early date. About 13 miles of grading is reported to have been completed, and ties have been laid, everything being ready for tracklaying. (June, pg. 286.)

Edmonton Interurban Ry.—The Board of

Railway Commissioners has authorized the operation of cars across the Edmonton, Dunvegan and British Columbia Ry.'s. line for construction purposes only, pending the installation of an interlocking plant. It is proposed to operate gasoline electric cars over the line, and it is expected that the first section from Edmonton to St. Albert, Alta., will be opened for traffic at an early date. (Jan., pg. 39.)

Hamilton St. Ry.—An agreement was verbally reached, Sept. 10, with the Wentworth County Council under which the company was to be granted a franchise for the extension of its Main St. line from Kenilworth Ave. to the Bartonville line, but when the formal resolution approving of the same came up for consideration, Sept. 11, an amendment giving the franchise for a single line only was carried. Upon this the company withdrew the application. (June, pg. 286.)

London, Grand Bend and Stratford Ry.—Application is being made to the Ontario Legislature for the incorporation of a company with this title, to build a railway from London, northwesterly through the townships of London, Lobo, East Williams, West Williams, McGillivray and Stephen, including the village of Parkhill, to Grand Bend, thence easterly to Exeter and Stratford, and then westerly to London, and branch lines. Gray and Gray, Toronto, solicitors for applicants.

An office has been opened at Parkhill, by A. E. Beer and C. T. McAllister, representing the promoters, and engineering parties are reported to be going over the projected routes. Those interested in the project are said to have secured a large area of land at Grand Bend, and it is said they will develop it as a summer resort, with hotel, etc., under the title of the Huronic Beach Co. (See Stratford Ry., Sept., pg. 443.)

Medicine Hat, Alta.—We have been officially advised that owing to the difficulty in the way of securing materials it has been found impossible to complete the line for operation this fall. An arrangement has been made with the city council to defer the commencement of actual construction until April 1, 1914. (Aug., pg. 395.)

Melita, Man.—We are advised that the town has granted a franchise for a street railway in connection with a natural gas franchise. It is not expected that borings will be made for natural gas until the spring of 1914. At present there is not the least intention of going into the street railway business. R. E. Denny, Brandon, Man., is interested in the natural gas proposition. (Aug., pg. 395.)

Montreal and Southern Counties Ry.—Press reports state that much of the work on the roadbed for the extension to St. Césaire, Que., has been completed; and that it is contemplated to extend the recently completed electrification of the Central Vermont Ry. branch from Richelieu to Marieville, Que., four miles. (Aug., pg. 395.)

Montreal Tramways Co.—The tracks on Papineau Ave. have been laid to Craig St., and a new route through that avenue was opened for traffic Sept. 8. A large amount of other work is being done on the other lines in the city, and steel is being delivered for the new lines and intersections. New intersections are being laid at Craig and Beaver Hall Sts. These extend 200 yards on either side, the rails weighing 116 lbs. to the yard. As soon as these are completed new intersections will be laid at St. Catherine and St. Lawrence Sts.; Craig and St. Lawrence Sts.; St. Denis and Craig Sts.;

St. Denis and St. Catherine Sts.; Windsor and St. Catherine Sts.; Windsor and St. James Sts.; St. James and McGill Sts. (Sept., pg. 442.)

Niagara, St. Catharines and Toronto Ry.—The Board of Railway Commissioners has approved of location plans of the extension of the line to the lake front on lot 12, con. 1, Grantham tp., Ont., 0.68 of a mile.

A contract is reported to have been let to Newman Bros., St. Catharines, Ont., for the erection of a transformer station in that town. (May, pg. 235.)

Niagara, Welland and Lake Erie Ry.—Work is progressing on the extension to Parkway Heights, and the West Main St. line is nearly completed. The line out East Main St. to Rosedale is being delayed on account of inability to get necessary interlocking apparatus where crossing is made over the G.T.R. Nothing has been done on the Danville extension so far. T. R. Cummings is Engineer. (Feb., pg. 90.)

Press reports stated recently that the company intended using storage battery cars. It appears that this was suggested at a town council meeting, but we are officially advised that the management, after investigating the cost of operating storage battery cars, came to the conclusion that with the cheap Niagara power which is locally available the trolley system is preferable. (June, pg. 286.)

Ontario West Shore Ry.—The Goderich, Ont., town council, has referred to a special committee the question of preparing evidence for submission to the Ontario Railway and Municipal Board, when the enquiry into the condition of the O.W.S. Ry. is again taken up. (Feb., pg. 90.)

Port Arthur and Fort William Electric Ry.—The Fort William, Ont., City Council has decided to have the extension of the line across the Kaministiquia River to Island 2 completed this year. (Sept., pg. 442.)

Sandwich, Windsor and Amherstburg Ry.—A second track is reported as being constructed on Wyandotte St., Windsor, Ont., from Ouellette Ave. to Mercer St. (Oct., 1912, pg. 521.)

Saskatoon Municipal Ry.—The Sutherland, Sask., Town Council, has passed a bylaw granting a franchise for the extension of the Saskatoon Municipal Ry. into Sutherland. The agreement stipulates that the line is to be completed by Jan. 1, 1914. As soon as this section is shown to be paying operating expenses and fixed charges, it is to be extended. The franchise is to extend for 20 years, and is to be renewed unless Sutherland decides to purchase the lines within its boundaries. (July, pg. 345.)

Three Rivers Tramway Co.—We are officially advised that it is not likely that any construction will be done on this projected electric railway before the spring of 1914. The company is still in the formative period, and nothing beyond preliminary surveys have been made. The principal officers are:—President, L. P. Normand; Secretary, Treasurer, R. Bournival, Three Rivers, Que. (Aug., pg. 395.)

Toronto Suburban Ry.—Tracklaying is in progress on the line from Lambton to Guelph, Ont., between the C.P.R. at Cooksville and Meadowvale, but it is not expected to have any part of it in operation this year. D. McKenzie, who has been in charge of clearing the right of way into Guelph, is reported to have recently stated that grading operations would be started in that city at the beginning of October, and that it was expected to have the line completed and in operation to that point in the spring. Sir Wm. Mackenzie is reported as stating that the line will be completed to Berlin during 1914. It is not intended to build any further west than Berlin at present,