

Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—The differences between the company's engineer and the city's engineer as to the safety for electric railway traffic of the temporary trestle at the fire damaged Connaught Bridge, Vancouver, have been practically settled. Some additional parts of the damaged steel work are being removed and additional braces are being put in. (Dec., 1915, pg. 482.)

Edmonton Radial Ry.—The City Commissioners have recommended the extension of the radial railway tracks along Brandon Ave., so as to make connection with the Edmonton Interurban Ry. tracks, at an estimated cost of \$3,000. The matter is still under consideration. (Oct., 1915, pg. 404.)

Chatham, Wallaceburg and Lake Erie Ry.—We are officially advised that the company has under consideration the construction of over 200 ft. of siding. W. Norris is General Superintendent, Chatham, Ont.

Hamilton Radial Ry.—The work of straightening the tracks in the neighborhood of the Inlet, at Hamilton, Ont., which has been in progress for some months, is reported completed. The new piece of construction cuts out some curvature and shortens the route somewhat.

Lacombe and Blindman Valley Electric Ry.—We are officially advised that the Alberta Government guaranteed the company's bonds for \$7,000 a mile for building 39.1 miles of line. The bonds were left in the hands of the Province, and the proceeds of the entire issue were subsequently placed to the credit of the Provincial Treasurer, who has paid out a considerable sum to the company as construction progressed. No work has been done on the line this year. (Dec., 1915, pg. 482.)

London and Lake Erie Ry. and Transportation Co.—We are officially advised that there is no foundation for the recent press report that the company is arranging for an extension of its line from Lambeth to Delaware, Ont. (Aug., 1915, pg. 318.)

London and Port Stanley Ry.—We are officially advised that there is under construction an extension from Richmond St. to Ridout St., London, Ont., about a mile. The car repair barns under construction, a description of which appears on another page, are expected to be completed by Feb. 1.

The bylaw for \$100,000, which London ratepayers will vote on Jan. 1, is to provide money to lay industrial spurs; to electrify the portion of the Michigan Central lines in London and St. Thomas, over which the Commission has control, and for other purposes. J. J. Callahan, London, Ont., is Manager of Transportation. (Nov., 1915, pg. 441.)

Moncton Tramways, Electricity and Gas Co.—We are officially advised that the company will probably undertake the construction of about a mile of new city and suburban track, connecting the existing lines with the suburb of Sunny Brae. It is expected that 60 lb. T rail will be used on the extension. A. B. Coryell is Superintendent Tramways and Electricity and Purchasing Agent, Moncton, N.B. (Dec., 1915, pg. 482.)

Montreal and Southern Counties Ry.—The extension of the line from St. Cesaire, mileage 31-23 to Abbottsford, mileage 37-88, was opened for traffic Dec. 15. The remaining section into Granby, mileage 46-63, will be opened for traffic Jan. 15. This will give the company a through line from Montreal to Granby of 46.63 miles. (Dec., 1915, pg. 482.)

Niagara, St. Catharines and Toronto Ry.—A press report states that the company pro-

poses to erect a new steel bridge on its line in Stamford Tp. during this year.

The Dominion Parliament is to be asked, at its next session, to extend the time within which the company may build the following lines: From Port Colborne to Fort Erie, and Niagara Falls; from Niagara Falls to Niagara, and from Niagara to St. Catharines; from Welland to Brantford; an extension of the St. Catharines and Niagara Central Ry. to the Niagara River at Fort Erie, and an extension to Toronto, passing through or near Hamilton. (July, 1915, pg. 277.)

Sarnia St. Ry.—We are officially advised that the following extensions of line in Sarnia, Ont., are projected: St. Clair St. to Clifford St., and from Clifford St. to River Road, 2,500 ft. Nothing has been settled as to when these extension will be built. G. E. Wadland, Sarnia, Ont., is Manager. (July, 1915, pg. 277.)

Schomberg and Aurora Ry.—We are officially advised that the electrification of this line has been completed, and it was expected to start operating it by electric power Jan. 1. The line runs from near Bond Lake, Ont., and the Toronto and York Radial Ry.'s Metropolitan division, to Schomberg, 14.40 miles, and has hitherto been operated by steam locomotives.

Toronto Civic Ry.—We are officially advised that there is under construction a double track line on Lansdowne Ave., from St. Clair Ave. to the C.P.R. tracks, 0.634 mile.

The question of the provision of car repair shops is under consideration, and a report respecting the same is being prepared by Works Commissioner Harris. The site of the proposed shops is on the extension of the St. Clair Ave. line to Avoca Ave. (Nov., 1915, pg. 441.)

Toronto Suburban Ry.—H. T. Hazen, Chief Engineer, is reported to have stated that the Toronto-Berlin line will be opened from Lambton to Georgetown by Feb. 1, and on to Guelph by Mar. 1, making a total extension from Lambton of 45 miles. Track is laid between Lambton and Guelph, and a large portion of the overhead work is completed. An hourly service will, it is said, be given between Toronto and Georgetown, and a two hourly service between Georgetown and Guelph. Cars will, it is reported, start from north of the C.P.R. tracks on Bathurst St., Toronto, and run along the T.S.R.'s existing line, via. Davenport Road, Keele St. and Dundas St., to Lambton Park, where the new line starts. The points touched by the new line are, Lambton Mills, Islington, Summerville, Dixie, Cooksville, Meadowvale, Churchville, Huttonville, Norval, Georgetown, Limehouse, Acton, Blue Springs, Eden Mills and Guelph. The main car barn at Lambton is well advanced towards completion. There will be power transformer stations at Islington, Georgetown and Guelph. (Nov., 1915, pg. 441.)

The Windsor, Essex and Lake Shore Rapid Ry., we are officially advised, may do some paving on its lines during this year. A. Eastman is Vice President and General Manager, Kingsville, Ont. (Sept., 1915, pg. 359.)

Winnipeg Electric Ry.—We are officially advised that during 1915 the company laid 2.10 miles of new track upon various extensions in Winnipeg. (Nov., 1915, pg. 440.)

The Grand Trunk Pacific Telegraph Co. intends, as soon as financial conditions warrant, to erect additional wires throughout its system.

Regina Municipal Railway Operations.

Following are the figures for November, 1915, against those for November, 1914:

	1915.	1914.
Revenue	\$15,982.62	\$14,561.57
Operating expenses	14,659.93	15,406.23
Operating surplus	1,322.69	
Operating deficit		844.66
Capital charges	8,466.61	7,476.54
Total deficit	7,143.92	8,321.20
Passengers carried	349,370	316,365
Expenses per car mile with- out power	14.53c.	15.10c.
Expenses per car mile with power	19.59c.	19.57c.
Power per k.w.h.	2.02c.	2.00c.
Power per k.w.h. per car mile	5.04c.	4.50c.
Platform wages per car hour	73.14c.	78.77c.
Expenses, percentage of earnings without capital charges	91.72%	
Expenses, percentage of earnings with capital charges	144.70%	

Electric Railway Track Laid in 1915.

Below is a preliminary table showing track laid on electric railways in Canada during 1915. It is not published as a complete one, owing to the fact that some of the companies have not replied to the circular sent, but it is believed to be approximately correct. The * mark indicates that the figures given are estimated: Miles.

Brantford Municipal Ry.:	
Extensions in city	1.25
*Lake Erie and Northern Ry.:	
Brantford to Waterford, and from Wat- erford to Port Dover	20.40
London and Port Stanley Ry.:	
London to Port Stanley	23.60
Montreal and Southern Counties Ry.:	
St. Cesaire to Granby, Que.	15.67
Montreal Tramways Co.:	
Four extensions	1.18
Peterborough Radial Ry.:	
Park St. to Monaghan Road	0.38
Three Rivers Traction Co.:	
Lines in Three Rivers, Que.	4.00
Toronto Civic Ry.:	
On Bloor St.	0.75
Toronto Suburban Ry.:	
From Lambton, mileage 1.82, to Mimico Creek, mileage 3.61	1.79
From the Speed River, mileage 45.11, to Guelph, mileage 48.29 ..	3.18
	4.97
Winnipeg Electric Ry.:	
Extensions in city	2.10
Total	74.30

The London & Port Stanley Ry., which was formerly a steam road, is included above, as it was reconstructed and electrified during the year.

The Lake Erie & Northern Ry. was originally supposed to be a steam road. The first section from Galt to Brantford, and a section from Waterford to Simcoe, together 30 miles, were laid with steel in 1913, and were included in our report on steam railway track laid in that year; the additional mileage between Brantford and Waterford, and Simcoe and Port Dover, is included in the above electric table, as the road is to be operated by electricity.

The Three Rivers Traction Co. is another new enterprise.

Accident on Montreal & Southern Counties Ry.—Following is the official report of an accident on Dec. 18:—"Car 102, leaving St. Lambert at 7.37 a.m., collided with car 103, which left Montreal at 7.20 a.m. Cars met between spans 19 and 20, Victoria Bridge, in dense fog. Car 103 was delayed on Mill St. 6 minutes, and car 102 left Front St., St. Lambert, at 7.43. Accident happened on account of misunderstanding of orders by crew of car 102." One motorman had two legs broken, and the other motorman had two legs broken. Several passengers were injured.