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Sarnia Street Ry.— We are officially informed that this Co., which now operates a horse-car system, proposes to build 7 miles of electric railway, if satisfactory arrangements for franchise can be made with the municipal corporation. Work is likely to be begun next spring so that the road may be completed in time for the summer traffic. The shareholders are to be asked to accept stock in a new company at the rate of 75c. on the dollar of their present holdings. (Oct., pg. 307.)

dently have a high regard for him.

Sarnia St. Ry.—The following officers were recently elected:—President, J. S. Symington; Vice-President, S. A. McVicar; Secretary & Manager, H. W. Mills; directors, C. Mackenzie, J. Cowan, J. H. Jones, J. Flintoff & F. Smith.

It is proposed to change the horse-car system to an electric one & the preliminary work is being done by J. H. Jones, C.E. The route of the new line will be along Front & Christina sts., & from Christina st. north to St. Clair st., Point Edward, through that village to the lake shore & thence along the shore to a point to be decided upon. The southern end of the line will be by the present route to the tunnel & also along Christina st. to the Imperial Oil Works & the proposed new nail & wire works factory. These lines are laid out with a view to increasing the mileage of the road by belt lines, &c., as the town grows & business demands them. The present horse system has proved of great value to the town by giving connection with Point Edward, the G.T.R. employees at which place do most of their shopping in Sarnia.

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with other powers.

The Sarnia St. Ry. Co. has issued a prospectus stating that having determined to electrify its road, it offers from \$30,000 to \$50,000 of its unsubscribed stock for subscription. The Co. has conducted its business as a horse-car railway since 1874, always at a profit; is now paying 5% dividend, & has a surplus of \$5,000 accumulated since 1892, as a cash asset; besides a large amount of plant & assets immediately available for use in electrifying the road, & also very considerable assets which can be turned into money as soon as the change is accomplished. The Co. has made a close estimate of the value of its plant & assets which can be properly used in the construction of the road & in its operation when electrified, & is reducing the present holdings of stock, \$38,600 to the amount of such estimated value, namely, \$28,950. The Co. proposes to construct its electric line from the Tunnel Station to the town over its present location, then northerly through the town over Front & Christina Streets, continuing the road to Point Edward, thence to & along the shore of Lake Huron; & to lay a branch line to the south part of the town near the proposed wire works; in all about 6 or 7 miles. The Co. expects to get power from the Electric Light Co. on advantageous terms. The Co. has procured an estimate of the cost of construction & earnings of the proposed new road by its engineer, J. H. Jones, who reports that the probable cost of the road, after having added a very considerable sum for unkeen expenses, will be \$100,000. To provide for this the Co. proposes to utilize the present plant & assets so far as available for the construction of the road, to raise by subscription of stock from \$30,000 to \$50,000, & to borrow the balance on bonds of the Co. The engineer has further made what the Co. believes to be a conservative estimate of probable earnings, which shows that the same will be sufficient, after paying all the costs of operation & maintenance, & providing a fund for payment of interest & a sinking fund for the payment of its bonded debt, to pay a handsome dividend to the shareholders. The Co. proposes that after the stock has been subscribed, that the

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ful street railway, embracing the ordinary town services similar to other places, & in addition thereto the traffic to the Tunnel Station, & the ever increasing summer resort & excursion business to the lake shore.

We are informed that if the stock offered is taken up, the letting of contracts for rails, ties, motor cars, generators & overhead construction will be at once taken up. (Nov., pg. 337.)

The proposed additions are:

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JAN., 1908]

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ELECTRIC RAILWAYS

Projects, Construction and Betterments.

Arkona-Sarnia.—A proposal to construct an electric railway from Arkona to Sarnia, Ont., about 35 miles, is under consideration. Power would be supplied from the Rock Glen power plant, recently established on the Ausable river, near Arkona.

Belleville, Ont.—A committee has been

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January
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Sarnia

1907, pg. 000.)

The Sarnia Street Ry. Co. has arranged to construct an extension from Wellington St. to River Road, 1.25 miles. The work will be done by the company itself, and contracts have been placed for all the material required.

Southwestern Traction Co.—A bill has been introduced in the House.

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...and an additional long track has been set apart for the pilgrimage train to St. Anna. (June, pg. 119.)

The Sarnia Street Ry. is erecting a new car barn. It is to be finished in the fall and is estimated to cost about \$12,000. It will be 160 ft. by 75 ft. 8 in. and will be built of solid blocks of concrete with prepared roofing. There will be two tracks the entire length of the building giving a capacity of 15 cars, with two pits, one 35 ft. long, the other 135 ft. 4 in. long. On the south side of the building, with a paint shop 35 ft. by 15 ft. On the south west corner of the building there will be a superintendent's office and store room, with lavatory accommodation for employees. The machinery in the present shops will be utilized in the new one. (Aug., pg. 121.)

Sarnia Ry. and Sarnia St. Ry.

September 1912,

and directed that the necessary bylaw be prepared.

Sarnia St. Ry.—Press reports state that application is being made to the Sarnia, Ont. Town Council for permission to extend the lines in the town. G. E. Wadland, Sarnia, is Manager and Purchasing Agent. (April, pg. 134.)

Saskatoon Municipal Ry.—About 300 ft. of snow fencing has been erected along the line between Saskatoon and Sutherland, Sask. whose experience has shown that

MAY 1914

be put in position. During the autumn of 1915 and in the present year the company has been engaged in that work and has laid 800 ft. A.S.G.E. section rail throughout in 30 ft. lengths, with continuous joint plates, in special work with solid manganese section tongues and solid interlocks at the principal railroad crossings. There is a good subgrade of gravel under all the reconstructed work, and the track was laid, after rolling on 6 x 7 cedar ties, placed at 2-ft. centres, which was run at the same time as the base for the asphalt pavement. Between and outside the rails is paved with blocks. The Charlotte street section remains to be completed, but, although all the material is on hand, the work will not be carried out until next spring, as the city has decided not to pave the street until then.

It is proposed to make an extension of about a mile in the spring into recently built up territory. At present the company is engaged on the extension and enlargement of the feeder system, and is putting up 10,000 lbs. of copper wire. During the summer about half a mile of track at various points has been reconstructed.

Sarnia St. Ry.—We are officially advised that the proposed extension south on Cliffside St. to Clifford, and on Clifford St. West toward the river, at Sarnia, Ont., is not likely to be made until the spring.

Sudbury-Copper Cliff-Suburban Electric Ry.—The Board of Railway Commissioners has authorized the company to build its tracks across the C.P.R. at Elm St., Sudbury, and across various spur lines and the C.P.R. Station branch.

Toronto Civic Car Lines.—We are official-

Montreal Tramways Company and its Franchise.

The question of the Montreal Tramways Co.'s franchise, which has been under consideration by the Montreal City Council, came up at a meeting of the Board of Control, Nov. 11. There have been a number of suggestions put forward and reports made, the latest of which is one by the Mayor, which was made public Nov. 9. It is said that Controller Hebert is also preparing a proposal for a new franchise. As the full board was not present Nov. 11, the Mayor refused to have the matter considered.

The proposition put forward by the Mayor is in two parts. The first deals with what the company is asked to do, and the second with what the city would bind itself to do. The company is asked to abandon all existing franchises in territory from Lachine to the west, the river on the south, the bend of Longue Pointe Ward on the east, and Rivière des Prairies on the north, to abandon all rights it now has of being exempted from taxes in that district, to give up any franchise it may possess in any territory outside the above-mentioned district when it becomes annexed to the city (the question of fares to be settled at a later date); to extend its double track on St. Lawrence Boulevard from the C.P.R. subway to Rivière des Prairies; to build the following lines by Nov. 1, 1915: On Côte des Neiges Road, from the cemetery entrance to a junction with the existing line on Queen Mary Road; from St. Dominique St. via Jabeau St. and St. Lawrence Boulevard to Crematiz Road; from Church Ave. via St. Patrick St. and Monk Boulevard to Alard St.; complete the double track on Notre Dame St. east to east end limits of the city; from Pineau Ave. via Rosemount Boulevard to St. Michel Road; Mason Street line to be extended

by advising that the city had agreed to build a new line, west, as a civic undertaking, by the Toronto City Council, will extend from the west street line of Dundas St. to the east street line of Quebec Ave. approximately 1,000 ft. The permanent construction will be double track, paved with wood block. This work will be started in the spring, but meanwhile a single track is being laid on the north road allowance. The permanent roadbed will have 9 ins. of concrete under the ties, which will be of oak 4 x 8 x 5 inches; girder rails, Ladin rail section 122 467, will be used, with rail brace tripolates and wood block paving. On the temporary track 60-lb. rails, A.S.G.E. section, will be used, with light ballast. Work on the temporary construction was started Nov. 4, and it is expected to have it completed by Dec. 31.

The question of opening the line was considered by the civic works committee on Nov. 5, when the Commissioner of works was directed to negotiate an agreement with the Toronto Ry. It was reported that the company was willing to operate the line as a state on the basis of 20¢ a car mile, and the Commissioner of Works said he was of opinion that the city could operate it at 18¢ per car mile.

The line will cost \$125,000, of which amount \$5,000 will be expended on temporary line. Legislation authorizing the issue of debentures for this amount without a vote of the ratepayers will be obtained next session of the Ontario Legislature, the Premier having promised that it will be enacted.

Winnipeg Electric Ry.—Press reports state that plans are being prepared for filling with the city council for extension in the north-west section of the city, in accordance with the City Engineer's directions.

of construction to be done under St. Lawrence St. to Mile End. It is deemed necessary for 10 years, if at all, for the city to decide the system to apply to the streetcar system. To extricate the situation, the city council has decided to let the company to have the line necessary track service on St. Lawrence St. to Mile End, and the cost to be borne by the city. It may be extended to Rockfield Road, between St. James Church for use as a private property, and the inclusion of a streetcar line with access to Mount Royal.

Electric Ry. British Columbia have contributed \$4 citizens' war fund.

The Interborough ceased the number a 10-minute service. The free transportation over its street railway.

The Montreal City ways Co. in its safety.

The Lethbridge,

has distributed a number of times at which car

A 54 hour school into effect Nov. 9. The Lethbridge, Alberta employment of two

Welland, Ont., and dockers for a day. The Canadian Pacific for the Canadian Pacific.

The Toronto Streetcar decision which held the cost of paying the fare on the streetcar.

The British Columbia staff in Vancouver, Nov. 14. G. Kidd, Q. R. C. Unway, among the speakers. The Office Staff 3000, and was doing a

The Toronto Board to secure a 3¢

The Corporation that under the Ontario no fare over 3¢

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Electric Power Com

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urban electric rail

capitales under the

Municipal R. note

C. Dunwell, a

Edmonton Property

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 advised

January 1916

Sarnia

but bridge for the carrying across of the
rt- sewer and water mains, but this, for simi-
sen lar reasons, will have to be delayed for
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ial ation of its railway from the Hydro Elec-
tee tric Power Commission. The company
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nt, power for the proposed extensions of its
fer lines to the southern part of the city.
(Jan., pg. 30.)

Toronto Civic Ry. The construction of

August 1916

Sarnia

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The Sarnia St. Ry. Co. signed an agreement, July 7, to take power for the operation of its railway from the Hydro Electric Power Commission. The company will use 500 h.p., so as to have sufficient power for the proposed extensions of its lines to the southern part of the city. (Jan., pg. 30.)

(Oct., 1916, pg. 425.)

The Sarnia St. Ry., we are officially advised, laid in 1916 an additional half mile of track from the corner of St. Clair and Christian Sts. to the corner of Clifford and King Sts., Sarnia, Ont. (Aug., 1916, pg. 338.)

The St. John Ry. is demolishing the buildings on a wharf at St. John N.D.

giving an adequate service is the
ty in obtaining men.

The Sarnia Street Ry. resumed its car
service to the Pere Marquette station in
Sarnia, Ont., Dec. 13, which it discon-
tinued some months ago.

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