

PICTOU COUNTY
ELECTRIC
COMPANY.

The Council has the matter still under consideration.

Pictou County Electric Co.—An issue of first mortgage 50 year sinking fund gold bonds, dated May 6, 1913, and due May 6, 1943, being balance of the original issue, is being offered in Montreal, at a price to yield just over 6%. The company was originally incorporated in 1902 as the Egerton Tramway Co., and in 1909 purchased the New Glasgow Electric Co. It now operates about 10 miles of tramway in, and connecting, Trenton, New Glasgow, Stellarton and Westville, N. S. The railway earnings for 1913 were \$77,833, passengers carried, 1,637,351. The officers and directors are, President, C. A. Flaherty, Boston, Mass.; Vice President, M. L. Flaherty, New Glasgow, N. S.; other directors, E. M. McDonald,

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Burnside Road to Harriet Road, Victoria.
Application is being made to the Victoria City Council for permission to lay a second track on Esquimalt Road, between Dundas and Catherine streets. The company proposes to lay a second track on the entire line from point Ellice bridge to the terminal. There is a narrow place on the road in the section referred to, and the City Engineer will investigate the matter and report.

In connection with the agreement made under which freight will be exchanged at Sumas, with the Chicago, Milwaukee and Puget Sound Ry., it is reported that the connecting line for the interchange of traffic will be about three miles long, and that it will run from near Sumas, connecting with the B. C. E. Ry. at Huntingdon, B. C., and will be built by the C., M. and P. S. Ry. (June, pg. 263.)

Cape Breton Electric Co.—We are officially advised that the company has a franchise for the building of extensions of its lines to New Waterford and Florence, N. S. The supplementary agreement recently made was to clear up a point in the original document as to the date on which the agreement came into effect in regard to the extension to New Waterford. There is nothing new in the way of arranging for construction. The company has applied to the Lieutenant, Governor in Council for the necessary approval of the rates of fare and schedules proposed to apply to the extension. It is expected that construction will be started in accordance with the agree-

pg. 282.)

Kingston, Portsmouth and Cataract Electric Ry.—Work was started on putting in the foundation for relaying the tracks on King St., Kingston, Ont., May 25, and the entire work is reported to have been completed. It is also reported that the laying of a second track on Barrie and Alfred Streets has been finished. (June, pg. 283.)

The relaying of the tracks on Princess St. is completed, and service was started over the new tracks, June 17.

Lacombe and Blindman Valley Electric Ry.—We are officially advised that the general route of the line will be from Lacombe, Alta., westerly to the south end of Gull Lake, approximately 11 miles, then west to Bentley, 8 miles, thence following the Blindman River Valley to Rimby, 14 miles. The line will be built on a private right of way with a gradient 1% compensated, and a maximum curvature of 6 degrees. Corrugated iron and cedar box culverts will be used. A wooden trestle 230 ft. long and 60 ft. high will be built across the Outlet Creek running from Gull Lake into the Blindman River. The track will be built with 60-lbs. steel rails, G. T. Pacific Ry. specifications. The system of telephone has not been decided. Farncomb and Linkster, Edmonton South, Alta., are the engineers. (May, pg. 231.)

London and Port Stanley Ry.—The Dominion Parliament has confirmed the lease of the line to the City of London, and authorized the electrification for the purpose of the same by a completion. for the purposes of its undertaking steam or other vessels to

electrification another.

London St. Ry.—An agreement has been signed between the city and the company as to the operation of traffic on the London West Line, for three months pending the installation of a switch at Wharfedale Road. (Dec., 1913, pg. 533.)

Medicine Hat, Alta.—The City Council has authorized the City Engineer to prepare estimates of the cost of electrifying the line built by the city to connect with the Ansley coal mine.

Montreal Tramways Co.—The Montreal Board of Control decided June 4, to permit the company's tracks to remain on City Hall Ave., between Ontario and Sherbrooke streets, notwithstanding the fact that traffic over that section had been abandoned. The city was desirous of having the tracks removed so that the whole street might be asphalted, but E. A. Robert, President, wrote stating that the company desired to have the tracks remain, as it was desired to use them at some future time. (April, pg. 184.)

The tramway's situation was discussed between representatives of the company and the Board of Control, June 16, and after two hours of private discussion an adjournment was made to June 23.

Moose Jaw Electric Ry.—The extension of the line through Kingsway Park, Moose Jaw, Sask., was opened for traffic May 20. (May, pg. 231.)

The Montreal City Council took into consideration, on June 8, a report of the Board of Control upon transportation in the city. The council referred the question to the Board to report with the M. T. Co., but point any members of the

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ell has expressed the opinion that if it was made certain that these could be acquired and developed the purchase of the company's line and property would be a good thing for the city. Without the power rights the line would be of no special advantage. The Council had the matter still under consideration.

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The Mayor recently informed the City Council that an offer had been made him for the leasing of the line. It was decided to invite a definite offer in writing. Reports state that the offer was made in the interests of the London and Lake Erie Ry. and Transportation Co. Up to the time of writing no offer had been received by the committee in charge of the street railway.

Toronto and Mimico Ry.—The Toronto City Council has not decided on any definite policy with reference to the taking over of the Sandyside-Humber section of this line, now part of the Toronto and York Radial Ry's Lake Shore Division.

Toronto Ry., Toronto and York Radial Ry., and allied companies.—Gross earnings for Feb. \$772,633; operating expenses, maintenance, etc., \$400,857; net earnings, \$377,236; against \$718,313 gross earnings; \$377,483 operating expenses, maintenance, etc.; \$340,830 net earnings for Feb., 1912. Aggregate gross earnings for two months ended Feb. 28, \$1,626,628; net earnings, \$784,934; against \$1,495,241 aggregate gross earnings; \$716,603 net earnings for same period, 1912.

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pality, to mileage 7. (Feb., pg. 87.)

Cape Breton Electric Co.—We are officially advised that no decision has been reached with reference to the extension of the line to New Waterford, N.S.; the construction of which has been under consideration for the past two years. (April, pg. 184.)

Dominion Power and Transmission Co.—We are officially advised that the contract

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as originally planned. (Feb., pg. 70.)
Pictou County Electric Co.—We are officially advised that the extension to Parkdale will be started about April 1, and that it will be completed about three weeks thereafter. L. L. Flaherty, Stellarton, N.S., is Manager. (Feb., pg. 70.)

Regina Municipal Ry.—We are officially advised with reference to the press re-

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Pictou

d pleted in about eight weeks. ari
 > Pictou County Electric Co.—We have str
 been officially advised that the work on rec
 the extension from Posher's bridge to Park- pg.
 dale, 0.50 mile, has been postponed for a .
 t few weeks. L. T. Flaherty, Stellarton, N.S., On
 d is Manager. (Mar., pg. 108.) 30,
 d Regina Municipal Ry.—The Regina, Sask., bu
 n-a City Council in its estimates for this year St.
 a has authorized the expenditure of \$10,000 Ju
 to build an extension of the Young St. line. ch
 of The extension is to be made so as to con- mu
 ne-nect the power house line with the C.P.R. if
 ld Arcola branch to facilitate the haulage of be
 to coal. (Mar., pg. 108.) tic
 in Sandwich, Windsor and Amherstburg Ry.

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Ave. line for 350 yards to Atlantic Ave.
(June, pg. 242.)

Pictou County Electric Co.—The Nova Scotia Legislature has extended the time within which the company may build the various electric lines which its predecessor in title, the Egerton Tramway Co., was authorized to build in 1902, and which have not been built. (Dec., 1915, pg. 482.)

Quebec Ry., Light & Power Co.—We are officially advised that the management knows nothing of the building of a

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Quebec Ry., Light & Power Co.—We

June 1916

Picton

December 1920

present rates being fixed by statute.

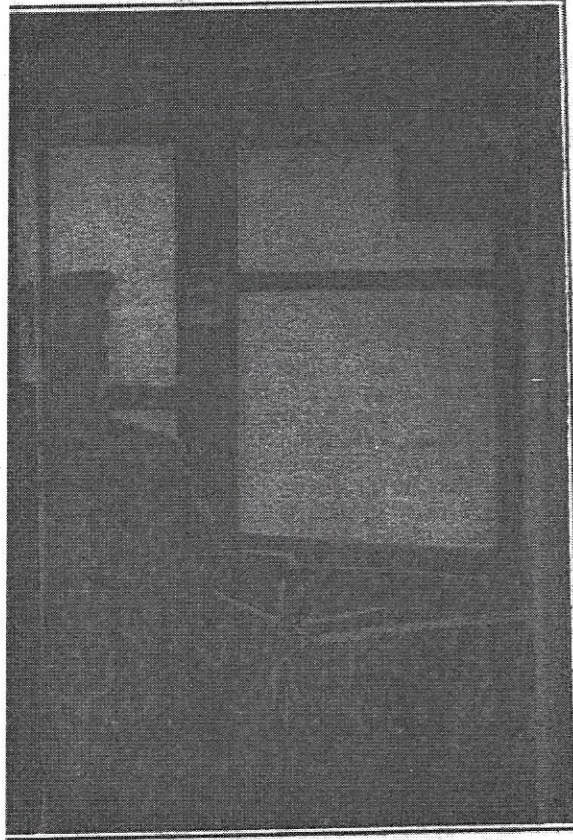
Pictou County Electric Co.—Halifax press report:—Some time ago the Pictou County Electric Co., operating in New Glasgow, and with lines connecting the towns of Stellarton, Westville and Trenton, obtained permission from the Nova Scotia Public Utilities Board to raise the fare 5c. to 7c. Recently it applied for permission to charge 10c. Higher costs for equipment and heavy charges for labor are the reasons adduced. The Board reserved its decision.

Winnipeg Electric Ry.—In connection

lines provide the newspaper service up to 12 noon.

Pictou County Electric Co. wants to Cease Railway Operation.

Pictou County Electric Co., which operates an electric railway, 9.20 miles long with a mile of sidings and turnouts, in



New Brunswick Power Company's Street Cars.

New Glasgow, Stellarton, Westville, Trenton and vicinity, has applied to Nova Scotia Public Utilities Commission for permission to abandon the electric railway part of its undertaking. The company was formed in 1909 to take over the Egerton Tramways Co. and the New Glasgow Electric Light Co. The electric railway was built about 25 years ago but after the first few years of its operation it did little more than pay operating expenses. In 1924, the electric power plant and railway were taken over by the Pictou County Board under an act passed by the Nova Scotia Legislature, the company's outstanding bonds of \$500,000 being deposited in exchange for \$400,000 of the Pictou County Board's debentures. The company's electric railway was reported to have had net earnings of \$876, and since then there have been losses. Two years ago experiments were made to handle the traffic by buses, which are said to have proved satisfactory. Recently parts of the track have been abandoned and track repairs have not been maintained.

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