

It may be mentioned that arrangements are now being made by the council of the village of Verdun for the running of the electric cars along the levee—one line going out as far as the Protestant Hospital for the Insane, and the other, a circular line to go through Cote St. Paul and connect with St. Henry. Pegnem & Doheney, of Montreal, are the contractors, and James Adam, C.E., is the engineer. The contract price of the work is \$27,000, and the dyke is to be finished by 1st October.

LACHINE WATER POWER SCHEME.

The accompanying sketch gives an isometric view of the proposed Lachine Rapids Hydraulic and Land Company's project for the utilization of the waters of the Lachine Rapids to generate electric power for commercial use in the city of Montreal and its suburbs. The proposed work consists in making an artificial canal, so to speak, on the north shore of the St. Lawrence, situated at a distance of about five miles from the city. The wing-dam is constructed of crib work filled in with boulders, with a cut stone ice fender at the upper end, and triangular piers sunk at six feet below water, to take up the fall that exists above the head-race.

The main dam, which is constructed at about 3,500 feet down stream from the ice

fender, consists of isolated piers of masonry, and made to form the flumes to take the turbine wheels and shafting which generate the power. On these piers will be located the dynamo houses, three in number, and shaft sheds to protect the same from the weather. There will be sixty-six 60" turbine wheels working under a minimum head of eight feet. The shafting will be horizontal, and each generator or dynamo will be attached to six wheels by direct coupling,

