

plete, but the engineers have accomplished their task in three months less than the allotted time. The tunnel which runs out of Lake Coquitlam into a smaller lake called Lake Beautiful, passes under a spur of the Cascade range of mountains, 3,400 ft. high, has a fall of 32 ft., is 12,775 ft. long, with dimensions 9 ft. by 9 ft. From Lake Beautiful to the power-house on Burrard Inlet, the fall is 410 ft. From thence the power is conveyed by cable high over navigable waters by twin steel towers, made in England. The completion of the work gives the company the disposal of 35,000 h.p. (April, pg. 161.)

Chatham, Wallaceburg and Lake Erie Ry.—It is announced that an early start will be made with construction, and it is hoped to have it completed from Chatham to Wallaceburg, Ont., by the fall. Tenders are under consideration for the supply of 60,000 ties, and 1,000 cedar poles for the line. A site has been purchased on King St., Chatham, for a power-house and office buildings. W. N. Warburton is General Manager.

Fort William, Loch Lomond and Mount McKay Incline Ry. and Tourist Resort Co.—A number of Fort William residents and others applied at the recent session of the Ontario Legislature for the incorporation of a company with this title, with power among other things to construct an electric railway from West Fort William to Mount McKay, and to Loch Lomond, and along the Kaministiquia River to Squaw Bay on Lake Superior.

The Grand Valley Ry. offers to agree not to run its cars in Galt on Sundays if given a franchise in the city. The council is considering the proposal.

Guelph Radial Ry.—The Ontario Legislature passed an act at its recent session confirming a by-law of the city of Guelph providing for the issue of \$30,000 of debentures for the purpose of extending the line. The company also got power to issue \$48,000 of bonds, for which the city of Guelph guarantees the interest, to retire an existing issue; and an extension of time for the construction of the line. (Mar., pg. 110.)

Hamilton, Ancaster and Brantford Ry.—The negotiations in connection with the arranging of the route of this line and its entrance into Hamilton and Brantford have been continuously in progress, and on May 9, the entrance into Brantford was arranged.

The Ontario Legislature had before it at its recent session an application for an act confirming the election of A. Kennedy, C. D. Haines, S. Strathy, L. Harris and E. Kendrick, as directors; fixing the capital stock at \$500,000 and authorizing the issue of bonds for the construction of the line. (May, pg. 205.)

Hamilton, Grimsby and Beamsville Ry.—The Hamilton, Ont., city council is considering a proposal to connect this line with the city lines at James and Main streets, and Sanford avenue and Main St.

Hamilton Radial Ry.—The steel superstructures for the bridges on the extension from Burlington to Oakville, Ont., have been completed, and will be placed in position as speedily as possible. Application is being made to the Wentworth county council for a franchise for a line from the corner of Sherman Ave. and King St. w., to Bartonville, and also to run cars via King and Main streets. (April, pg. 161.)

London, Chatham and Western Ry.—J. N. Lewis, M. M. Trenaman, Detroit, Mich., W. and H. McSweeney, A. T. Boles, Leamington, applied at the recent session of the Ontario Legislature for an act incorporating a company with this title to construct a railway to be operated by electricity or any other motive power except steam, from London to Windsor, passing through Lobo, Caradoc,

Ekfried, Glencoe, Mosa, Bothwell, Thamesville, Chatham, Raleigh, the Tilburys, Rochester, Maidstone, and Sandwich. The capital is fixed at \$2,000,000 and the offices are to be at Chatham. In passing through committee the company was denied the privilege of constructing branches, and of obtaining special rights in water powers; and was directed to obtain franchises from municipalities before power could be sold, or lighting plants installed. The bonding power was fixed at \$25,000 a mile, instead of \$30,000 as asked.

London Street Ry.—The Ontario Legislature at its recent session passed an act confirming certain agreements made between the company and the city council in respect to the construction of additional lines, and double track in the city. (Mar., pg. 111.)

Montreal Terminal Ry.—The company has completed its line along Forsythe St. to the eastern limits of Maisonneuve, about 2½ miles, and expects to have it in operation early in June. This will give a line from the corner of Craig St. and City Hall Ave., Montreal, to the eastern limits of Maisonneuve, about seven miles.

Montreal Park and Island Ry.—The application for a revival of the charter of this company, which is owned by the Montreal Street Ry. Co., has been denied by the Railway Committee of the House of Commons. The company sought power to construct additional lines on Montreal Island, and the application was opposed by the Montreal Terminal Ry., which is already operating in the district sought to be served, on the ground that it would parallel its line. The bill was supported by a number of members of the House from the districts through which the proposed line would run. (Mar., pg. 111.)

Ontario Electric Ry.—The Ontario Legislature was asked at its recent session to pass an act granting a further extension of time for the commencement of this line, which is projected from Toronto to Ottawa, via Cornwall.

Perth and Huron Radial Ry.—T. Ballantyne, J. Brown, J. Orr, W. Preston, W. J. Mooney, D. M. Ferguson, E. T. Dufton, of Stratford, Ont., were incorporated last session of the Ontario Legislature as a company with this title to construct an electric railway from Stratford to Grand Bend, on Lake Huron; Stratford to New Hamburg; and Stratford to Tavistock.

Quebec Ry., Light and Power Co.—Permission has been given by the Board of Railway Commissioners for the construction of a branch line from the company's main line into the grounds of the Beauport Lunatic Asylum, Quebec.

Toronto and York Radial Ry.—Application was made at the recent session of the Ontario Legislature for an act authorizing the company to construct the various lines which the Toronto and Scarboro' Electric Ry., Light and Power Co., the Toronto and Mimico Ry. and the Metropolitan Ry. were authorized to construct under their several acts; to construct a line to Bowmanville and Cobourg, Ont., in extension of the Scarboro' line. The company also asked to have it declared that it possessed the same powers as the Metropolitan Ry. The various lines were to be completed in five years. The confirmation of an agreement with the township council of Scarboro' granting a perpetual franchise in the township was also asked. The application met with some opposition from municipal authorities on the ground that the act would confer a perpetual franchise on the company, and that the acts relating to the Metropolitan Ry., which it was sought to have apply to the other lines amalgamated under the title of the T. and Y. R. Ry., gave power to operate the line by steam or electricity. The mat-

ter was specially brought before the notice of the Government, and a decision was reached that the bill should not be passed. W. H. Moore, General Manager, offered to withdraw the clauses relating to the franchise, and to ask only for confirmation of the by-law, as in connection with that contracts had been entered into and work was in progress. The same stand was taken by the Government upon this matter, and the Railway Committee decided, by a vote of 9 to 8, not to concur in the preamble.

The question of the entrance of the company's lines into the city has been discussed with representatives of the Toronto city council, and the York county council, but no decision was reached. The matter also was brought up in the Legislature, when T. H. Lennox, M.L.A. for North York, introduced a bill for the purpose of forcing an agreement between the radial railways and the city. The bill, however, was withdrawn on the Premier stating that the matter would be considered by the Government and dealt with in connection with the appointment of the Electrical Railway Commission.

Application was made at the recent session of the Ontario Legislature for an act confirming an agreement of the Toronto and Mimico Ry. with the township council of Trafalgar, for a franchise for an electric railway through the township.

Statements made at different points along the route of the proposed extension from Long Branch to Oakville, are to the effect that the options taken on the land for the right-of-way have lapsed, and that there will be no construction this year. It is also stated that the gauge is to be altered to standard, 4 ft. 8½ in., and that until the existing line is so altered no further construction will be undertaken. (Mar., pg. 111.)

Toronto and Hamilton Ry.—Application is being made at the current session of the Dominion Parliament to sanction an agreement, or authorizing the making of an agreement with the Toronto and Niagara Power Co. for the use of the right-of-way of the Power Co. for the purposes of its railway, and for other purposes.

The starting point of this line in Toronto will be near the intersection of Davenport Road and the C.P.R. track from Leaside Jct. to Toronto Junction, the word "Toronto" having been inserted instead of "Leaside Jct." in our last issue, by an oversight.

We are advised that owing to the incompleteness of legislation respecting the company's affairs, the receipt of tenders, which was fixed for May 1, has been postponed until further notice. As many intending tenderers as possible were notified in time, but several tenders were received and the deposit cheques have been returned. (May, pg. 207.)

Windsor and Tecumseh Electric Ry.—Application was made at the recent session of the Ontario Legislature for an act authorizing the company to extend its lines through the townships of the Tilburys, Maidstone, Rochester, Dover, Raleigh and the city of Chatham, and for other purposes. W. F. Brown, Walkerville, Ont., is General Manager.

Winnipeg, Selkirk and Lake Winnipeg Ry.—An announcement has been made that this line, now operated by steam, will be electrified during the current year, and that several short branch lines will be constructed. (Mar., pg. 111.)

Winnipeg Street Ry.—The extension of the line from Maryland bridge to the new suburban park, on the south side of the Assiniboine River, will be about two miles long and will be single track. The extension will be commenced at an early date and it is intended to have it completed this season. The Logan Avenue extension will be one mile of double track line and will also be