

length of the lines except in passing through towns, cities or villages. Hamilton, for railway purposes, is unfortunately situated at its western extremity, & there are only two routes that can be used. One is at the north of Dundurn & the other along York st., leaving it east of Dundurn, & buying a strip of ground as straight as possible to Vine st., or widening York st. to Queen & then purchasing private right of way. No line having abrupt curves will be taken into account & there must always be a clear lookout for a considerable distance ahead or speed cannot be maintained, & the time-table would require exactly double the number of cars, men & expenses, & very nearly double the amount of power."

After referring to previous attempts to get this railway connection, he says:—"Our Co. proposes giving a service every hour each way to all the towns, cities and villages on these lines at one-third the present cost, bringing a population of over 60,000 within as

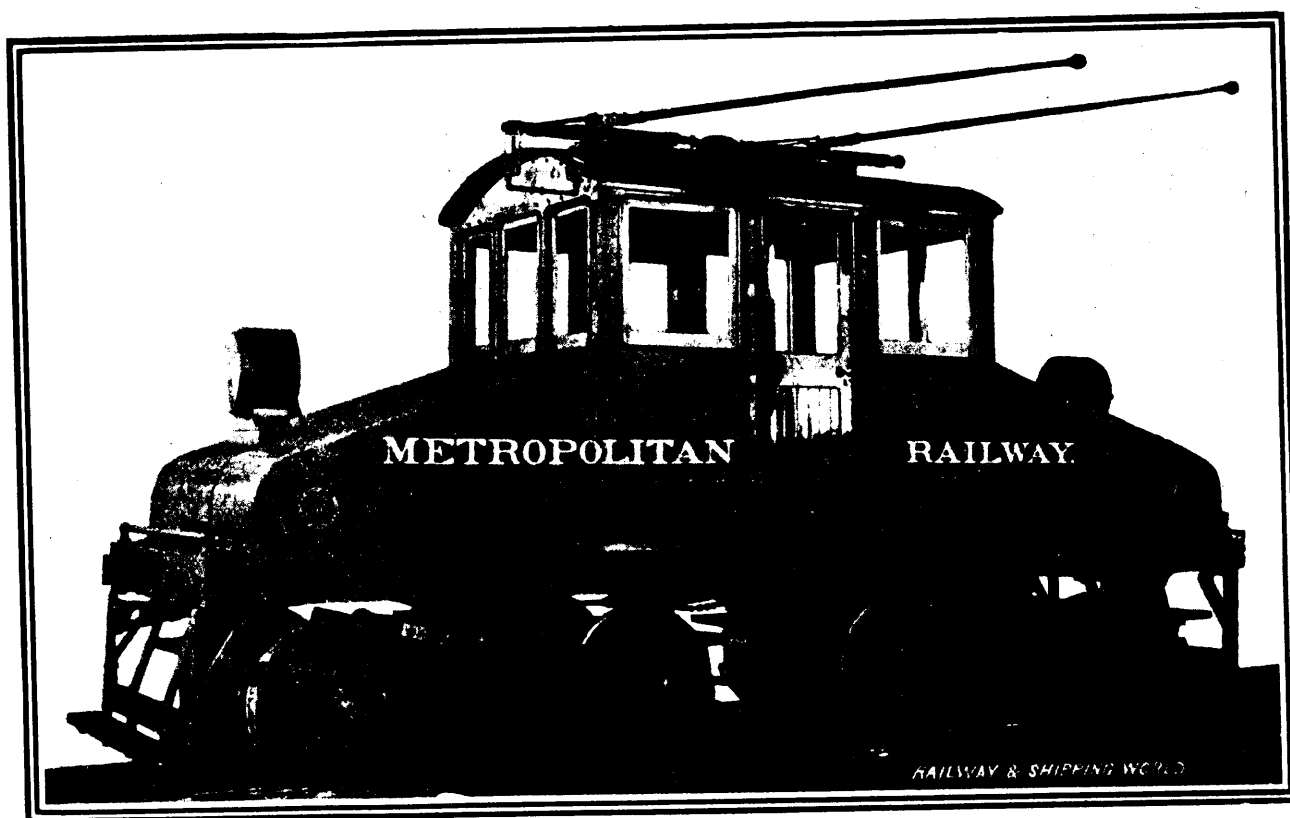
ed for through Dundurn Park, & it has been suggested to widen York St. so as to permit of two tracks being laid on it. It is not expected the matter will be settled until the new City Council gets to work. (Nov., pg. 336.)

Hamilton, Grimsby & Beamsville Electric Ry.—The finances of this Co. are said to be in such excellent shape that the directors propose to distribute a large block of stock among the shareholders, if the latter so agree at the annual meeting to be held in Jan. The authorized capital of the Co. is \$200,000, but, so far, only \$112,000 has been issued. The proposition is to distribute \$38,000 of stock pro rata among the present holders.

The London St. Ry. employees' strike has died of old age. By way of letting themselves down easily, the committee say, "they desire the public to use their own judgment as to riding in the cars during the winter months, assured that hundreds will not ride at all un-

made to the Ontario Legislature for an act enabling the M.R. Co., to run its cars over the tracks of the Toronto Ry. Co. for the purpose of conveying passengers & other traffic to the Union Station, the water front, the city markets & the post office, & such other points in the City, & upon such terms as to traffic arrangements & the making of any necessary changes in the tracks of the Toronto Ry. Co. as may be necessary to accommodate the traffic of the M.R. Co., & as may be agreed upon between the companies, or, in case the companies differ, as may be determined by the Lieutenant-Governor-in-Council.

The illustration on this page shows an electric locomotive recently built for the Co. by the Baldwin Locomotive Works. The general dimensions are:—gauge, 4' 8½"; motors, 4 no. 38b., voltage 500; full load speed, 10 m.p.h.; drawbar pull, running 7,000 lbs., starting 11,000 lbs.; diameter of drivers, 33 ins., wheel base 6' truck, 18' total; journals, 4¼"x8"; width, 7' 8"; length, 21' 6"; height,



ELECTRIC LOCOMOTIVE FOR METROPOLITAN RAILWAY.

short a ride in point of time from Hamilton as Burlington, Dundas or Grimsby are at present. The population of the entire district served by the three roads running out of Hamilton now is less than 10,000, & even at that they are more used for bringing people out of Hamilton than into it. The reverse would be the case with the new roads where almost the entire business would be the bringing of buyers to Hamilton, & the shipment of their purchases out of it. When we ask a reasonably straight right of way from James & Vine streets out of the western part of the city, without turning any corners, we do not consider we are asking anything to which we are not entitled. The cost of the roads outlined will be over \$1,800,000, & the revenue on such expenditure doubtful. Hamilton will be a very great gainer commercially, & unless it can see the way clear to meeting the wishes of the Co. in some way, the project, I regret to say, must be abandoned."

The Hamilton City Engineer strongly opposes granting the Co. the right of way ask-

til a fair settlement is effected, & that hundreds more will only ride when necessity compels them." Next!

Vice-President Smallman distributed \$500 among the employees at Christmas. Those who were in the Co.'s service at the time of the strike & remained loyal were given \$10 each, the others getting \$5 or \$2.50.

Metropolitan Electric Ry.—The motion sought by the Attorney-General of Ontario to secure an injunction to restrain the junction of the C.P.R. & Metropolitan tracks at North Toronto came up in the High Court, Dec. 21. The injunction is asked for on the ground that its completion would make Yonge st., a public highway, a part of the general system of the C.P.R. Counsel for the M.E.R. Co. objected to the hearing proceeding & asked for an enlargement. He had not read the papers filed. He intimated that the action was instigated by the Toronto Ry. Co. Counsel for the Attorney-General denied that the latter corporation had anything to do with the action.

Notice is given that application will be

11' 9"; weight, 54,700 lbs. This is the 2nd electric locomotive in use on the line, & it is said to be capable of drawing a 30 ton car up a grade of 9 in 100.

The M.R. Co. is said to have decided on further extensions northward from Newmarket, for which contracts are likely to be let soon.

The system of electrical distribution adopted by the M.R. Co. represents a new practice in the operation of street railways in Canada. This road is, we believe, the first in this country to employ both direct & alternating currents for the propulsion of cars, but the system will undoubtedly gradually grow in favor in connection with the operation of long distance lines. It has only recently come into use in the United States, the Chicago & Milwaukee Electric Ry. being one of the first to be so operated. This road is divided into sections, each section, except the one contiguous to the power house, being operated from a sub-station containing an equipment of transformers & rotary converters. This is