

The Nova Scotia Carriage Co. has purchased a 100 light dynamo from the Jones & Moore Electric Co.

D. G. Whiddon, Antigonish, N.S., has placed an order with the Canadian General Electric Co. for a 500 light direct current plant.

The Jones & Moore Electric Co. shipped five motors to Vancouver, B.C., during the month, and find difficulty in filling their orders. The demand is much in advance of former years.

The plans for the new electric plant for the Toronto Rubber Shoe Mfg. Co., at Port Dalhousie, Ont., were prepared by R. J. Parke, consulting electrician, Toronto.

The terms offered by the Niagara Falls Park Commissioners for the privilege of constructing an electric railway along the Niagara river have been rejected by the Fort Erie Electric Railway Company, and an alternative proposition is being considered.

The Dartmouth Electric Light Co., Dartmouth, N.S., has placed an order with the Canadian General Electric Co. for a standard 30-k.w. single phase alternator with switchboard transformers and wiring complete.

The Canadian General Electric Co. is installing a standard 120 k.w. single phase alternator for A. Gagnon & Co., Victoriaville, Que. This is the second machine of this size and type which this company has installed during the past year.

The Montmorency Electric Power Co. is suing the Jacques Cartier Electric Light and Power Co. for \$25,000 damages, and for an injunction restraining it from doing business in the city of Quebec, for which the complainants claim the sole right to supply electricity.

While repairing wires in the factory of the Union Carbide Co., Niagara Falls, N.Y., Nov. 25th, John Sheffield was instantly killed by coming in contact with the primary terminals of a switch, where he received a shock from a current of 2,000 volts. He was a scholarship man in electrical engineering.

The Dominion Iron and Steel Co. has placed an order with the Robb Engineering Co. for two 150-h.p. engines for electric lighting purposes. They have also recently bought from the Robb Co. a number of smaller engines and boilers for temporary use during the erection of their extensive plant.

Hon. F. Peters, ex-Premier of Prince Edward Island, and E. J. Fader, Vancouver, B.C., propose to turn to account the power of the tide in both the first and second narrows in Vancouver harbor, to operate an electric plant. They have applied to the Dominion Government for certain foreshore rights to enable them to proceed in the matter.

R. A. Ross, consulting electrical engineer, Montreal, has just returned from a professional tour through China, Japan, British India, and other eastern countries. He reports the electrical development of Japan as very complete, and the entire work in the hands of the natives who have been trained abroad. Mr. Ross states that a wave of electrical progress swept over India about a year and a half ago, and tramways are now to be seen in Calcutta, Bombay, Colombo and Madras, which are quite well equipped.

A meeting of the Toronto Street Railway Electrical and Mechanical Association was held last month, which was composed of representatives from all the different mechanical and electrical departments of the railway. The finances of the benefit fund were reported by Secretary Cox to be in a flourishing condition, and the sick and distressed members of the society have been well cared for. The following officers were elected: President, G. J. McCullough, chief electrician of the railway; vice-president, M. Power; secretary, William Cox; treasurer, R. Bunting.

The Canadian General Electric Co. has just received an order from the Trenton Electric Co. for a 75 light equipment of alternating series enclosed arc lamps, with automatic regulating transformers and switchboards. These are to be used for street lighting in Belleville, Ont., the current being taken from the three-phase transmission lines, coming from Trenton a distance of 13 miles. This is the third installation of this kind which is being put in in Canada; a 100-light capacity equipment having been installed in Sherbrooke, Que., and another 100 lights in Halifax, N.S., both of which are, it is said, giving eminent satisfaction.

The St. Catharines Cold Storage Co. have installed a 20 h.p. motor of the Jones & Moore Electric Co.'s make.

The Jones & Moore Electric Co. shipped eight motors to the Winnipeg Street Railway Co. during the last month.

The Patent Exchange and Investment Company, on behalf of B. R. Dodge, Post Mills, Vt., U.S., inventor of the Dodge system of telephony, has applied for a charter to put in a telephone system in Toronto. The city engineer will report upon the scheme.

The second electric locomotive in Canada has been put in service on the Metropolitan Ry., Toronto. The locomotive was manufactured at the Baldwin works, Philadelphia, and weighs when completely equipped nearly 50 tons. The power of draught of one of these engines is fully equal to a large mogul engine, and a guarantee accompanies it that it is capable of drawing a 30-ton car up a grade of 9 in 100.

Port Dalhousie is to be electrically lighted from a plant now being put into the Toronto Rubber Shoe Mfg. Co.'s works there. The machinery, which is supplied by the Royal Electric Co., provides for 10 arc lamps and 500 incandescent lamps for the village, and 20 arc and 600 incandescent lamps for the factory. There will also be a 10 h.p. motor for the elevator, and a 15 h.p. motor to drive the machinery in the factory, besides a 20 h.p. motor for the heating and ventilating plant.

Ahearn & Soper, electrical engineers, Ottawa, have orders for motors to the aggregate of 4,000 h.p. for the Dominion Cotton Mills Co.'s two mills in Montreal. These are of the Westinghouse induction type, and form the most complete and extensive electrical equipment of any cotton mill in the world. Among other electrical installations by this firm in Montreal are a 100 h.p. motor for the Dominion Oil Cloth Co.'s new factory; a motor for P. Lyall's marble works, and three motors for the Wire and Cable Co.'s new works in Beaver Hall Hill.

The Massey-Harris Co., Ltd., has decided to equip its Toronto factories with a modern system of electricity for light, heat and power. They have contracted with the Canadian General Electric Co. for two 100-k.w. direct current generators direct connected to Ideal engines; in conjunction with these they are installing generator and feeder panels, arranged for controlling the system of lighting throughout all the different departments. This plant will be one of the largest isolated installations in Canada.

The Electrical Maintenance and Construction Co., of Toronto, Ltd., which began business less than a year ago, under the management of P. H. Patriarche, has had a remarkably successful career, the business having expanded till it has now contracts in hand aggregating over \$100,000. In view of the development of its business it has been found necessary to increase the capital stock from \$20,000 to \$250,000. Mr. Patriarche was with the Toronto Electric Light Co. for some time, in which connection he gained the knowledge which has enabled him to organize and rapidly extend the business of the new company. One of the contracts this company now has in hand is the Orillia power plant, which will be referred to in another issue.

Incorporation has been granted to the Lake Simcoe Navigation Company, Ltd., capitalized at \$90,000. Among the incorporators are, J. C. McKeggie, J. McNairn, Edward Adamson and Wm. Paul, Toronto, and J. L. Ross, Aurora, Ont.

—The Royal Electric Co., Montreal, is installing in the head office of the Merchants' Bank of Canada, Montreal, two 50-k.w. direct connected generators with Robb-Armstrong engine complete with switchboards. These generators are to operate at 250 volts, and the building is wired for lighting to operate lamps at 220 volts, and also two Sprague elevators.

The Rideau Navigation Co. is having a passenger boat built by the Davis Dry Dock Co., Kingston, Ont. It is 112 feet by 28 feet, and draught 7 feet. The upper cabin is to be 8½ feet long, and will contain 32 staterooms. The engines are triple expansion, 8½, 13, 21 and 14 inch stroke. A speed of 12½ miles is guaranteed. The cost will be \$20,000. The Davis Dry Dock Co. is also rebuilding the steamer "Constance," of Gravenhurst, Ont., at a cost of \$3,500.