

TRADE NOTES.

The C.P.R., Montreal, have purchased a two-phase induction motor from the Canadian General Electric Company.

The Lachine Rapids Company have placed another order with the Canadian General Electric Company for three-phase induction motors.

The T. Eaton Company, Toronto, has ordered a 50 h.p. automatic engine, for direct connection to dynamo, from the Robb Engineering Company.

Messrs. J. Robinson & Co., of Winnipeg, Man., have purchased a 10 h.p. slow speed 500 volt multipolar motor from the Canadian General Electric Company.

Messrs. Brigham & Ingram, of Stratford, Ont., have placed an order with the Electrical Construction Co. of London, Limited, for an 8 horse power motor to operate their wood yard.

The British Columbia Sugar Refinery Company, of Vancouver, B.C., have purchased from the Canadian General Electric Company one of their new type 25 kilowatt multipolar generators.

The Salvation Army, Printing House, Toronto, have given an order to the Electrical Construction Co. of London, Limited, for a motor equipment, consisting of three direct-belted, slow speed (300 r.p.m.), multipolar, 7 h.p. motors and two 2 h.p. motors.

The Canadian General Electric Company have received an order from the T. Eaton Company, of Toronto, for one of their 25 kilowatt direct-connected generators, with marble switchboard. This makes the fifth unit which the T. Eaton Company have purchased from the Canadian General Electric Company, their entire establishment being lighted and operated from these installations.

The Economy Manufacturing Company, of 613 Washington Life Building, 141 Broadway, New York, have just completed the installation of their hydro-carbon gas fuel system at the plant of the B. Greening Wire Company, Limited, Hamilton. This plant was equipped under the superintendence of Mr. H. Etches, Mem. Inst. Mech. Eng., of 83 Front street west, Toronto, the local representative of the company in Canada.

Messrs. H. Cargill & Son, of Cargill, Ont., have decided to install an up-to-date electric plant for their requirements, to furnish light and power to their residences, mills, barns and warehouses, and have purchased a 500-light plant from the Canadian General Electric Company, together with several motors for operating machinery and elevators. Mr. Cargill, M.P., is thoroughly up-to-date in all his undertakings, and his electrical plant will be most complete.

The Robb Engineering Company, Amherst, N. S., have received an order from New York parties for two 300 h.p. engines for an electric railway in Australia. They are to be tandem compound, side crank pattern, and the dynamos will be direct connected. This company is working up a considerable export trade, having shipped during the past few months one 300 h.p. engine to England, three 250 h.p. to the Isle of Man, three 125 h.p. to Spain, and one 125 h.p. to Newfoundland.

The Goldie & McCulloch Company, of Galt, Ont., are supplying a steam plant to the Metropolitan Railway Company, for their new power house at Bond Lake. It consists of two cross compound condensing Wheelock engines of 350 h.p. each, with high pressure cylinder 17 1/2" x 42" stroke, and low pressure cylinder 32" x 42" stroke. The pulley fly-wheels are to be 18' diameter by 35" face. There will be four boilers, each 16 long by 73' in diameter, and each containing 90 tubes 3 1/2" in diameter by 16' long, to be run at 125 lbs. pressure. There will also be two independent condensers, 10" x 15" x 15", two duplex pumps, 6" x 4" x 7", two 30" heaters, steam and exhaust pipes, etc.

LEGAL DECISIONS.

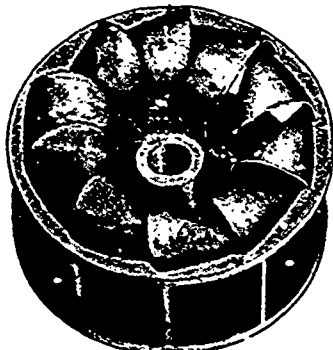
A JUDGMENT of importance to electric light companies has just been delivered in Montreal by Mr. Justice Charland. In October, 1897, Alfred Seguin, an employee of the Citizens' Light and Power Company, met his death while working on a high pole of the company. In her plea, the plaintiff, the widow, alleged that there was a force of 1,000 volts being carried by the wire, which was not properly insulated, and that the death of her husband was due to the negligence of the company. The defendants denied responsibility, pleading that the accident was due to Seguin's imprudence. The judge found that the death of Seguin was due to the negligence of the Citizens' Light & Power Company, which had not furnished him with gloves, with which he might have handled the wires safely; and he condemned the defendants to pay Mrs. Seguin the sum of \$1,500 with costs as compensation for her loss.

THE AMERICAN STOKER CO. VS. THE GENERAL ENGINEERING CO. OF ONTARIO, LIMITED.—The case came up in the Superior Court, Montreal, on an inscription in law by the defendant. The plaintiff, in its answer to defendant's plea, said that the letters patent were null and void, and did not disclose any new or useful invention susceptible of being the subject of a patent in Canada. The plaintiff, in his declaration, did not attack the validity of the letters patent held by defendant and referred to in the declaration, but simply alleged in paragraph 6 that the stokers manufactured and sold by plaintiff were not an infringement of any patent held or owned by the defendant, and in no way infringed any rights of defendant. The court held that the plaintiff could not in an action like the present, and by answer to defendant's plea, attack the validity of the patents held by defendant and referred to in its plea. Under the Patent Act, section 33, such right is only allowed to defendant when pleading to an action for the infringement of the patent, and such exceptional provision did not apply to the present case. The plaintiff, in its answer, did not allege any fact or default which, by the Patent Act or by law, rendered the patent held by defendant void. The plaintiff did not by its answer say that the patents of defendant referred to in the pleadings be declared void. The defendant's inscription in law was well founded, and it was maintained with costs.

JUDGE Tellier has recently rendered judgment in the case of Mrs. Dominica Delvero against the Montreal Park and Island Railway Company. The plaintiff, who resides in Italy, claimed, in her name, and in the name of her five children, \$5,000 damages on account of the death of her husband, who was killed while working in the service of the defendant company. Delvero was employed with a gang of other men in the construction of one of the company's lines. A platform car was used to carry rails from one point to another, and the men were in the habit, although against the rules, of getting on this car and allowing it to slide down the grade, when going for rails. On the day when the accident occurred, a big branch had been cut down from a tree, and was lying across the track, and as the men coming down on the platform car could not prevent a collision, having no break, they jumped off. In doing so, Delvero sustained injuries from which he died two days after. His widow then took out the present action. In rendering judgment, the Court held that it had not been proved that the deceased had been made aware of the rule forbidding the men to get on the platform car. Moreover, this order seemed to be pretty much a dead letter, and the use of the car for the convenience of the men themselves seemed to have been tolerated. Under these circumstances the company must be held responsible for the accident. In the absence of sufficient proof, the Court assessed the damage at \$1,000, and rendered judgment in favor of the plaintiff for that amount.

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