

A great deal of reconstruction has taken place along the Grand Trunk system during the past year, under F. H. McGuigan, general superintendent; 255 miles of steel rails of the standard 80 lbs. were laid. The 80-lb. rails just referred to replaced others from 65 to 70 lbs., and 240 miles of the latter were relaid on lines carrying lighter traffic. There were also a fraction over 66 miles of new side-track, 54 of these being at stations, etc., and 12 for the use of manufacturing establishments in different parts of the country. No less than 85 light iron, steel and wooden bridges were replaced by new steel bridges of the best modern description, their total length being 21,236 feet, or 116 feet over four miles. The number of running feet includes the 25 spans, equal to 6,592 feet of the new Victoria, but it does not include the Niagara bridge, which was completed in 1897. The record for the year also shows that 35 wooden pile bridges and trestles, possessing a total length of 2,361 feet, as well as 10 wooden overhead wagon bridges, the whole being 1,108 feet long, were completely rebuilt, most of these being on the branch lines. The Grand Trunk laid during 1898 no less than 1,759,833 cross-ties, being an increase of half a million over 1897.

Electric Flashes.

The Royal Electric Co. is installing in the premises of the Hudson's Bay Co. at Winnipeg, a complete electric lighting plant.

The Canadian General Electric Co. has sold D. Manchester, woolen manufacturer of Ottawa, Ont., one of its latest type 15 h.p. motors.

The Hamilton Brass Mfg. Co., of Hamilton, is installing in its factory a 30 h.p. "S.K.C." induction motor to drive its shafting. The premises are also being lit throughout by electricity.

The Cataract Power Co., of Hamilton, is installing in the premises of the Norton Mfg. Co. three 15 h.p. and one 20 h.p. "S.K.C." induction motors to operate the entire factory by electricity.

The Royal Electric Co. is installing in the works of the Hamilton Bridge Co. a 40 h.p. two-phase induction motor for operating the cranes and machinery. The works are also being lit throughout by electricity.

The Ottawa Journal recently published fac-similes of letters from the president of the Metropolitan Electric Co., Ottawa, offering it for sale at \$40,000 to the Ottawa Electric Co. The Metropolitan charter was granted on condition that no such sale should take place.

The solid masonry of the dam across the Jacques Cartier River at St. Catherines, Que., has been completed, and four fifty-four inch water wheels of the most modern type are to be used to develop power. It is proposed to deliver in Quebec for electrical purposes 5,000 h.p. The work will probably be completed by about July, at a cost of \$275,000.

Barrie, Ont. has just gone into the electric lighting business, and the first schedule of rates which it has issued fixes the rates at a very low point. Store lights are \$5 per single light and \$2 per light for twenty and over; residences, \$4 for one light, and \$1.50 each for twenty or over. Churches are given lights at \$1.50 each per year. Meter rates for ten lights and over have been fixed at 10 cents per thousand volts. There are at present three thousand lights installed, and applications for more are coming in rapidly.

Winnipeg, Man., has carried a by-law in favor of municipal ownership of electrical lighting plant, and April 18th tenders were received for a 300 h.p. cross compound engine, with pumps, condensers and fittings for electric lighting purposes, as follows: Polson Iron Works Co., Toronto, \$8,550; Goldie & McCulloch, Galt, \$9,350; Robb Engineering Company, Amherstburg, N.S., \$7,400. For electrical plant and supplies—Western Electrical Company, Chicago; Canadian General Electric Company, Toronto; Royal Electric Company, Montreal; United Electric Company, Toronto.

The T. Eaton Co., of Toronto, is installing in their new factory two Canadian General Electric Co. motors.

The Chambers Electric Co., of Truro, N.S., has purchased a 10 h.p. motor from the Canadian General Electric Co.

The Montreal Street Railway Co. has placed another order with the Canadian General Electric Co. for twenty "C.G.E." 1,000 railway motors.

The E. T. Wright Co., of Hamilton, manufacturers of tin and stamped ware, are having their steam engine replaced by a 30 h.p. "S.K.C." two-phase motor, receiving its current from the lines of the Cataract Power Co.

The Dowsell Mfg. Co., Hamilton, Ont., is having installed in its works, one 30 h.p. two-phase motor of the Royal Electric Company's make. The current for this installation is to be taken from the Cataract Power Company's service.

It is said that the prospects are encouraging for the completion of the Windsor, N.S., Calcium Carbide Co.'s works in the near future. The engineers have been engaged and a survey will be made at once. It is proposed to have the plant completed within ten months. The power will be obtained from the West Branch of the Avon river.

The B. Greening Wire Co., Hamilton, Ont., had installed in its works, about three months ago, a 40 h.p. "S.K.C." two-phase motor, by the Royal Electric Co. It receives its current from the Cataract Power Co. This has worked so satisfactorily that it has placed an additional order for one 50 h.p., one 30 h.p. and one 20 h.p. motor of the same type, to operate its entire works by electricity.

The Gurney Tilden Company, of Hamilton, is having installed in its works by the Royal Electric Company, one 30 h.p., three 15 h.p., and one 7 h.p. "S.K.C." two-phase motors, which are to drive the machinery and elevators in their entire works, entirely replacing steam. At this rate, Hamilton will soon be a smokeless city, as the engines of the Hamilton Electric Light & Power Co. were closed down on March 5th, and have not been in operation since, everything being driven by the large "S.K.C." motors, with power from DeCew Falls.

Judge Carman, Cornwall, gave a verdict for \$100 in Miller vs town of Cornwall and the Cornwall Electric Street Railway Co. This was an action for \$200 for injuries sustained by the plaintiff falling off his wagon and striking his head on a rail. It was held that the accident was due to the rails of the street railway track being higher than the roadway. His Honor in giving the verdict for \$100 held both defendants liable. The suit was brought against the town, which had the Street Railway Company added as defendants. The case is said to be the first of the kind in Ontario and the third in Canada.

The International Traction Company took over the Canadian property at Niagara Falls, Ont., April 19th. A meeting was held in Toronto and officers and directors for the Niagara Falls Park & River Railway were elected as follows: W. C. Ely, president; Daniel S. Lamont, vice-president; Richard Rankine, secretary and treasurer, and B. Van Horne, general manager. The property acquired is the trolley line from Chippewa, Ont., to Queenston, a distance of twelve and a half miles. This completes the acquisition of the properties embraced in the title of the International Traction Company. They comprise six electric railway lines, including the Buffalo city and suburban system, and two bridges spanning the Niagara river.

The water commissioners of Fort William have bought from the Royal Electric Co., an additional "S.K.C." two-phase generator, having a capacity of 200 k.w. Their lighting has increased so rapidly that the 75 k.w. plant, which was put in a year ago, was not sufficiently large to supply the demand. They are also revamping a portion of the city and extending their lights. About 500 lights capacity of "S.K.C." transformers are being put in. The changes will be made, and the additional plant in operation about the middle of June, after which it is proposed to supply the C.P.R. station, the elevators, freight sheds, round houses and the Kaministiquia Hotel. The growth of the lighting has been phenomenal, and has been taken care of by T. E. Oakley, secretary of the commissioners. The waterworks and electric light plant are in charge of W. H. Smith, formerly of Goderich, Ont.