

The Chambly Power Co. proposes to build a second dam across the Richelieu River, about two miles above the present dam. This new work will serve the double purpose of preventing the occasional formation of frazil ice at the lower dam, and will furnish 9,000 or 10,000 additional horse power for transmission to Montreal. It is expected that the Montreal Street Railway will take at least a part of this new supply of electricity. At present at certain hours of the day the demand for lighting and manufacturing purposes takes all the current sent to Montreal, but at other hours much goes to waste; but it is proposed to store the waste power in storage batteries, and use it all up in the hours of greatest demand. It is expected that the plans will be settled on the return, from England, of Mr. Ross, who is interested in both companies.

At the twentieth annual meeting of the Bell Telephone Company of Canada the annual report showed that 2,841 subscribers had been added during the year, the total number of sets of instruments now earning rental being 34,923. The company now owns and operates 343 exchanges and 450 agencies. To the long distance system, 1,686 miles of wire were added in 1899. The net revenue for 1899 was \$353,307.40, the dividends amounted to \$312,920, leaving a balance of \$40,387.40, which, added to the balance revenue from 1898 of \$149,735.98, leaves \$190,123.38 to be carried forward to 1900. The plant and patents to the end of 1899 are valued at \$5,244,436.33. The following directors were elected: C. S. Sise, president; Chas. Cassils, R. Archer, Robt. Mackay, vice president; H. Paton, W. R. Driver, John E. Hudson and T. Sherwin.

## Personal.

W. F. Van Buskirk, C. E., has been appointed city engineer of Rossland, B.C.

Wm. Reid, a well-known contractor and builder, Montreal, died last month at the advanced age of 82 years.

Kenneth Mackenzie has spent some time in Canada recently and will report upon the Ottawa-Georgian Bay Canal plans.

The secretary of the Petrolia Electric Light Co., Walter McDonald, died at his home in Toronto, recently, after a short illness.

George Simpson, assistant engineer of the Northern Pacific Ry., has resigned his position to accept the position of chief engineer of the Manitoba Provincial Government.

H. F. Duck, manager of the Engineering Contract Co., Temple Building, Toronto, was among those injured in the C.P.R. accident at Myrtle, Ont., last month. Mr. Duck has entirely recovered.

The employees of the Verity Plow Co., Brantford, made a handsome presentation to R. H. Verity, manager of the company, on the occasion of his resignation to accept the position of assistant manager of the Massey-Harris Co., Ltd.

Locomotive Foreman John Donnelly has been transferred from the G.T.R. yards at York, Ont., to Montreal, where he will succeed G. Blackbird, who was formerly locomotive foreman at that point. Traveling engineer W. Newcome will take John Donnelly's place at York.

Wm. Wallace, of Prescott, an old employee on the C.P.R. between Ottawa and Prescott, died suddenly from a stroke of paralysis a short time ago. He was stricken while being presented with a gold watch and chain by a number of his fellow-employees on the C.P.R.

S. Walker, who has been for almost 17 years foreman in the G.T.R. workshops, Point St. Charles, Montreal, was presented with a silver tea service, a marble clock and a bronze lamp by the employees, on his leaving the employ of the G.T.R. to become general foreman of the Dominion Bridge Co.

R. M. Wanzer, founder of the Wanzer Sewing Machine Company, of Hamilton, Ont., died in New York on the 23rd ult. Mr. Wanzer was one of Hamilton's wealthiest and most progressive citizens, and was at one time principal owner of the Hamilton Electric light plant, and also manufactured the Wanzer lamp. Business reverses overtaking him, his fortune was soon used up and latterly he had lived in the United States.

A. P. Polson, son of William Polson, of the Polson Iron Works Co., Toronto, was almost instantly killed at Pittsburg a short time ago. Mr. Polson had charge of one of the departments in Jones & Laughlin Co.'s steel works, and while superintending the construction of a large engine was struck on the head by a flying piece of iron. He was 37 years of age, and served his apprenticeship in his father's works. He left Toronto about a year ago for Pittsburg.

G. B. Reeve, the general traffic manager of the Grand Trunk, will leave the service of the company on the last day of this month, and enter upon a new life which he has been planning for the last twenty years. That life will be spent amid orange groves and grape fruit, in a temperature which will be equable the year round, and in an environment which will realize an ideal Mr. Reeve has long cherished. He will retire to his splendid property near Los Angeles, Cal.

The many friends of Alexander Fraser were much grieved by his death last month in Toronto. He was the son of the late Archibald Fraser of Fraserfield, Glengarry, and 42 years of age. Mr. Fraser has been treasurer of the Boiler Inspection Insurance Company for a number of years. He was one of the oldest and most enthusiastic members of the Argonaut Rowing Club, and was exceedingly popular among his fellow-members, having held the position of treasurer for over ten years. He was a first-class oarsman, and was president of the Northwestern Rowing Association.

Thomas Henry, district passenger and Canadian freight agent of the Northern Pacific Ry., with headquarters in Montreal, has been appointed general traffic manager of the Richelieu & Ontario Navigation Company, in the place of the late Geo. Brown. Thomas Henry, who is 32 years of age, and a native of Montreal, entered the employ of the Ottawa River Navigation Company about twenty-one years ago, and later on that of the Grand Trunk Ry., working for the latter at the ticket office on St. James street. For the past fifteen years he has been with the Northern Pacific Ry., for ten years holding the appointment he is now resigning.

## Marine News.

Tug "T. Maitland," built last winter at Owen Sound, Ont., sunk at her moorings last month in 15 feet of water.

J. B. Fairgrieve & Co., Hamilton, have appointed on the steamer "Arabian," Captain O. Patenaude, and Engineer Jas. Smeaton.

The Matthew's Line, Toronto, has appointed to the steamer "Clinton," Capt. W. J. Shaw, Engineer George Wilcox.

The Montreal Harbor Board have been discussing the possibilities of an ice breaker for use between Quebec and Montreal in winter. The Karmak model is suggested.

The issue of \$386,000 new stock by the Richelieu & Ontario Navigation Company has all been subscribed privately by the present shareholders, and will not be offered to the public.

Richard Williamson, Niagara Falls, N.Y., who has bought the steamer "Myles," from Thos. Myles' Sons, Hamilton, Ont., has appointed J. O. Moore captain for this season.

North-West Transportation Company, Ltd., Sarnia, Ont., has appointed on the steamer "Monarch," Captain E. Robertson, Engineer Thomas Bard; and on steamer "United Empire," Capt. John McNab, Engineer S. Brisbin.

The St. Lawrence & Chicago Steam Navigation Co. has appointed to the steamers "Algonquin," Capt. James McMaugh, Engineer James H. Ellis; "Rosedale," Captain Jas. Ewart, Engineer Edward O'Dell.

At the annual meeting of the Richelieu & Ontario Navigation Company the report of the president and directors for the year ending December 31st, 1899, was as follows: The gross receipts were \$828,322.96; 1898, \$728,943.97. Operating expenses, 1899, \$674,626.89; 1898, \$590,936.53. Fixed charges, 1899, \$24,966; 1898, \$25,979.89. Net profit, 1899, \$128,730.07; 1898, \$112,027.55. Two semi-annual dividends of 3 per cent. each, amounting together to \$104,400, were paid, leaving the amount of \$24,330.07 carried to surplus.