

IF Architect Lennox has his way Toronto will spend \$15,000 on an electric light plant for the new city and county buildings.

KINGSTON, ONT., is talking about civic ownership of the electric light and gas plants. The city solicitor and the mayor are consulting on the subject.

MAYOR LAIDLAW, of Durham, Ont., has been appointed local treasurer and a provisional director of the electric railway which E. A. Pew is so enthusiastically promoting.

THE Toronto, Hamilton & Niagara Falls Electric Railway Co. has given notice of application for a charter at the next session of Parliament. The personnel of the company is not given, but the C.P.R. is said to be behind the deal.

THE Lanark village council will submit a by-law to the rate-payers to grant a bonus to the proposed electric railway between Lanark and Perth, Ont. The company has agreed to the conditions proposed by the council, among others a forfeit of \$5,000 if the road is not operated after the bonus is paid.

ON the 2nd inst. a fire broke out in the car barn belonging to the Oshawa Street Railway Company. Three of their new largest improved cars were totally destroyed, and the building, which had just been rebuilt and painted, was badly damaged. Had it not been for the metal roof much more damage would have been done. It is estimated that the loss will exceed \$6,000. The fire was said to have started from a wire.

CHATHAM, ONT., is ambitious to make itself the centre of an electric railway system, embracing the principal towns and townships within a radius of 30 miles. H. A. Beatty and J. W. Horne, of Toronto, who represent a syndicate, discussed the subject with the mayor and some leading citizens, and a report will probably be made by an engineer as to the cost and prospects of the scheme.

THROUGH the slipping out of a bolt at the Orillia electric light station, one of the dynamos was stopped on Sunday night, and the Presbyterian Church plunged into darkness. By a strange coincidence, Dr. Grant's lesson that evening was the story of the Ten Virgins, and he had just reached the point where the foolish said to the wise, "Give us of your oil, for our lamps are gone out."

THE new heavy copper metallic circuit Montreal-Toronto telephone line is now open for business. The time unit per conversation is three minutes, and the rate from London, Ont., to Montreal, Que., is \$2.60, and 70 cents for each extra minute. Half rates of above between 7 p.m. and 6 a.m. The rate from Toronto to Montreal is \$2 for three minutes, and \$1 from Toronto or Montreal to Kingston.

LETTERS patent have been issued to the Drummond Electric Company to supply electric light and power in the town of Drummondville, Que. The applicants for incorporation are: William Mitchell, railway manager, Samuel Newton, railway secretary; William Houston, railway superintendent, A. Ouellette, general freight agent, Drummond County Railway, all of the town of Drummondville, and William Alexander Mitchell, railway conductor, of the town of Nicolet.

At the annual meeting of the London, Ont., Street Railway the following directors were chosen for 1896: H. A. Everett, of Cleveland, president. E. W. Moore, Cleveland, vice-president. Chas. W. Watson, Cleveland, Thomas H. Smallman, London, and H. F. Holt, Montreal. Chas. Currie, formerly assistant, was appointed secretary, vice S. R. Break, and Chas. E. A. Carr was re-engaged as manager.

In the Stanstead and Sherbrooke Fire Insurance Co. vs the Bell Telephone Co., the Court of Appeal gave judgment against the telephone company. This was an action by which the Insurance Company sought to recover from the Bell Telephone Company the sum of nine hundred dollars paid for loss by fire on the stock of Mr. Hamilton, who was also the telephone company's agent at Richmond. Both the Superior Court and the Court of Appeal maintained the action on the ground that the fire was due to the wires of the telephone company which had come in contact with those of the electric light.

PRESIDENT C. J. MYLES, Vice-President T. W. Lester, Director John Hoodless, and Solicitor F. R. Waddell, of the H., G. & B. Railway Company, attended a public meeting at Beamsville, Ont., on Dec. 14, when the question of the extension of the H., G. & B. to Beamsville was discussed. The meeting was practically unanimous for the extension of the road, and representatives of Beamsville Council and Lincoln County Council promised the H., G. & B. people a free right of way through their territory if they would build the road to Beamsville. The H., G. & B. representatives assured the crowd that the road would be extended as soon as the municipal councils concerned would pass the necessary by-laws, and they hoped Grimsby and North Grimsby would elect men in January who would favor the H., G. & B. in this respect. President Myles said the company would have cars into Beamsville by July 1, 1896, if the right of way could be secured at a reasonable rate. Since this meeting there has been a hitch, owing to the attitude of the Grimsby township council.

Brief, but Interesting.

THE deepest shaft in the world is shaft No. 5 of the Paruschowitz colliery, near Rybnik, Upper Silesia. It was completed recently at a depth of 6,120 feet. The coal vein, struck at this depth, is 11 feet thick.

At a meeting of the Board of Aldermen of Berlin, Germany, September 16, a very important decision was rendered. It was decided that in the years 1896-97 no other than asphalt pavements should be laid, except where the condition of grade or extraordinary heavy traffic made stone necessary, and that the extension of asphalt pavements should be encouraged in every way. This decision was arrived at principally through the large number of petitions sent in by citizens in favor of asphalt. Nearly all the asphalt pavements in Berlin (during the last twenty years) were laid by La Compagnie Generale des Asphaltes des France.

At the "blowing in" of the new iron furnace at Hamilton the president is reported as saying that it was the first blast furnace started in Ontario. Mr. Tilden is altogether mistaken. In 1800 the first was blown in at Furnace Falls, on the Gananoque river, and it was blown out in 1802. In 1823 the second was started at Normandale, and it ran for more than twenty years. The third was built at Marmora, and was in blast at intervals for thirty or forty years from 1823. The fourth was at Olinda, where pig iron of good quality was made from 1831 to 1837. The location of the fifth was at Madoc. It was built about 1835, and was worked irregularly for ten years. The sixth was built in Houghton township in 1854 to manufacture car wheel iron for the Great Western railway, but the iron proved unsuitable.—*London Advertiser.*

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