

The East Toronto and Danforth Electric Railway is applying for a charter.

A scheme is on foot in Hamilton to build a union depot at the corner of King and Catharine Streets for the use of all electric railways. The expenditure is estimated at \$250,000. The promoters are the Hamilton Terminal Company.

It is announced that a powerful syndicate has been floated to undertake the construction of the Canada Central Railroad, formerly known as the Ottawa Valley road. The line will be electrically operated, and will run from Montreal to Ottawa, thence on to the Great Lakes, with the idea of further extension in the future.

Hon. H. R. Emmerson, Minister of Railways and Canals, has under consideration the question of using motor cars on the branch lines of the Intercolonial; also on the rural service lines. Motor cars have proved very successful for some time past in Europe, and at the present time practical experiments have been made with them in the United States. The cars will probably be introduced on the Intercolonial during the coming summer, and it is hoped they will accomplish a great saving over the steam locomotive service.

The Niagara, St. Catharines and Toronto Railway Company have placed an order for 5,000 tons of 80-pound steel rails for extensions and improvements. The first work to be taken up will be relaying the entire main line of the Niagara, St. Catharines and Toronto Railway between St. Catharines and Niagara Falls, while the extension of the line to Fonthill and Welland is to be pushed as rapidly as possible. An order has been placed, we understand, with the Canadian Shipbuilding Company for a new steamer for the Port Dalhousie-Toronto route. Arrangements are being made with the International Railway Company for an improved service between Bridge Street, Niagara Falls, N.Y., and Buffalo.

MINING MATTERS.

Ore valued at \$1,448,521 was shipped from Cobalt in 1905.

At the coming session of the Ontario Legislature the Minister of Mines will introduce legislation with a view to having all the nickel ore mined in Ontario converted into marketable nickel before leaving Canada. Canada supplies 60 per cent. of the nickel of the world, but at present the ore is converted into the finished product in the States and sold as American nickel.

From a statement issued by the Bureau of Mines the output of the seventeen shipping mines in Cobalt during 1905 was 2,144 tons. The returns in value do not make a fair showing, as during part of the year nothing was received for cobalt, nickel or arsenic. The chief items were: Silver, 2,441,421 ounces, valued at \$1,355,306; cobalt, 118 tons, valued at \$100,000; nickel, 75 tons, valued at \$10,525; arsenic, 549 tons, valued at \$2,693, an aggregate of \$1,438,524.

A valuable deposit of graphite has been discovered at French Vale, Cape Breton, by Neil D. Campbell. At a depth of twenty-five feet he found a thirteen-foot seam. Samples were analyzed, and were found to contain 70 per cent. of graphite, an unusually high percentage. The location of the deposit is ideal. The Intercolonial line passes within four miles of the property, while at a distance of six miles a natural harbor on the Bras d'Or Lakes is found.

A million dollar deal took place in Cobalt recently, when Mr. Hunter, of Cincinnati, and Captain W. A. Marsh, of Toronto, secured a tract of land in the Abitibi district, near the south-eastern watershed, and within five miles of the T. and N.O. Railway. The land is leased, and the title perfect. On the tract is a mineral vein ninety-five feet wide containing gold, silver and copper. The new owners will put in a diamond drill at once and proceed to take out ore for shipment. Experts pronounce the property one of the most valuable in Northern Ontario.

The Canadian Mining Institute have decided to send a delegation to Ottawa to ask the Federal Government to establish a bureau of mines.

LIGHT, HEAT, POWER, ETC.

It is quite possible that the Toronto Technical School will be fitted with its own lighting plant, as the present cost of lighting is considered very high.

The work of developing the water power of Kakabeka Falls, sixteen miles west of Fort William, has been realized, and by June 1st the industrial wheels of Fort William will be set in motion by the electrical energy developed.

The Hydro-Electric Power Commission and the different companies engaged in power development of Niagara Falls have arrived at an arrangement whereby the companies will furnish the Commission with information as to the cost of development of electric power from the Falls.

It is said that Montreal men are interested in the establishment of an electric power plant at the mouth of the Maritime Coal Company's mines at Cumberland, N.S. This company, of which Senator William Mitchell, of Montreal, is the head, will be the first to take up Edison's idea of generating electric power right at the mines, and transmitting it by wire, instead of hauling coal long distances for that purpose.

PERSONAL

The vacancy at the head of the Canadian Pacific engineering staff, caused by the retirement of W. F. Tye, engineer-in-chief, has been filled by the promotion of F. P. Gutelius to the position.

Major G. Washington Stephens has been appointed president of the Canadian Rubber Co., in place of Sir H. Montagu Allan. Mr. D. Lorne McGibbon becomes vice-president and general manager.

We regret to have to announce the death of Alphonse Robert, of Ottawa, who died on January 30th. Just prior to the time of his death Mr. Robert was a sectional engineer on the Georgian Bay Ship canal survey.

Captain Charles Edward Perry, civil engineer, son of the late Lt.-Col. Perry, C.E., died at Ottawa on March 15th. With his death passed away one of the best known and most widely experienced civil engineers in Canada.

Mr. E. R. Clarke, hydraulic engineer, Canada Foundry Co., Ltd., has severed his connection with that company, and has allied himself with the firm of Connor, Clarke & Monds, consulting engineers, 36 Toronto St., Toronto.

Wm. Gormally, superintendent of the Union Station, died at his home in Toronto on March 13th. Mr. Gormally's railroad career extended over a period of forty-five years. He was ten years station superintendent, ten years station master, and the other twenty-five years served as a conductor and trainman on the G.T.R.

In connection with the description of the Ontario Power Company's plant, which appeared in our last issue, we omitted to state that Wm. Kennedy, Jr., of Montreal, hydraulic and mechanical engineer, visited Europe four times in connection with the purchase and inspection of large turbines for water powers in Canada; three of these visits were made for the Hamilton Cataract Power Company, and the fourth for the Ontario Power Company. He visited Switzerland, Italy, Germany, and Buda-Pesth, Hungary; and got designs and prices from the principal turbine builders in all these countries before coming to a decision as to what would best meet the requirements of the different companies he represented. Altogether Mr. Kennedy arranged in Europe for turbines of about 70,000 horse-power capacity, all of which have been installed; and 12,000 horse power additional for the Kaministiquia Power Company, to be installed at Kakabeka Falls on their arrival within the next few months.