

The Electric Street Railway, Cornwall, Ont., is building a deep water wharf at St. Lawrence Park.

The Jenckes Machine Co., Sherbrooke, Que., has the contract for installing the lighting plant at Granby, Que.

David Spiers, Galt, Ont., has bought a water power, and may install a power plant if satisfactory arrangements can be made.

The Ottawa Electric Railway is putting its employees on a ten-hour day instead of the eleven hours which had caused some friction.

The West Kootenay Power and Light Co. is now delivering 1,000 h.p. in Rossland, B. C., from its generators at Bonnington Falls, B. C., 30 miles away.

Mrs. Wm. S. Dockrill, Montreal, has ceased to do business alone under the name of W. S. Dockrill & Co., and has formed a partnership under the same name, as electrical engineers with Ernest W. Sayer.

McCurdy & Co., of Antigonish, N. S., are enlarging their electrical plant and have a contract to light the streets of the town. A 60-h.p. engine and boiler have been ordered from the Robb Engineering Co., Amherst, N. S.

McCurdy & Co., Antigonish, N. S., are enlarging their electric light plant and have a contract to light the streets of the town. A 60-h.p. engine and boiler has been ordered from the Robb Engineering Company, Amherst, N. S.

At a meeting of the special committee of the Hamilton city council, on civic electric lighting, it was decided to recommend the council to engage Roderick J. Parke, Montreal, consulting electrical engineer, to report on the cost of establishing and operating a civic electric light plant. The council, however, overruled the committee and engaged Percy Donville.

The Niagara Falls Park & River Railway Co., are now running cars every five minutes over the upper steel arch bridge. The first car was run over, July 1st, with Supt. Rothery at the motor. Manager Phillips of the N. F. P. & R. R., and Supt. Dill, of the new bridge, were on board.

The Crow's Nest Pass Coal Company, Ltd., Fernie, B. C., has placed an order with the Royal Electric Co. for 2 25-k.w. direct current generators wound for 250 volts, from which is to be operated a trolley-car equipment for drawing coke to the smelters and also mining, hoisting and lighting apparatus.

The London, Ont., Electric Co. is now installing two 100-k.w. direct current power generators, and a 300 k.w. alternator of the revolving field type, from the Canadian General Electric Co. The power generators will be operated by two engines of 250-h.p. each, made by E. Leonard & Sons, of London.

Edward Slade, electrical contractor, Quebec, is putting in a dynamo, and the necessary wiring for the electric lighting of Capt. Bolduc's new steel boat the "Orleans," plying between Quebec and Ste. Petronille. Mr. Slade has got the contract for wiring the SS. "Champion," and also the Beauport Asylum, 600 lights.

C. E. Shedrick, who manufactures in Canada the apparatus of the Whitney Electrical Co., will again occupy a portion of the Sherbrooke, Que., Gas & Water Co.'s building recently destroyed by fire as soon as it is ready for him. The business, which has been rapidly increasing in volume, will not be injured by the fire to any great extent.

R. A. Bayley, sec.-treas. of the People's Telephone Co., of London, Ont., has written to the Mayor of Hamilton, Ont., requesting that that city do not grant a franchise to any parties for a telephone company without communicating with it. This is in connection with the movement to establish local telephone companies in each town in Ontario in opposition to the Bell monopoly.

H. Mahabaster, Gatchow & Co., publishers, 4 Ludgate Hill, London, E. C., announce that the 1899 edition of the "Universal Electrical Directory" is in course of preparation for its 18th annual issue in January next. Manufacturers and others interested would do well to send in their names at once so as to be included in the forthcoming edition. No charge for such insertion is made.

Some Galt, Ont., people have formed a scheme for the construction of an electric road from New Hamburg to Galt through Haysville, New Dundee, Roseville and Blair.

Paris, Ont., wants to secure C. P. R. connection by building an electric line from Paris to Ayr, Ont. The promoters are asking for no bonus, but simply for the right of way through the municipalities, a distance of seven miles.

A scheme is on foot to connect Brantford, Ont., and Port Dover electrically, a new line being built from Port Dover to Waterford, and the T. H. & B. tracks being used from there to Brantford. The proposed line is to be known as the Brantford & Port Dover Railway.

The poles for the Cataract Power Co. are now all up between Hamilton and Decew's Falls. Four heavy copper wires are strung from Hamilton to Stoney Creek, about one-quarter of the total distance, and the balance will be strung at the rate of two miles a day. The insulators are being tested at an average of 600 per day, and are tested up to 70,000 volts.

Ontario charters of incorporation have been granted to the following companies: "The People's Telephone Company, of St. Thomas, Ltd.," with a capital of \$60,000, and the following projectors, A. E. Wallace, E. A. Smith, F. M. Griffin, S. Chant, W. H. Murch, D. McLarty, T. W. Duncome, J. Campbell and A. McCrimmon, of St. Thomas, and H. C. Walters and R. H. Evans, of Detroit, and also to the "Electric Cloth Cutter Company of Toronto, Ltd.," with a capital stock of \$40,000.

Notices are being sent out to the creditors of the Hamilton Electric Light & Power Company, asking them to send in their accounts for settlement, in view of the taking over of the company's business by the Cataract Power Company. This is understood to refer to a bargain by which the Cataract Power Company undertakes to supply power for fifteen years, and will share in the expected increased profits, but the Hamilton Electric Light & Power Company will not be absorbed, but will continue in existence. It is said the bargain also permits the Cataract Power Company to supply power to the city if the latter goes into the electric lighting business.

The Canadian General Electric Company is manufacturing an incandescent lamp called a "night lamp." It has a device by which it can be changed from 16 c.p. to 1 c.p. The transformation from 16 to 1, or from 1 to 16 c.p., is effected by turning a small screw on the side of the lamp. The current consumed by the lamp when burning at one candle power is less than half of that which it requires at 16 candle power. In appearance, the night lamp resembles the ordinary 16 candle lamp with its bulb frosted. The peculiar construction of this lamp which gives it its double nature, consists in dividing the carbon filament into two sections, one of which is switched into circuit when 16 candles are desired, and both sections—one in line with the other—when only one candle is desired. The additional resistance causes the filament to give out less light.

Henry Symons, Q.C., has just returned from England, where he had estimates prepared for the construction of the proposed works of the Welland Power & Supply Canal Company. This project involves the construction of a canal from the Welland River to the brow of the Mountain at Thorold, a distance of 8 miles, the construction at Thorold of a power house, and from Thorold to Lake Ontario, a raceway by which to carry water into the lake. In addition to these different works, estimates were obtained for the construction of a transmission line from Thorold to Toronto by way of Burlington Beach. The estimates obtained by Mr. Symons were prepared by Dr. Hopkinson, F.R.S., one of the leading electricians of Great Britain; Sir Douglas Fox, Edmund Wragge, late of Toronto, and W. C. Unwin. The estimate for the machinery to generate 100,000 horse power is £125,000, for transmission line to Toronto at a voltage of 10,000 and delivery of 50,000 horse-power, £801,600; for excavation and other work connected with the undertaking, £1,525,062. The total estimate therefore amounts to £2,452,162, or roughly speaking, \$12,000,000. If the amount to be delivered in Toronto is reduced to 20,000 horse-power, the project would cost \$1,000,000 less. S. Pearson & Son, contractors, state that if the contract could be secured from the cities of Toronto and Hamilton for a considerable quantity of power, for a definite term, there would be little difficulty in raising money for the project by bonds and shares in Great Britain.