

E. W. CUMMINGS is engineer in charge of the water-power development of the Kootenay, B.C., Electric Co.

THE ratepayers of Lanark, Ont., recently expressed themselves at a public meeting as strongly in favor of the Lanark county electric railway.

THE electric plant belonging to R. Prefontaine, at St. Agathe, has recently been considerably enlarged; a new dam and power-house have been built.

THE London, Ont., Street Railway and the London township council have come to terms, and the street railway extension to Pottersburg is to proceed at once.

C. B. McALLISTER, Peterboro, Ont., is lighting his new flouring mill by electricity, and has placed his order for the dynamo and fixtures with the Royal Electric Company.

AT Magog, Que., a special committee of the town council has reported in favor of borrowing \$10,000 to purchase an electric light plant and develop the water power.

IT is reported that Duncan McDonald, superintendent of the Montreal Street Railway, will shortly assume the duties of General Manager of the Toronto Street Railway.

AHEARN & SOPER, Ottawa, will build the telegraph line on the New York and Ottawa Railway from Ottawa to Moira, N.Y. It will include a cable across the St. Lawrence River.

A. W. PETTES and E. E. Mills have arranged with W. Foster, Knowlton, Que., for the power to run the electric light. It is intended to give an all-night service to residents and on the street at a reduced rate.

THE Stevens Manufacturing Co., London, Ont., advertises for sale in another column, a number of machines in good running order which have been replaced by its improved Eastern or Imperial apparatus.

AN English syndicate with large capital is said to be negotiating for the purchase of Canadian lighting companies, both gas and electric. The purchase of Fredericton, N.B., gas company is said to be under negotiation.

AN Ontario charter has been granted to F. N. Saylor, G. M. Haldane, J. C. Scott, A. Reed, H. McColl, Strathroy, Ont., as the Strathroy Electric Co., Limited, to supply heat, light, and power; capital, \$20,000.

THE Hamilton Board of Works recently put through the Hamilton, Chedoke and Ancaster Electric Railway by-law of incorporation. It gives the road the right of way on Queen street south from Aberdeen avenue to Beckett's Mountain-drive. At Aberdeen avenue the H., C. & A. is empowered to cross the H. & D. line and run along the street railway tracks from Herkimer street to James and King. The new road has to be running by 1899, and will have a charter of 20 years.

H. M. WHITNEY, Boston, Mass.; F. S. Pearson, New York; James Ross, Montreal; Wm. McKenzie, Toronto; W. B. Ross, Q.C., Halifax; R. C. Brown, Halifax; B. F. Pearson, Halifax; R. D. McGibbon, Q.C.; G. C. Cunningham, and W. B. Chapman, Montreal, have secured a charter and franchise from the Jamaica Government to build electric tramways on the island, which will need \$500,000 capital or more. Montreal and Halifax capitalists are to furnish most of the money. The earliest construction will be in the city of Kingston and its suburbs. A large power house will be built on the foreshore, and electric lighting will also probably be provided.

THE Dominion Government has recently, under the superintendency of D. H. Keeley, C.E., completed forty more miles of the telegraph line on the north shore of the St. Lawrence from the former terminus at Pointe Esquimaux, and an office has been opened at Piastre Bay. It is intended to extend the line 488 miles more to Natashquan, where an office will be opened this fall. The North Shore line will still be about 250 miles from Belle Isle, but it is the intention to complete this section as rapidly as possible, so that the entrance to the Straits of Belle Isle will be in direct telegraphic communication with Quebec and Montreal.

THE Berlin, Ont., Gas Co. has been operating an incandescent lighting plant on the three-wire system, but are now extending the incandescent lighting service so as to furnish light to the residential portion of the town. It has been decided to use alternating current, and the order has been placed for the new equipment with the Royal Electric Co., using the "S.K.C." system throughout. Extensive alterations have been made in the station, and there are now in position two 100 k.w. Edison 500-volt generators for furnishing current to the Berlin and Waterloo Street Railway. The company also operates a local power service from its three-wire low tension system besides furnishing the town with arc lamps, for which purpose it operates two 50-light, 4 amp. Ball dynamos.

THE proposed purchase of the Chemong and Lakefield railway lines and their conversion into electric roads, which is announced as being under negotiation, would mean a great deal for Peterboro, Ont.

THE Whitney Electrical Instrument Co., of Penacook, N.H., and Sherbrooke, Que., have issued the following circular to their patrons in Canada. "We beg to inform our friends and patrons that C. E. Shedrick will hereafter manufacture and sell our line of apparatus in Canada. In transferring to him this branch of our business, we bespeak for Mr. Shedrick a continuance of the very cordial relations that have always existed between our customers and ourselves, assuring them in advance of an honorable and business-like treatment at his hands." We may add that Mr. Shedrick will have sole control of the manufacture and sale of the well-known Whitney electrical measuring instrument in the Dominion. He has been manager for the American Company for the past five years, during which he has worked up a large business, and now starts on his own account with a thorough knowledge of the trade, and the good will of a large clientele. Mr. Shedrick has a well-equipped laboratory of his own, and has been the inventor of a number of very ingenious devices in the way of electric alarms, regulators, etc. In addition to the manufacture of the Whitney instrument, he is sole maker in Canada of the celebrated Knott X-ray and therapeutic machines. The factory will remain at Sherbrooke."

Railway Matters.

A CENTRAL office building for the G.T.R. in the business portion of Montreal is spoken of.

THE Baie des Chaleurs Ry. Co., has succeeded, it is said, in raising the money to carry on construction.

W. NEWCOMBE, Hamilton, Ont., has been appointed road foreman of the locomotive department of the G.T.R.

OWING to the increased business on the C.P.R., 200 flat cars have been ordered from Rhodes, Curry & Co., Amherst.

THE C.P.R. has placed an order for 100 box cars with Crossen & Co., of Cobourg, Ont., who have been delivering in Toronto at the rate of five per week, commencing Sept. 13th.

THE G.T.R. has decided to build a thousand box cars for freight traffic. Of this number 500 will be built in Canada at the shops in Montreal and London. The other 500 have been contracted for in the United States.

THE directors of the Quebec Bridge Company are calling in twenty-five per cent. of their subscribed capital before November 15th. Meanwhile the work of verifying the soundings at the proposed site between the Chaudiere and Sillery is being actively pushed forward.

J. B. McARTHUR, president of the Rossland, B.C., Board of Trade, said after a recent conference with Mr. Shaughnessy, vice-president of the C.P.R., that the C.P.R. will build a line to Rossland at once, and capitalists connected with the company will erect a smelter there, so that Canadian ore can be smelted in Canada.

THE Canadian Pacific Railway Company has completed surveys for steam tramways to be constructed across the portages, and connect Lake Wabigoon with the Manitou chain of lakes and the latter with Rainy Lake, giving easy facilities for transportation of supplies to all points in the Manitou and Seine River mining regions, and also completing a circuit from Rat Portage to Wabigoon.

THE I.C.R. extension to Montreal is being rapidly pushed. The grading is now completed, and the rails will shortly be laid, and construction trains can run through from Levis to St. Hyacinthe. There are six trains and six hundred men employed on the extension, the masonry on eleven bridges is progressing rapidly, three new stations are being built, and the manager says there will be no trouble in opening through traffic on November the first.

THE Robb Engineering Co., Amherst, N.S., has just constructed and tested a locomotive for the new Pole Railway, running from Weymouth, Digby county, to New France. It resembles an ordinary locomotive, boiler and engine mounted on a flat car, the wheels of which are concave to fit the wooden rails of the road, which are about a foot in diameter. Some years ago McPherson & Co., of Oxford, made one for the Fossil Flour Company, of Bass River, but this boiler was of the upright pattern.—*Colchester Sun*.

A REMARKABLE test of a recently patented train signal was made a short time ago on one of the Canadian Pacific stock trains between Winnipeg and Montreal. This new device—the invention of Rev. Prof. Devine, S.J., of St. Mary's College, Montreal—enables railway companies to use electricity for signalling purposes, instead of the bell-rope or compressed air. Prof. Devine claims for his train signal three