

THANESVILLE, Ont., has had an electric light system installed.

ST. THOMAS, Ont., will have its streets lighted entirely by electricity. Ninety lights will be required.

THE Brice Electric Works of Hamilton, Ont., are increasing their plant, and expect shortly to move to larger premises.

THE Nanaimo, B.C., Electric Light Works, owned by J. Hunter, have been sold to the Nanaimo Electric Light Power & Heating Co. for \$50,000.

TELEPHONE connection has been established between Herbertville and Chicoutimi, and the line is being extended from Chicoutimi to Lake St. John.

THE Dominion order-in-council, putting into force the electric motor inspection regulations, published in our last two numbers, was passed on the 2nd inst.

THE electric car system of London, Ont., is now in workable shape. The initial trip of the new system was made on August 6th, and was entirely successful.

Two men named W. Montgomery and D. Anderson were injured in the Winnipeg Electric Street Railway power house last month by the bursting of the blow-off pipe.

DR. F. L. BOYD, of London, Ont., brother of Chancellor Boyd, died in the hospital at London, on July 6th, from injuries received a few days before in a collision with a trolley car.

WM DAVIS & SONS, contractors, have the contract for building the dam and power houses of the Lachine Rapids Hydraulic Co., whose works were described in the June ENGINEER.

THE Street Railway Co. of Brantford, Ont., has been granted permission to lay 1,200 feet of additional track on Colborne street, provided the company agree to place fenders on all the cars.

E. BRAGG, chairman of the electric light committee at Victoria, B.C., has written to the mayor of the city pointing out defects in the system, and suggests that \$2,400 be expended on improvements.

THE bonus of \$5,000 voted for the extension of the Hamilton, Grimsby & Beamsville Railway to Beamsville, is not likely to be earned, as the municipality demand payment for the right of way. The time will soon elapse.

THE Electric Street Railway Company of Toronto has issued \$1,500,000 first mortgage $4\frac{1}{2}$ per cent. sterling bonds. Of this amount over \$1,000,000 was issued in Canada and the remainder in London. Twice the amount of the required sum was offered.

THE contract between H. J. Beemer and Quebec city for the new electric railway there has been signed, but work has not started pending the settlement of some disputed points connected with the street rights. The company contend for a monopoly of the tracks on some streets.

E. A. C. PEW intends applying to the legislature at its next session for a charter for a trolley bicycle road from Toronto to Niagara Falls. To be a cinder track, with electric power furnished from overhead trolley wires. Edison has stated that such a project is entirely feasible.

THE Ontario Company's gas wells at Mallot farm, near Windsor, Ont., were, on July 28th, the scene of a conflagration caused by lightning striking and igniting the gas. It was nearly an hour before the men succeeded in extinguishing it, at the risk of their lives.

AN accident happened on the new electric road from Niagara Falls to Lewiston. A prominent party of railroad men and citizens were making the initial trip, when the car jumped the track and several persons were injured, though not seriously.

THE first truck with electric motors for locomotive work to be used in Canada, was shipped from Ottawa a few days ago by Ahearn & Soper. It is a specially constructed truck of heavy steel, and weighs with the motor over eight tons. The motors combined have a capacity of 120 horse power. The truck will be used for hauling freight cars.

AUGUSTE HAMELIN is suing the Montreal Park & Island Railway for \$5,000. Hamelin, who is deaf and dumb, was employed as a laborer at track work, and was struck by a car. He says the company were aware of his infirmity when they placed him at the work. Moral for electric railway companies—don't put deaf and dumb men at track work.

THE Halifax, N.S., Electric Street Railway have under construction a car house 150 ft. long by 69 ft. wide. It will be fitted with track accommodation and transfer tables sufficient to accommodate 40 cars. The equipment of the company will include about 20 closed cars, furnished with the latest improved girder track and two 15 h.p. electric motors.

TENDERS for the electric light supply of Charlottetown were opened last week. There were four tenders, from the Royal Electric Company, G. Full, W. Doull, and D. A. Starr, of Montreal. A fifth offer was made by Mr. Perley Welsh to manage a plant if the city buys one, and he guarantees the reduction of cost by about 50 per cent. The council has not yet accepted the offer of any of the tenderers, and it is expected that some days will elapse before a decision is arrived at.

Niagara Falls, on both sides of the river, is having a railway building boom. The Lehigh Valley Railway has determined to have an independent road of its own, and the people are talking of the C.P.R. getting an entrance to the Falls. The boom is mainly in electric railways. A company, of which Alexander Manning, Toronto, is president, obtained a charter, which empowers them to acquire the property and rights of the old horse car line. The new company have power under their charter to convert the old line into an electric system, and they have applied to the town council of Niagara Falls for a franchise. Some time ago the new company through its solicitor, offered a by-law to the council for adoption, which nearly took the breath away from the town fathers. The council promptly rejected it, and the new by-law practically confines the company to the streets at present occupied by the horse car tracks, and gives no monopoly of the streets. In the meantime William Kyle, of Toronto, is pushing his project for an international belt line electric railway. Mr. Kyle is backed by such capitalists as A. E. Schoelkoff, H. Nielson and J. M. Brinker, of Niagara Falls, so that the sinews of war are assured him, while the councils of Drummondville and Niagara Falls have passed resolutions urging the Ontario Government to grant a charter to his company. The new Niagara Falls and Lewiston Railway, or the Gorge Railway, as it is more likely to be called, will run, when completed, from Lewiston to the Falls on the American side, down close to the foot of the precipice. Although the last mile or so of the roadbed has not been completed, Capt. J. M. Brinker's company, who are the promoters, have opened the road from Lewiston to opposite the Whirlpool Rapids. Some six carloads of people were present by invitation to participate in the ceremony.

Personal.

W. J. COLESTON, boiler inspector, St. John, N.B., was married a few days ago to Miss Mary A. Moran, of that city.

By the will of Thomas Dockray, civil engineer, Toronto, who died June 29, \$6,000 has been left to the widow of deceased.

PRIVATE HAYHURST, of Hamilton, who has won the Queen's prize at Bisley, was for two years an employee of John Bertram & Sons, Dundas, Ont.

L. R. JOHNSON, engineering superintendent of the C.P.R. Steamship Co., Vancouver, was in Montreal last month and visited the leading railway works of the city.

A. S. GRANT, an old Elgin county boy, has been engaged by the South African Gold Mining Company, as managing engineer. Cecil Rhodes is the president of the company.

E. F. BUTLER, engineer at the Soo paper mills, and T. Sweeny, were drowned in the river at Niagara Falls, on August 4th. Butler was 45 years old, and leaves a wife and three children.

W. L. MCKENZIE, engineer, has left for his winter's work, superintending the construction of the railway bridge over the Ottawa, at Mattawa, on the Mattawa and Temiscamingue Railway.

CHAS. WHITLAW, senior partner in the milling firm of Whitlaw, Baird & Co., of Paris, Ont., died last month. He had been nearly half a century in business, and was much respected.

THE friends of Geo. P. Brophy, vice-president of the Ottawa Electric Railway Co., will sympathize with him in the loss he sustained the other day by the death of his two sons, Walter, aged 20, and Edward, aged 13. The unfortunate lads were drowned with two others while canoeing at Aylmer.

R. G. STEWART, civil engineer in the G.T.R. offices, Hamilton, fell from the platform of a moving train at that city on the 3rd inst. The wheels of the car passed over his right leg, and the foot was cut off clean. His condition is critical. Mr. Stewart is married and lives at Burlington.

GEO. E. JAUQUES, the well known steamship forwarder, of Montreal, and manager of the Merchants' Line, took ill in a street car on the 3rd, and died shortly after being taken to a doctor's office. He had left his house in perfect health. Heart disease was the cause of death. Mr. Jaques was born in Montreal, in 1842.