

Peterborough is asking the Ontario Legislature for leave to develop water power on the Otonabee River, and supply electric light, heat and power.

Sir William Meredith, B. B. Osler, Q.C., and F. P. Sargent have completed their arbitration in the Grand Trunk telegraphers dispute, and have made an award fixing a time and wage schedule, and providing for over time pay, etc.

Dr. Arthur E. Kennelly, the president of the American Institute of Electrical Engineers, has come to Montreal to deliver a series of four lectures at McGill University. A popular lecture on Submarine Telegraphy was given in the Physics building, McGill, January 30th.

John Philip, Grand Valley, Ont., is supplying the town of Grand Valley and the town of Arthur, Ont., which is thirteen miles away, with incandescent light from his incandescent lighting plant in Grand Valley. He has had such success with transmission plant from Grand Valley to Arthur that he has purchased from the Royal Electric Company a 75-k.w. S.K.C. two-phase alternator, which he is installing in his power station. This will enable him to deliver at least 1,000 lights, wired up, in Arthur, and also to serve everything in Grand Valley. As heretofore noted this is a new departure in lighting, as the power-house depends for fuel upon the refuse from a sawmill, which before the present plant was installed was a nuisance, but is now a valued source of income.

Railway Matters.

Trains are now running from Skagway to Log Cabin over the White Pass Railway.

The C.P.R. car shops at Perth, Ont., are turning out this winter 300 box cars, 60 coal cars and 50 flat cars.

The Lake Erie & Detroit River Railway has decided to erect a new swing bridge over the Thames river at Chatham, Ont.

The preferred stock, \$1,000,000, of the Kingston and Pembroke Company, authorized by the Government, has all been subscribed.

Application will be made for the right to build a line of railway from Edmonton to Victoria, and Beaver Lake to South Edmonton, N.W.T.

The Gatineau Valley Railway will be extended this year from Gracefield, the present terminus, to Maniwaki, a distance of twenty-eight miles.

Hereafter the Lake Manitoba Railway and Canal Company will be known as the Canada Northern Railway and a charter secured authorizing the building of a line from Lake Winnipegosis or thereabouts to Edmonton or thereabouts.

George Appleby of Darling's Island, Kings county, N.B., is doing the work on his contract in connection with the I.C.R. improvements of removing the St. John Bridge and railway extension track to such a point as may be deemed advisable.

Application will be made for a charter for a railway from Edmonton, N.W.T., thence via Athabasca Landing and Lesser Slave Lake to Peace River; also to permit the railway company to own vessels and navigate the Athabasca River from Athabasca Landing to the mouth of Little Slave River and up the same into and through Lesser Slave Lake.

The Lake Erie & Detroit River Railway Company has taken over on lease from the United States & Ontario Steamship Navigation Company the car ferry "Shenango No. 1" and the slip docks at Port Dover, Ont., and Conneaut, Ohio, for a term of five years. This means that the Lake Erie & Detroit River Railway Company have secured control of the ferry business on Lake Erie.

R. Patterson has been appointed master mechanic of the Grand Trunk shops at Stratford, vice J. D. Barnett resigned. He was formerly locomotive foreman in that section, and was for some time previous connected with the erecting shops. He was removed from Montreal to Toronto some years ago, and upon the advent of the new management was removed to Fort Gratiot, Mich., as master mechanic of the Chicago and Grand Trunk, succeeding William Roberts.

S. F. Barker, Hamilton, Ont., has been elected president of the St. Louis, Kansas and Southwestern Railway, and J. N. Young, who was the original promoter of the Toronto-Hamilton and Buffalo Railway, has been elected vice-president and manager. Three months ago, Mr. Barker representing Canadian holders of bonds to the value of \$800,000, bought the road at auction for \$150,000.

The Toronto, Lindsay and Pembroke Railway Company is applying for incorporation to construct a railway from Golden Lake, Ont., to a point on the Irondele, Bancroft and Ottawa Railway, or the Central Ontario Railway, in the county of Hastings, there to connect with the Irondele, Bancroft and Ottawa Railway, or the Central Ontario Railway, or any other railway. To be operated with steam or electricity.

At the present session of the Ontario Legislature application will be made for an Act to incorporate the North Lanark Railway Co., with power to build a line from the Kingston & Pembroke Railway, near Mile Lake, in Renfrew county, to the C.P.R. or O.A. & P.S. Railway at Arnprior. The route of the proposed road has been surveyed by A. Bell, C.E., of Almonte, acting for a number of capitalists interested in iron mining.

The Canadian Pacific Railway Company intends making application at the forthcoming session of Parliament, says The Vancouver World, for a charter to build a line of railroad from a point at or near Cranbrook or Fort Steele, B.C., on the line of the Crow's Nest Pass Railway, northerly along the Kootenay and Columbia Rivers, to a point at or near Golden, with power to operate branch lines of railway extending from the proposed new line a distance of not more than 30 miles.

It is proposed to build a railway from the outlet of Kamloops Lake; thence by the most direct and feasible route to the plateau of the Bonaparte River; thence to a point on the Cariboo wagon road near the One Hundred-Mile House; thence following generally the route of the Cariboo wagon road to the mouth of Quesnelle River; thence northwesterly, following generally the route of the Telegraph Trail to Hazelton, at the Forks of the Skeena River; and thence north and northwest by the most convenient and feasible route to a point in the vicinity of Atlin Lake; with power to build a branch line to Teslin Lake.

D. C. Fraser, M.P., for Guysboro, N.S., who introduced the British Yukon Railway Bill into Parliament, and who has since visited the scene of the company's operations, says that after completing the track from Skagway to Lake Bennett, 37 miles, they will build 100 miles of road into the Atlin country, joining the Hootalingqua River, and thus securing good navigation to Dawson City. He further says that the line is practically located all the way to Selkirk and that if Canada wishes for it, there is nothing to prevent her from securing the whole of the Yukon trade.

Application is being made for a charter for the Worthington & Onaping Railway Company, with power to construct, lay out, and build a railway from a point at or near Worthington Station, in the township of Drury, Algoma; thence northerly near the Inez mine in the said township, thence northeasterly to the Sultana nickel mine in the township of Trill, thence northerly and easterly a distance of about fifty miles, crossing the main line of the Canada Pacific Railway at or near Onaping Station, and with power to equip and operate the same by steam or electricity.

Vancouver, Northern & Yukon Railway Company is applying for a British Columbia charter to construct a railway from some point at Vancouver, or other point on the shore of Burrard Inlet, thence running in a northerly direction by way of Seymour Creek, to the Squamish Valley; thence through the Pemberton Meadows to Lillooet; thence northerly to Quesnelle; thence northwesterly to Hazelton, or some other point on the Skeena River; and thence northerly to the northern boundary of the province; with power to build a branch line from Hazelton along the valley of the Black River to the northern boundary of the province; with power to build branch lines to Fort St. John; with power also to build branch lines east and west from the main line along the north shore of Burrard Inlet to Howe Sound and the west shore of the North Arm of Burrard Inlet; with power also to build and operate branch lines from time to time to groups of mines and to farming lands from any point on the main line or any of its branches; and to use steam or electricity.