

A ST. THOMAS gentleman is said to be negotiating for the purchase of the St. Thomas street railway from Hunt & Cameron, of London, Ont. A price has been set on the franchise, and it is not unlikely that the road will pass into new hands on the first of March.

AN unknown man walked into the office of the Winnipeg Electric Railway and without a moment's warning fired a revolver shot at the head of Supt. Glenwright, who, when he saw the revolver raised, jumped to one side and escaped unhurt. The would-be murderer then ran out of the back door.

THE secretary-treasurer of the Brantford Electric and Power Co. has been appointed liquidator instead of Robert Henry, who had been appointed by the local master. Hardy, Wilkes & Hardy represented creditors to the amount of \$66,000 out of \$68,000, and order was made on their appeal.

THE Manitoulin and Pacific Railway Company is making application for an Ontario charter to build an electric railway from a point in Manitoulin Island to a junction with the C.P.R., between Sudbury and Algoma Mills, with power to operate a ferry or build a bridge at Little Current.

THE Supreme Court at Ottawa has dismissed the appeal of the City of Vancouver. This upsets the by-law passed by the rate-payers in 1894, authorizing a civic electric lighting plant. The council has now passed a by-law providing for the lighting of the city by the Western Electric Company.

THE Lachute Electric Company's case was recently heard by Judge Belanger in Montreal. J. Palliser claims \$20,000 damages for injuries resulting from his alleged illegal and forcible expulsion from the premises of the Lachute Electric Company, which he alleges had been sold by T. S. Vipond to W. J. Simpson and J. Boyd without his consent.

THE Lincoln Radial Electric Railway Co. is applying for a charter to build lines from St. Catharines to the villages of Jordan, Beamsville and Grimsby, with a branch to Smithville, and to Port Dalhousie, and also to Queenston, with power to buy the Lincoln Street Railway Traction and Light Co., Ltd.

THE recent sleet storm in Ontario caused great damage to the property of the different companies owning overhead electric wires. The great advantage of the underground system is demonstrated by the fact that the Toronto Incandescent Light Co. came out without any loss, while the other companies lost heavily. The railways were also losers, but the G. T. R. less than the others, owing, it is believed, to the fact that that company's poles are shorter and stouter than is usual. The C. P. R. was helpless for a short time with wires down in all directions. The Bell Telephone Co.'s loss in Toronto is estimated at \$20,000, twice the amount of the loss in the storm in 1893. That amount would put a good many wires underground, where they lawfully belong, and it is probable the company will give the matter their attention at an early date. The G. N. W. Telegraph Co. had its lines in working order in a day, but the other companies were much less fortunate. The electric plants in the towns in the storm-swept district, all suffered heavily.

It would appear from the following correspondence in the *Lindsay Post*, that though the good people of Port Perry have "money to burn," they insist on, at least, having the satisfaction of a sight of the smoke produced by the process. "Mr. Pew, the promoter of this scheme, was in town last week trying to collect the balance, \$500. of the \$1,000 subscribed to the road by Port Perry. As this amount was not to be paid until the charter was secured, there is considerable uneasiness among those who subscribed, and it is not unlikely he will fail in his mission. Your correspondent would like to see the road go through, as it would undoubtedly be a great benefit to the town, but the methods of the promoter are, to say the least, peculiar and unbusinesslike, and our monied men will do well to think twice before handing over their cash in support of a line that has yet no existence except in the imagination of Mr. Pew. Let the charter be produced, and there will be no difficulty in getting Port Perry's share of the money required to build the road."

## Personal

J. H. KILLEY, mechanical engineer, Hamilton, Ont., gave evidence as an expert in five different cases at the last assizes at Hamilton.

J. H. MEIKLE, bookkeeper for Frost & Wood, implement manufacturers, Smith's Falls, will travel for Lewis Bros., wholesale hardware, Montreal.

ALEX. KAY, who has carried on an electrical business in Hamilton for some years, died there on January 14th. Mr. Kay was a resident of Hamilton for twenty years.

ROBERT WILSON, the late foreman of the Grand Trunk Railway boiler shop, Point St. Charles, Montreal, is to be succeeded by Mr. McIntyre, foreman of one of the Stratford, Ont., locomotive shops.

G. A. BROWNE, of the Deseronto Navigation Co., who has resigned and accepted the position of assistant manager of the Richelieu and Ontario Navigation Co., will soon take up his residence in Montreal.

JOSEPH HOBSON, the new chief engineer of the G. T. R., of whom there is a sketch in another column, will be accompanied to Montreal by his son, Robert Hobson, chief clerk, and Arthur Tisdale, stenographer, from Hamilton.

R. M. HANNAFORD, son of E. P. Hannaford, chief engineer of the G. T. R., formerly of the Phoenix Bridge Co., Phoenixville, Pa., has been appointed bridge engineer of the G. T. R., with his headquarters at Montreal.

W. S. KINNEAR, formerly assistant engineer of the Canada Southern Division of the M. C. R., and latterly engineer of construction of the T. H. & B., has been appointed assistant chief engineer of the whole M. C. R. system, with headquarters at Detroit.

THE death is announced of Wm. C. Hobbs, an old and respected resident of London, Ont., for nearly 35 years. The deceased for a long time owned a brass foundry and machine shop on Clarence street, but, owing to old age, was compelled to retire a few years ago. He was a native of Prince Edward Island, and was 89 years old.

CAPT. J. I. LANG, R.E., made a companion of the order of St. Michael and St. George for services in connection with the railway survey and delimitation of the western boundary of the Gold Coast Colony, is one of the several graduates of the Royal Military College of Canada who have come well to the front in the Imperial service. He is now on the staff of the School of Military Engineering, Chatham, as assistant instructor in estimating and construction. He is a native of St. Mary's, Ont., and graduated from the Royal Military College, June, 1883. Capt. Lang was secretary of the Canadian Commission of Defence, 1888, and conducted a detailed survey at Victoria, B.C., in the same year.

CIVIL ENGINEER (C. E. Univ. of N.B., '93), experience in railway construction and draughting, desires position as assistant engineer. Good references. Box 4, St. John, N.B.

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