

THE new steamer being built by the Calvin Company at Garden Island is 125 feet long. It will cost about \$5,000. The machinery from the steamer "Traveler" will be placed in the new boat.

AT the annual meeting of the shareholders of the Hamilton & Barton Incline Railway a dividend of 5 per cent. was declared, and a small surplus was carried over. The following were elected directors: W. G. Walton (president), John Dickenson (vice-president), Wm. Magee, jun. (sec.-treas.), J. D. Evans and James Chisholm.

AT the annual meeting, the Canadian Marine Association commended the action of the Government looking towards improved water communication. The rates of wages and freight tariffs for the coming season were also decided upon. The election of officers resulted as follows: President, R. C. McKay, Hamilton; vice-president, W. A. Geddes; secretary-treasurer, J. G. Trowell; executive committee, Capts. Crangle, Gaskin, Fairgrieve, Sylvester, S. Neelon, and Messrs. J. B. Miller, C. A. Jacques, and D. G. Thompson.

THE Department of Public Works, Quebec, attempted to appoint a sequestrator to the Baie des Chaleurs Railway, now a portion of the Atlantic and Lake Superior system, because it was alleged that the road in question was insolvent and not being worked, consequently Hon. Mr. Nantel held that by the Quebec Railway Act his department should work the line and protect the creditors. On the other hand, Hon. Senator Thibadeau, with his co-directors, as well as the creditors, swore that the company was perfectly solvent, and that, anyway, the local Government had no right to touch a road having a Dominion charter. Judge Pagnuelo, of the Superior Court, decided that the Department of Public Works was in the right, and named A. B. McDonald, of the I.C.R., as sequestrator. However, the Court of Appeals, presided over by Sir Alex. Lacoste, decided that the hand of the sequestrator must be stayed until the case has been heard in appeal.

A MEETING of the directors of the Lindsay, Haliburton and Mattawa Railway Company, an extension of the Haliburton branch of the Grand Trunk to Mattawa, was held in Lindsay on January 25th. The following officers were elected for 1896: Major Sam Hughes, M.P., Lindsay, president; Hon. John Dobson, Lindsay, vice-president; Wm. McArthur, Fenelon Falls, secretary; John H. Brandon, Fenelon Falls, treasurer; directors, Frank Sandford and William Jordan, Fenelon Falls; J. O. Revel, Cobocook; Michael Brown, J. W. Watson, James Mortimer, and William T. Gainer, Minden; Robert Bryans, Lindsay, and George Laidlaw, Victoria Road. It was decided to arrange with the Boards of Trade of Toronto, Lindsay and Mattawa, as well as with the county councils of Victoria and Haliburton, to wait upon the Ontario and the Dominion Governments with a view to secure bonuses for the road. The extension would open up to Toronto a large territory, rich in timber, minerals, farming and grazing lands.

Electric Flashes.

SLEEPER & AKHURST, Coaticook, Que., have put in a new water-wheel in their electric light plant.

Rockwood ASYLUM, Kingston, Ont., has had an electric pump put in in connection with the water supply.

THERE is a movement on foot to connect Kingston, Gananoque, Rockport and Brockville, Ont., by an electric railway.

ALL the work on the Hespeler, Ont., extension of the Galt, Preston & Hespeler line is now complete. Government Inspector Ridout went over the line on January 24th.

THE Deschenes Electric Co., Aylmer, Que., has been incorporated to build and operate works for the distribution of electricity. R. H. and John C. Conroy are among the promoters.

T. B. RIDER, M.P., is about erecting a large building at Magog for the purpose of putting in an electric light plant and for the accommodation of the Stanstead county *Herald*, which will be published there.

THE township of South Grimsby, Ont., has handed over to the T., H. & B. debentures to the amount of \$4,000, that being the bonus voted by the ratepayers. The company was also granted exemption from taxation.

THE people of Uxbridge are listening to reports as to the possible failure of their electric railway scheme to go through, and they are wondering if they are liable for the second instalment on the subscribed stock in case it does not.

THE Bell Telephone Company is about to erect a handsome building in Winnipeg.

MONCTON, N.B., has a new dynamo from the Royal Electric Co. It is of 1,500 light capacity.

A. F. FOLGER has been appointed managing director of the Kingston Heat, Light and Power Company.

It is reported from Windsor Mills that the proposed electric railway between the dam and the paper mills will be built soon.

THERE is a good deal of talk in Lennoxville about the advantages of having an electric railway between that town and Sherbrooke, Que.

THE Yarmouth, N.S. Telephone Co. is stringing wires for the use of the Coast Railway Co., which will be operated by telephone instead of telegraph.

THE townspeople of Seaforth, Ont., are going to instal an electric fire alarm, purchase additional hose, and generally improve their fire department.

THE city council of Moncton, N.B., has unanimously decided to petition the New Brunswick Legislature for the cancellation of the charter of the Moncton Electric Tramway Co. for failure to fulfil the conditions of the charter.

REV. DR. BURNS and Engineer Power, who are promoting the electric road to run from Hamilton to Waterloo, held a meeting at Rockton, Ont., recently. The citizens are heartily in favor of the scheme and no doubt "something will be done."

THE shareholders of the Toronto Electric Light Co., at a meeting, Jan. 27th, empowered the directors "to purchase stock in another corporation." It is an open secret that the stock of the Incandescent Light Co. is the stock to be bought.

THE Toronto Street Railway has paid two dividends of 1 1/4 per cent., amounting to \$210,000. Net profits for the year were \$301,310, as compared with \$250,695 in 1894. Net earnings are double what they were four years ago. The company built 30 open cars, 20 closed cars, and six sweepers in their own shops.

THE Canada Electric Co., of Montreal, have now completed their contracts with the Long Point Insane Asylum, having installed electric light plant of 600 lights with dynamos complete, the Warner system of electric time throughout the buildings, watchman's electric time detector, telephones, electric bells and other electric work.

GEO. A. POWELL, assistant manager of the Packard Electric Co., who has been in Toronto for a few days, reports business with his company as steadily increasing. This company have been appointed agents in Canada for the Bryant Electric Co., of Bridgeport, Conn., manufacturers of switches, sockets and other electric supplies.

THE Montreal Street Railway professes to have no desire to build a line up the mountain; they would only do so in order to prevent some one else doing it, and at the earnest request of the council. G. C. Cunningham, manager, says the line would cost \$100,000, and as it would be open only four months in the year the returns could not be such as to make it a profitable investment.

JAS. BONFIELD, of Eganville, was in Arnprior on Saturday last, feeling the pulse of the citizens regarding putting in another electric plant. He petitioned the council on Monday night for the use of the streets, but they referred it to the fire and light committee for more information. We have since learned that Mr. Bonfield has secured 1,000 lights, and consequently will at once commence operations.—*Eganville Star*.

THE Berlin and Waterloo Street Railway is undergoing changes. The controlling interest held by Mrs. Burt, of New York, has passed into the hands of W. H. & E. Carl Breithaupt. This will have a good effect on the road, as the new owners are citizens of the town and greatly interested in its progress. T. M. Burt and T. E. McLellan retaining their places in the management, but E. C. Breithaupt is president.

CORNWALL is to have an electric street railway. The contractors are W. Harper, of New York, and D. H. Starr, of Montreal. The contract was signed January 23rd, and tenders have been called for for two thousand cords of stone for the roadbed, to be delivered immediately. The contractors expect to have the cars running by the first of June. W. R. Hitchcock was the promoter of the scheme. A line is to be run from the Grand Trunk station to the Canada Cotton, Stormont Cotton, Cornwall Manufacturing Company, and Toronto Paper Company's Mills. The company will likely secure the Grand Trunk freight. The town council voted five hundred dollars yearly to the company to keep the road between the rails and eighteen inches on each side of the rails in condition.