

JOHN GILLIES & SON, Carleton Place, Ont., have had a successful season with their oil launches, and have supplied a number to citizens of the United States making their summer home in Canada.

CONNOLLY'S old plant, used at the dry dock, Kingston, is to be sold. The plant is not good enough to take over to Philadelphia to be used in the contract there, as the duty would amount to more than it is worth.

S. PEARSON & SON, contractors, Westminster, London, have sent the new dredger "Mexico" from Vera Cruz to Halifax, N.S., to take advantage of the excellent dry dock there to have extensive repairs made. The "Mexico" was built last year at a cost of \$175,000.

THE steamer "Baltic" was burned to the water's edge at Collingwood, Ont., recently, and the crib work on both sides of the slip was burned, as well as a few cords of wood owned by Craig & Darling, whose tug was burned a few weeks ago at Michael's Bay. The boat was completely destroyed. She was insured for \$15,000.

THE Bridgeburg and Black Rock Ferry Company, Ltd., is applying for incorporation, with a capital stock of \$30,000, chief place of business, Bridgeburg, Ont.; provisional directors, B. Baxter, E. Baxter, J. Bethune, J. Moss, P. P. Miller, W. H. Davis and E. Maythan.

It is said that the success of the car ferries between Conneaut, Ohio, and Port Dover, Ont., has induced the Columbus, Sandusky and Hocking, one of the principal coal roads in Ohio, to extend its domain into Canada. The company is said to have chartered several large car ferry boats now operating on Lake Michigan, and will run them from Sandusky to some favorable point on the Canadian shore of Lake Erie, probably Rondeau.

THERE was a meeting of the board of directors of the Richelieu & Ontario Navigation Company in Montreal recently, at which there was present the Hon. L. J. Forget, president; W. Wainwright, vice-president; R. Forget, Colonel F. C. Henshaw, Joseph Louis, E. B. Garneau, Quebec, C. O. Paradis, Sorel; William Hanson, Montreal. The president submitted the financial statement of the company on Sept. 1. It showed a highly satisfactory state of affairs, and a very large decrease in operating expenses, coupled with an increase in earnings over the previous season. The president emphasized this with the statement that although in the beginning of the season the weather was unfavorable to heavy travel and the usual depression accompanying the general elections both in Canada and on the other side of the line, had also been an adverse factor, the management were happy to be able to announce the usual half yearly dividend of three per cent. which would be payable on Nov. 2. The condition of the company's finances was held to justify the construction of two new boats, to run between Toronto and Prescott, for the better accommodation of the Royal Mail service. It is the intention of the directors, as expressed at the meeting, that the two boats will be of steel, of 275 feet in length, side-wheelers, and rivalling anything of the kind yet known in Canadian waters. The speed of these boats must be twenty-two miles an hour.

## Electric Glashes.

DUNDALK, Ont., people are discussing the advisability of lighting their town by electricity.

THE Hull electric railway has bought ground for a new park just outside of Aylmer, Que.

THE City of St. John, N.B., is replacing its arc street lights with incandescent lamps, at a considerable saving to the city purse.

THE Nanaimo, B.C., town council has given a third reading to a by-law authorizing the expenditure of \$3,000 for a fire alarm system.

THE power-house of the Brantford Electric and Operating Co. is being constructed rapidly. The company is spending \$30,000 in improvements.

THE Hull-Aylmer Electric Railway Company did not get its charter modification through the Railway Committee, as the different provinces were interested.

THE Mather Bridge and Power Co. has got its bill passed by the Railway Committee, and may be soon expected to enter the market, if its promoters realize their expectations.

THE Lamont Glass Company, of New Glasgow, N.S., manufacturers of glass chimneys, fruit jars, bottles, is said to be about to begin the manufacture of electric light bulbs and shades.

PARIS, Ont., wants an electric road to Brantford.

THE Montreal Park & Island Railway Co.'s line to St. Laurent is now in operation.

THE Beaverton Electric Light Co. is adding a 250-light Edison dynamo to their present plant.

THE new flume of the Chaudiere Electric Co.'s power-house, Ottawa, Ont., is nearing completion.

THE Consolidated Railway Company, of Vancouver, has installed a 150-kilowatt monocyclic generator.

THE Canadian General Electric Co. has sold a 150-kilowatt monocyclic generator to the Hull Electric Co.

P. McINTOSH & SONS, Toronto, have purchased a 300-light plant from the Canadian General Electric Co.

J. M. CAMPBELL, Kingston, electrician, is preparing plans for the electric station and plant at Peterborough, Ont.

THE O'Keefe Brewing Co., of Toronto, is installing a 500-light direct connected unit. The Canadian General Electric Co. has the contract.

THE New Glasgow Electric Light and Power Co. is installing a 75-kilowatt alternator of the Canadian General Electric Company's monocyclic type.

THE Hamilton Radial Railway Company intends to extend its line from the power house to Port Nelson, and next spring it will be extended to Oakville, Ont.

AT Toronto the loss to the street car company, owing to the bicycle, is set down at \$300 per day. How great a loss will result from the advent of the horseless vehicle?

THE Ontario Government is said to be considering the installing of an electric light plant at the Central Prison, Toronto. The question of putting in a plant at the asylum at Brockville is also being considered.

THE St. Jerome Power and Electric Light Company is being incorporated, with a capital stock of \$50,000, to take over the electric plant now being operated at St. Jerome, Que., together with the water power and mill privileges. Head office, Montreal.

AN electric railway is to be built at once, it is said, from Liverpool, N.S., to the pulp mill at Milton, to carry its products, as well as passengers, to the seaport. In the meantime, until a suitable electric plant can be obtained, the cars will be run by steam.

THE Chambly Water Power Co. has awarded the contract for the construction of the cement dam of the wheel-house and of all the works of excavation to Peter Lyall & Sons, of Montreal. The work will cost between \$300,000 and \$400,000, and will be begun at once.

AT the twenty-seventh annual meeting of the Dominion Telegraph Company, Thomas Swinyard was re-appointed president, Sir Frank Smith, vice-president, and Fred. Roper, secretary and treasurer. A pleasing feature of the meeting was the presentation to President Swinyard by his colleagues of a very valuable service of silver plate.

THE Lachine Rapids Hydraulic and Land Co. has closed a contract with the National Underground Conduit Co., of New York, for five hundred thousand feet, to be completed about the 15th November, work to be commenced at once. The duct is a cement-lined pipe, embedded in concrete, and in this will be placed the cables which are to carry the current.

THE Niagara Falls Park and River Electric Railway will, it is said, be extended from Chippewa to Fort Erie, and from Queenston to Niagara-on-the-Lake. The company may also develop and sell power. It is thought that road, if operated more nearly in connection with the Gorge Railway on the United States shore, would be a profitable investment for its shareholders, which it has not hitherto been.

THE Hamilton Street Railway Co. reduced the wages of its employees on October 1st. Motormen and conductors, upon entering the employ of the company, formerly received 12½c. an hour, which has been increased at intervals at the rate of half a cent an hour till it reached 15c. Most of the present employees are now receiving 15c. an hour, but the new maximum will be 13¾c. and the minimum 12½c. an hour.

THE new chimney in connection with the extension of the boiler house of the Montreal Street Railway Company will be 255 feet high, and is claimed to be not only the largest, but also the most model structure of its kind in Canada. It has a base of 54 feet square, and before the top is reached, over two million bricks will have been brought into requisition. The whole of the work has been superintended by the construction department of the Montreal Street Railway.