

E. RUTHERFORD, electric supplies, Peterboro, Ont., has assigned to R. R. Hall.

M. S. CORNELL, Stanbridge East, Que., is planning to install a lighting plant next spring.

G. C. HINTON & Co., Victoria, B.C., are wiring the Jubilee Hospital there, and supplying the fixtures.

JACOB UNTER has installed an electric lighting plant in New Hamburg, Ont., which is proving satisfactory.

NEIL & KENT, Granby, Que., have placed the contract for lighting their factory with Allen Taylor & Co., Waterloo, Que.

THE C.P.R. Telegraph Company has built a line from New Denver to Nelson via Slocan City. This line not only increases the capacity of the Kootenay systems but gives an alternating wire to the main line via Revelstoke.

THE Richmond Light and Power Co., Richmond, Que., is adding to its electric lighting equipment, and has placed with the Royal Electric Co., Montreal, an order for a 75 K.W. "S.K.C." generator and switchboard complete.

A. H. ST. GERMAIN, North Toronto, is about to organize an auto-car service between York Mills and Toronto. He has ordered three electric busses, each capable of carrying 30 passengers, from an English firm and they will be delivered in Toronto before next spring.

A COMPANY has been formed to build an electric railway between St. Catharines and Port Dalhousie. H. D. Symmes, manager of the St. Catharines and Thorold Railway, has let the contract for the cars required for the new line, and will shortly let contracts for four miles of rails, 9,500 ties and 300 poles, wire and boarding, also a 100 k.w. railway generator and several 35-h.p. motors.

THE Stevens Manufacturing Co., of London, Ont., has put in dynamos for a 500-light plant for Walter Steward, Lucknow, Ont., who will supply the village with electric light. The same company has put in a 300-light plant for the village of Glencoe. The wiring in connection with these two contracts has been done by the Rogers Electric Co., of London.

THE proposed Smith's Falls Rideau and Southern Electric Railway is to be in the town of Smith's Falls, Ont., with extensions to Lombardy, Oliver's Ferry, Portland, and to Rideau Lake, Harlem, Chantry, Frankville, Toledo, Newbliss, Merrickville, Burritt's Rapids, Oxford Mills, Bishop's Mills, Easton's Corners, Irish Creek and other points within the counties of Leeds, Lanark and Grenville.

THE Toronto and York Radial Railway Company applies to the Ontario Legislature for a charter to amalgamate the Toronto and Scarborough Electric Railway, Light and Power Company, Limited, the Toronto Belt Line Railway Company, the Metropolitan Street Railway Company of Toronto, the Toronto and Mimico Electric Railway and Light Company, the Toronto Suburban Street Railway Company, Limited.

THOS. L. KAY, the well known electrician, formerly of the Kay Electrical Manufacturing Co., has recently severed connection with that firm, and is now with the Canada Electric Motor Co., who have recently started in Hamilton with good prospects. The following are some of the plants just finished—John Duff & Son, grocers and butchers, 208 and 210 York Street, Hamilton, a 150-light dynamo with 150 incandescent and one arc light, the whole work done by the Canada Electric Motor Co. A 100-light dynamo with a number of incandescent lights installed at the waterworks of Hamilton. A motor for the St. Catharines Electric Railway. The repair of a 250-horse power generator, 5-h.p. motor for Leitch & Turnbull, elevator, motor for Bradt, grocer, a 10-light dynamo for Lees & Son, bakers, and various others. Mr. Kay is one of the pioneers in the electric business in Canada. He started in a small way on the corner of Bay and Market streets, Hamilton, in 1880, and has been connected with the business ever since. Mr. Kay was the first to exhibit a successful light in Hamilton. There were very few electric lights in Canada when he introduced his light, and now there is hardly a city or town in the Dominion where there is not a machine of his design in use. Mr. Kay has devoted the whole of his attention to electricity, the building of electric machines of all kinds, alternating or direct current dynamos, motors, transformers and all kinds of electric work. Any work entrusted to the Canada Electric Co. will receive Mr. Kay's careful attention. The works of the new company are at 32 and 34 Bay Street North. Mr. Kay has associated with him T. O. Apps, who has had considerable experience in the business department of electrical work. Mr. Apps is secretary-treasurer of the Canada Electric Motor Co.

Railway Matters.

THE G.T.R. recently brought a car load of fruit from Portland, Me., to Hamilton, Ont., 670 miles in 32 hours.

ON the eastern section of the Grand Trunk the old eight-wheel freight engines are being done away with and replaced by ten-wheel engines.

THE Signal Engineer Hodgson, of the G.T.R. engineering department, has completed the work of putting in at Woodstock, Ont., interlocking switches.

IT is the intention of the Canadian Pacific Railway Co. to keep the shops running in Winnipeg all winter, fitting up locomotives and cars for the spring traffic.

A bonus of \$75,000 to the Ottawa and New York Railway, to establish workshops in Ottawa, has been adopted by the property owners by a majority of 928.

SINCE the first of January the Intercolonial Railway, the Prince Edward Island Railway, and the leased lines, are known as the Canadian Government railway system.

THE Quebec Government has refused the \$250,000 promised to the Victoria Bridge by the late Government, and also the \$250,000 promised the Drummond County Railway.

THE I.C.R. management expect to reduce the number of engines between Halifax and Montreal by half, through the new and improved type recently adopted. The number now in use is twenty.

THE Grand Trunk has received 500 freight cars of 60,000 pounds capacity each, built by the Michigan Car Company, Detroit. Another lot of 500 freight cars are being built in the Canadian shops of the system.

THOS. TOMPKIN, Brockville, has been awarded the contract for the erection of a station for the C.P.R. at Vancouver, B.C., also for a number of other buildings for the company in different parts of that Province.

PUBLIC meetings have been held in Toronto, and resolutions passed favoring the building of a railway to James Bay. A great deal was said about aid from the Dominion and Ontario Governments and the Toronto city council, but none of the promoters said what amount of money they were prepared to invest in what would undoubtedly prove a most valuable addition to the Canadian railway system.

THE Nova Scotia Midland Railway Company, composed of Wm. Strachan, Jno. Beattie, P. Lynam, D. I. Lockerby, Wm. Mackay, S. H. Holmes, and B. F. Pearson, has signed an agreement with both the Dominion and Nova Scotia Governments, each of which subsidize the road to the extent of \$3,200 per mile, for the construction of a railway from Windsor, N.S. to Truro. W. G. Reid, Montreal, has the contract to build the Midland, which is 50 miles in length.

APPLICATION will be made at the next session of Parliament by the Hudson Bay and Pacific Railway Co. for an act of amendment to their charter empowering them to abandon that portion of their projected line extending from Prince Albert to Calgary, and to establish in its stead a branch between Prince Albert and Edmonton, and also to lay out a line from Edmonton to a point on the eastern boundary of the Province of British Columbia.

One issue of the *Can. Gazette* contained the following applications for railway schemes in the Yukon and Kootenay countries. The Klondyke Exploration Company of London, Ont., asks for letters patent authorizing them to acquire lands and facilities for mining, smelting and transportation purposes. The applicants are: J. M. McIntyre, St. Thomas; J. A. Moody, London; D. A. McIntyre, St. Thomas; R. H. Marshall, London, and G. M. Fox, London. Molyneux St. John gives notice of application to Parliament for the incorporation of a company to construct a tramway between the head of Lake Lindemann and the mouth of the Lewis River, to avoid the White Horse Rapids and other obstructions to navigation. Lafleur & Macdougall give notice for a company to operate a railway from Fort Selkirk to a point on the international boundary, on a route towards the mouth of the Stickeen River by way of the Hootalinqua River and Teslin Lake, with branch lines. A company applies for a charter through Geoffrion, Dorion & Allan, of Montreal, to build a railway from a point on the Lewis River, between Five Fingers and Fort Selkirk and a point on the international boundary, on a route towards the mouth of the Lynn Canal, with branch lines. Notice is also given of application for an act to incorporate a company to build a railway from the head of the Lynn Canal northward along Dalton's Trail to Fort Selkirk, N.W.T.