

As the result of a conference between Dr. Hoepfner, of the Hoepfner Refining Company, Hamilton, Ont.; John Patterson, of the Cataract Power Company, and an expert from the Krupp Gun Works, in Germany, it has been decided to enlarge the refinery premises in Hamilton by four times its present dimensions. The plant as it now stands consists of a main building, 236 x 55 feet, and three smaller buildings, and as soon as these are in operation the enlargement will be started, and the works when completed will cover six acres of land.

The Orangeville Electric Light and Power Co. is improving and extending its plant to meet a constantly increasing business, and a demand for an improved and economical street lighting circuit. For its incandescent requirement it has ordered another standard 60-kw alternator, with a complete new marble panel board for both machines. For the street lighting the present open arc direct current plant will be abandoned and in place will be installed a constant current alternating system. This will consist of a 50-light series transformer with switchboard for same, together with 30 improved constant current lamps for operation from the same. This company has recently discarded the old 52 volt switchboard transformer system, substituting therefor large size type "H" transformers, feeding into a complete system of 3-wire secondary mains designed in accordance with modern practice. The single phase system will be adhered to. The Canadian General Electric Co. has the contract.

The Montreal Cotton Co., Valleyfield, Que., is pushing the extension to its new power house, and expect that by May 1st next, it will be completed, and the new 1,200-k.w. generator in operation. An interesting feature of this installation, which will be the largest industrial electric plant in the world, will be the switchboard arrangement. This will consist of a series of blue vermilion marble panels, 36 inches wide by 88 inches high, upon which will be mounted the necessary switches for controlling the motor circuits, and all instruments for controlling the generators and exciters. There will be used for present equipment twelve feeder panels and six generator panels. The entire board, as covered by present orders, will be 54 feet long, and when completed will present an imposing appearance, and will meet all requirements necessitated by the peculiar condition under which this plant operates, and the entire work will no doubt reflect credit upon the Canadian General Electric Co., to whom it has been awarded.

A good evidence of the progress of Montreal as an electrical centre may be afforded by a visit to the new premises of John Forman, 708 and 710 Craig street. To accommodate his increasing business in electrical supplies, Mr. Forman has appropriated the whole of one of the substantial new buildings erected in Craig street in 1899. The new premises are four stories high, beside basement, and are admirably lighted and fitted up. The different departments are well laid out, both for convenience for shipment and for attaining the best effect in the show of goods. The basement is devoted to heavy goods, such as cables, heavy wires, conduits, insulators, etc., and is lighted by electric lights with double glass reflectors. A goods and passenger elevator connects the basement with the other flats. On the ground floor are the general offices, which are handsomely designed, and at the rear are supplies of various kinds. The first floor above this contains Mr. Forman's private office, and a new laboratory equipped with various instruments for testing incandescent lamps, etc., these instruments costing over \$1,000. A noteworthy feature of this laboratory will be, that any person, no matter whether a customer of the firm or not, may have the benefit of these instruments, and no charge whatever will be made for testing lamps—beyond of course the cost of carriage from points outside the city. The privileges of this department will no doubt be appreciated by users of electricity. Portions of these two flats will be devoted to the display of electrical fixtures and supplies, and the two stories above these will be devoted to manufacturing. Mr. Forman has purchased the plant of the Canadian Bryant Electric Co., and will carry on the manufacture of all lines of supplies made by that company, including branch-blocks, mains, cut-outs, rosettes, switches, sockets, etc. The trade mark "Imperial" has been registered by Mr. Forman, and this striking emblem, which appears in his advertisement on another page, is sure to be a familiar one in the electrical field in future.

The McLachlan Electric and Gasoline Motor Co., Ltd., Toronto, has recently supplied the following: Duncan & McLennan, Campbelltown, N.B., two 50-light dynamos and one 3-h.p. gasoline engine; Hill & Rutherford, Victoria Glass Works, Toronto, one 15 and one 8-h.p. motor; Rodden Bros., Toronto, three 12-h.p. motors; Imperial Woolen Mills Co., Streetsville, 200-light, installation complete; Leitch & Turnbull, Hamilton, five 6-h.p. motors; Purdy, Mansell & Co., Toronto, two 6-h.p. motors; Douglas Ford, Toronto, one 8-h.p. motor; White, Allan Mfg. Co., Toronto, two 3½-h.p. motors; T. Eaton & Co., Toronto, one 5-h.p. motor; E. B. Corlett, Toronto, one 2-h.p. motor; J. B. Kleinert Rubber Co., Toronto, one 3-h.p. motor; McKenzie, Snyder Co., Toronto, one 12-h.p. motor; Temple Building, Toronto, one 6-h.p. motor; Thompson Bros., Toronto, one 4-h.p. motor, A. E. Long, Toronto, one 2-h.p. motor; A. R. Williams & Co., Toronto, one 10-h.p. motor; O'Leary & Robillard, Ottawa, one 8 and one 15-h.p. motor; W. R. Robertson, Brantford, one 1-h.p. motor; Continental Costume Co., Toronto, one 6-h.p. motor; Capp & Co., Toronto, one 3-h.p. motor; H. W. Petrie, Toronto, one 2 and one 3-h.p. motor; Gold Medal Mfg. Co., Toronto, one 25-light dynamo, full installation; Walter Dean, Toronto, one 6-h.p. motor; Mathew Bros., Toronto, one 30-light dynamo, full installation; Wm. Meek, Kingston, one 2-h.p. motor; John Henry & Sons, Ottawa, one 8-h.p. motor; Murray Printing Co., Toronto, one 12-h.p. motor; H. W. Petrie, Toronto, one 60-light dynamo and one 8-h.p. motor; Tarbox Bros., Toronto, one 3-h.p. motor; Mrs. Frero, Toronto, one ½-h.p. motor; Meteorological Office, Toronto, one 1½-h.p. motor; Dancyge Safety Pin Ticket Co., Toronto, one 3-h.p. motor; G. T. Penderith & Co., Toronto, one 2-h.p. motor; Meyer & Shapiro, Toronto, one 2-h.p. motor; Jas. Goldie, Guelph, one 5-h.p. motor.

Railway Matters.

The Grand Valley Railway, which proposes to build lines from Goderich to Port Dover and Stratford, Ont., has given notice of application for incorporation.

In Lindsay, Ont., a by-law was carried to grant a bonus of \$25,000 to the proposed Lindsay, Bobcaygeon & Pontypool Railway. The township of Verulam voted \$14,000, and the town of Bobcaygeon, \$11,000.

The Pontiac, Pacific Junction Railway Company, will apply next session for right to construct a railway from Quyon or Shawville, Que., to Pembroke, Ont., and branches not exceeding thirty miles.

Logan, Jenks & Outheto, of Amherst, N.S., give notice of application for the incorporation of a company to build a line of railway from Pyramid Harbor by the Dalton trail to Fort Selkirk, and on to Dawson.

Prof. C. H. McLeod, C.E., and a party of fourth year students have surveyed a cut-off line at Hamilton, Ont., to relieve traffic on the "Y" for the use of the through traffic, near Waterdown station. The grades have been much improved.

The Canadian Pacific Railway will construct or acquire a railway from Morden on its Pembina Mountain branch, to Miami, and to Carman, Man.; and also a railway from a point between Hartney and Souris on the company's Souris branch, to a point between Boissevain and Ninga on the Manitoba and Southwestern Colonization Railway.

Application will be made for a charter to build a railway from the mouth of the French River, in the Parry Sound district, through the districts of Parry Sound and Nipissing and the county of Renfrew, Ontario, to Pembroke, thence through the county of Renfrew to a point at or near the village of Portage du Fort, Que., with power to erect bridges across the Ottawa River, etc..

A serious landslide occurred at Kas'o, B.C., last month. A strip of water front eighty to a hundred feet wide, and 250 feet long, at the Canadian Pacific Railway landing, sank. All the piling which the C.P.R. has been driving for the past season, on which to build its wharves, and which would have been completed in a short time, dropped out of sight without a moment's