

The Ontario Government gave the electrical industries quite a shaking up in the budget speech, which announced taxes on telephone, telegraph and electric railway companies.

The Royal Electric Company of Montreal has just completed the installation of a 100 h.p. "S.K.C." synchronous motor in the Iron Mask Mine at Rossland, B.C., to operate the hoisting machinery and air compressors.

The amalgamation is announced of the W. A. Johnson Electric Company and the Toronto Electric Motor Company, Ltd. About a year ago the business of the Toronto Electric Motor Company was reorganized as a joint stock company, J. W. Thompson at that time purchasing an interest and combining with it the manufacturing business formerly carried on in Hamilton under the style of the Thompson Electric Company. Recently Mr. Thompson has secured control of the entire business of the Toronto Electric Motor Company, Ltd. This company and the W. A. Johnson Electric Company have amalgamated their manufacturing business under the style of the "United Electric Co., Ltd.," capital, \$150,000, with head offices at 134 King street west, Toronto. Both factories will be operated at present. Arrangements are, however, being made for a considerable extension of their manufacturing plants. The officers of the new company will be: W. A. Johnson, president and managing director; J. W. Thompson, secretary and treasurer; J. Norman Smith, engineer-in-charge of works.

The Mercury, Renfrew, Ont., says recently: We have always understood that the average life of an incandescent lamp was 800 hours. Some live considerably less. Others more. Two of these have their death recorded in the following fashion by A. A. Wright in a letter to the Packard Co.: These lamps have burned an average of ten hours a day since installed and every day. Consequently their life has spanned some 20,350 hours. It was somewhat remarkable, too, that having both lived so long they should have gone out so nearly together. Their epitaph is as follows: In faithful memory of Incandescent Packard, jr., and Incandescent Packard, sr., twin sisters. They were born of an honorable parentage, viz., The Packard Electric Co., now of St. Catharines, Ont. They each entered this life and commenced their remarkable career, Dominion Day, July 1st, 1893. Having commenced their labors on the switchboard in A. A. Wright & Co.'s Electric Light Station, Renfrew, Ont., on the installing of their electric light plant on the above mentioned date, they there burned faithfully and well every night without intermission until the time of their death. I. P., jr., departed this life, Feb. 1st, 1899, at the ripe old age of 5 years, 7 months; I. P., sr., shuffling off this mortal coil a few days later, Feb. 9th, 1899, at the advanced age of 5 years, 7 months and 9 days. During all these years they let the light shine in the above mentioned place every night, laboring side by side, thus setting an honorable example to all their neighbors, and saying in their peculiar way, "Go thou and do likewise."—(If you can).

Orillia, Ont., has awarded the contract for the electric power transmission plant subject to the by-law being approved of by the ratepayers. The Central Construction Co., Buffalo, is contracting for the entire equipment. The Stillwell, Bierce & Smithvale Co., are sub-contractors for the water wheels. The electric machinery will be furnished through W. A. Johnson Electric Company, of Toronto, the plant to consist of two 400 h.p. revolving field Westinghouse, three-phase 60 cycle generators, each having an overload capacity of 60 per cent. These will be located at the Ragged Rapids on the Severn river, eighteen and a half miles from Orillia. There will be provided the necessary high tension switchboards and controlling apparatus. Six step-up 100 k.w. static transformers, self-cooling type, will raise the voltage to 22,000 for the transmission line. At the receiving station at Orillia there will be six step-down 100 k.w. transformers of a similar type, to reduce the pressure to 1,000 or 2,000 volts, so that the alternating incandescent circuits now used for commercial lighting can be connected direct to the above transformers. There will also be provided a 25 h.p. Tesla induction motor, for driving the waterworks pump, now operated by steam, and a 50 h.p. motor of same type to drive the three ball, 25 light, arc dynamos, which have been used for street lighting for some years. The switchboard apparatus, lightning arresters, etc., have been carefully selected and so arranged that uniform service and safety in handling can be relied upon, notwithstanding the high voltage.

Railway Matters.

It is reported that a union station will be built at Megantic for the use of the Canadian Pacific and Quebec Central Railroads.

The Dauphin railway is going to establish workshops at the town of Dauphin, and machinery has already been ordered for their equipment.

A million dollar scheme is on foot in Montreal to elevate the G.T.R. tracks in Montreal and do away with the level crossings, some of which cause a great deal of complaint.

The Midland Railway Co., Nova Scotia, has bought from the Canadian agent of the Carnegie Steel Company, the rails for the road now being constructed between Windsor and Truro.

The Nickel Range Railway Company is applying for a charter to build a railway from the Algoma branch of the C.P.R., between Whitefish and McNaughton stations, to the main line of the C.P.R. at Chelmsford station, Ont.

W. G. Reid, contractor for the Midland, N.S., railway, has awarded to the Dominion Bridge Company the contract for the steel superstructure required for all the bridges between Windsor and Truro, including those across the St. Croix and Shubenacadie, or about seventeen spans.

The British Columbia Government has cancelled grants made to McKenzie & Mann by the former Government for the construction of a line of railway from Penticton to Boundary Creek; from Penticton to Point Roberts, 200 miles, and from an ocean port in British Columbia to Teslin Lake, 400 miles.

A British Columbia charter is asked for a railway from Log Cabin, on the White Pass, in the province of British Columbia, by the most feasible route, to a point at or near the Taku Arm of Tagish Lake; then to Atlin City, on the shores of Atlin Lake; and thence to Telegraph Creek, on the Stickine River, all in the province of British Columbia.

At a meeting of the directors of the C.P.R. Co., February 6th, the usual 2 per cent. on the preference stock was declared, and a dividend of 2 per cent. was also declared on the ordinary stock, making with the dividend already paid 4 per cent. for the past year. The results for the year were: Gross earnings, \$26,138,977; working expenses, \$15,653,605; net earnings, \$10,475,372. The income from other sources was \$423,367, making total net income \$10,898,738. The fixed charges, including interest on land bonds, were \$6,774,321, leaving net revenue available for dividends, \$4,124,417. Out of this a dividend of 2 per cent. on the preference and 2 per cent. on the common stock for the June half year was paid in October last. After the payment of the dividends now declared the surplus for the year carried forward is \$1,051,708.

J. R. Booth has given the Canadian General Electric Co., Ltd., a contract for the installation of an electric plant to transmit current for motive power and lighting purposes from his mills at the Chaudiere Falls on the Ottawa to the new Canada Atlantic Railway shops, $3\frac{1}{2}$ miles distant. The contract covers two 150 k.w. three-phase revolving field, 4,000 volt, 60 cycle slow speed generators with switchboard arranged in such a manner that they may be operated single or in multiple. There will be installed at the car and locomotive shops three 130 h.p. 4,000 volt three-phase self-starting synchronous motors, each of which will be connected with the main shafts by means of rope drives and clutch pulleys. The company has also supplied for the large locomotive transfer table, a suitable motor drawing current from conductors placed beneath the floor, and fed from a transformer system at 500 volts. For lighting purposes there will be used sixty alternators, enclosed six ampere arc lamps specially adapted for factory use, together with some 400 16 c.p. incandescent lamps, all of the C.G.E. Co.'s make. The transmission here will consist of three No. 4 B.S. bare copper wires carried on porcelain insulators and extra heavy pole line, which will follow the line of the Canada Atlantic Railway the entire distance.