

THE Ottawa Electric Co. are considering the building of an electric ambulance car for city service.

THE Metropolitan Electric Railway Co. has been given a year's extension of the time in which the road is to be completed to Richmond Hill.

At Osgoode Hall, the other day, an order was made declaring the Brantford Electric and Power Co. insolvent and appointing Robert Henry provisional liquidator.

THE work of building the flume for the electric light powerhouse at Valleyfield, Que., is proceeding slowly, and it will be some time yet before the streets of Valleyfield are lighted up.

THE water-power at Trenton, Ont., is to be utilized to supply electric power to both Trenton and Belleville, Ont., and the work is now going on under the superintendence of George White Fraser, of Toronto.

A SCHEME is under consideration with the purpose of extending the Bear River electric light to Digby, N.S. The power would be generated by the Bear River waterfalls, and would be sent over ten miles of wire.

THE electric railway from Arkon to Cleveland, Ohio, has recently had some novel features added to it. Compressed air brakes and telephones are among them. A piston connected with an eccentric on the axle pumps air into a tank, and it has been found possible to stop a car going at 30 miles an hour within 100 feet. Each conductor will carry a telephone, and half-mile stations where he can "connect" himself with the train dispatcher, which is also a new idea, will be provided.

LONDON, Eng., brokers, acting for an English syndicate, have purchased at an enormous cost the Vancouver Electric Tram Company, Vancouver Electric Light Company, the New Westminster and Vancouver Inter-Urban Electric Tram and Light Company, running a distance of twelve miles, and the New Westminster City Electric Tram Company. Half a million dollars will be spent in utilizing the water power of the Seymour River to run the entire immense system. An English syndicate has also bought the Victoria Tramway, it is said.

SOME people want the earth and some are content with a little less. It is somewhat difficult to say where the promoters of the proposed electric railway in St. Thomas, Ont., come in. They will not allow the city to participate in the earnings of the road. The company won't allow the city to fix the price to be charged for light, heat or power. The company will not undertake to provide any material, or to go to any expense to make any asphalt, brick or other pavement on track allowance which requires concrete foundation. The company insist on using T rails. The company ask the city to state what annual sum per track mile they will accept and maintain the track allowance. Naturally matters have come to a stand still at this point.

THE Lachine Rapids Hydraulic and Land Company is not going to have any difficulty in disposing of their electric power, the works for whose development are now being constructed under the supervision of Thos. Pringle. A syndicate of the stockholders of the Lachine company has been formed, which will control the Citizens' Light and Power Company and the Standard Light and Power Company. These two corporations own valuable franchises for the use of electricity in all its forms in Ste. Henri and Ste. Cunegonde, and for street lighting in Westmount and St. Louis de Mile End, as well as the lighting of the Montreal Harbor. They have also the right of erecting poles in the streets of Montreal. Leading members of the syndicate are R. Wilson Smith, J. H. Burland, W. McLean Walbank, M. P. Davis, Peter Lyall, O. L. Henault and F. Dagenais.

THE Napierville Junction Railway, a new electric line between St. Remi and Stottsville, Que., is preparing for active work. The whole distance is, about twenty-two miles, running through the parishes of St. Michel, St. Edward, Douglasburg and St. Phillippe, a district now without railway service. The Dominion Government has subsidized the road with \$3,500 per mile, and the towns of Napierville and St. Edward have given bonuses of \$10,000 and \$2,500 respectively. The town council of St. Remi will grant a subsidy of \$3,000. The whole work is to be completed by July 5th next, or the subsidy is lost. Hon. Mr. Lavolette is president of the road, and Mr. Lafontaine, secretary. This will be the first electric road in the province outside of Montreal and vicinity. It will connect with the Grand Trunk at Stottsville.

Personal

N. S. HUNSTON, of the Dartmouth Iron Foundry, Dartmouth, N.S., is dead.

W. F. VAN BUSKIRK, C.E., is superintending the system of main sewers being built in Stratford, Ont.

CITY ENGINEER KEATING, of Toronto, has left for Brussels, Belgium, where he expects to spend Christmas with his family.

JOHN E. NOLAN, one of the best-known engineers on the M.C.R., died at St. Thomas, Ont., November 2nd, after a long illness.

WM. ANDERSON, of Mount Forest, Ont., was caught in a belt and instantly killed in the Howland Mill, at Waterdown, Ont., November 12th.

R. A. BUSH, chief engineer at Brockville Asylum, accidentally shot himself in the thigh a few days ago. We are glad to learn that he will recover.

THE seventeen year old son of Kinnear Wilbur, sawmill owner of Midway, Albert county, N.B., was drowned in his father's mill-pond on Nov. 11th.

DONALD SUTHERLAND, the railway contractor, died at Shubenacadie, N.S., a few days ago. Deceased built a section of the Grand Trunk Railway.

J. Y. LLOYD, London, Ont., for many years engineer on the G.T.R., committed suicide a few days ago by shooting himself. He was 73 years of age.

T. C. ATHERTON, who had been engineer at the Normal School, Fredericton, N.B., for a great many years, died very suddenly this month, at the age of eighty.

ROBT McCALLUM, C.E., of the Ontario Public Works Department, has recently returned from inspecting the completed portion of the Ottawa and Parry Sound Railway.

BRIDGE INSPECTOR SEFTON, of the Intercolonial Railway, had one of his feet badly injured by the fall of a jack with which a heavy girder was being moved at Red Pine Brook recently.

AT the Pedlar Metal Roofing Co's Works, at Oshawa, F. Riggs, an employé, while fixing the machinery a few days ago, had his right arm completely wrenched from the socket. He will recover.

J. B. MORFORD, superintendent of the Canada Southern Railway, was married at St. Thomas, Ont., on October 30th. He was presented by the citizens with a handsome diamond ring, and the bride elect with a handsome diamond brooch.

THE members of the Institution of Civil Engineers residing in Toronto entertained the visiting English engineer, Mr. Mansergh, to dinner at the Toronto Club the night before he left the city. Mr. Mansergh is a vice-president of the institution.

A. P. KILGANAN, Little Current, Manitoulin Island, Government engineer, died in Toronto recently. Mr. Kilganan established telephone communication all over Manitoulin Island, and secured a charter and cleared 70 miles of road for an electric road.

ON the evening of November 15th the employés of the Canada Iron Furnace Co., Radnor Forges, Que., gave a complimentary supper and presented an address to the superintendent, J. J. Drummond, previous to his departure to Europe on a business trip.

PROF. CARLYLE, of McGill University, Montreal, has been offered the position of mining superintendent for British Columbia, a most important position under the Provincial Government. Mr. Carlyle has accepted the position, and will complete his work at McGill with the close of the present term.

JOHN RONALD MACDONELL, C.E., died in Montreal recently at the age of seventy-five. Mr. Macdonell was engaged in the construction of the I.C.R. along the North Shore, and afterwards came with his family to St. John, N.B., where he lived for several years. A few years ago he removed to Montreal.

GEORGE OLDS, who for 10 years past has been general traffic manager of the Canadian Pacific Railway, and has been in receipt of a salary of \$12,000 a year, will retire from active service at the end of the present year. This information will be received with general regret, as Mr. Olds has been popular with the business men of Canada and faithful to the interests of the Canadian Pacific. Ill health is the cause. He will probably be succeeded in a portion of his duties by G. M. Bosworth, the freight traffic manager, whose office has been transferred from Toronto to Montreal.