

No. 22, May 10, Quebec. 1, Changes in buoyage between Quebec and Portneuf. 2, Numbering of ship channel buoys.

No. 23, May 12, Ontario. 1, Beacons in entrance to Midland. 2, Lights at Point Edward discontinued.

No. 24, May 13, Quebec. Changes in buoyages between Portneuf & Montreal.

No. 25, May 13, Prince Edward Island. West Point whistling buoy not in position.



BURT VAN HORNE.

No. 26, May 15, British Columbia. 1, Buoy off Johnstone Reef. 2, Buoy off Governor Rock replaced. 3, Buoy off Indian Reef improved.

No. 27, May 15, Nova Scotia. Soundings off the South coast of Nova Scotia.

No. 28, May 16, Ontario. Improvements in Murray Canal entrance lights.

Steamers for Newfoundland Service.

There are at present building in A. & J. Inglis' yard at Glasgow, 7 steamers for R. G. Reid, proprietor of the Newfoundland Ry., for service between that island & the Labrador coast, & also to maintain a coasting service around the island of Newfoundland. The vessels are handsome looking models, with fine lines, having clipper stems & topgallant forecastles, & every provision has been made for the comfort & convenience of passengers. A complete installation of electric light, including a powerful search-light, will be fitted, & special attention has been paid to the heating of dining-saloon & all staterooms. A complete system of steam radiators, with copper piping for supply & exhaust steam, is being fitted throughout the vessels.

In the Labrador vessel accommodation is provided for 42 1st class passengers amidships, a very commodious cabin being set apart for ladies, & all lavatory conveniences are of the latest & most approved type. Sleeping accommodation is provided for 75 2nd class passengers forward of 1st class rooms, with independent lavatories, etc., all complete; while in the afterpart of the ship a cosy smoking-room is furnished with all requisites. The officers' & engineers' cabins are alongside the machinery casing, all comfortably fitted up. The dining-saloon is situated on the main deck amidships & is handsomely panelled & fitted, a feature of the design being the arrangement of small side tables for the convenience of passengers dining in small parties. In the vessels which are intended for the coasting trade around Newfoundland the accommodation is on the same lines, but of less extent, but all the rooms are fitted with the same comforts & in the same style.

Special attention has been paid to the extra strengthening of all these steamers, in view of the conditions of their service, & a complete system of water ballast tanks in a cellu-

lar double bottom is fitted in all, while the Labrador vessel has in addition peak tanks for trimming purposes. Steam steering gear of the most approved type is fitted in all the steamers, & steam winches for the speedy handling of cargo. The upholstery-work in dining-saloon & all staterooms is of the most approved designs & of best quality. The vessels will be rigged as schooners with 2 pole masts & everything required about hull or machinery will be of the best description. The engines & boilers are being constructed by the builders, & the vessels will fully maintain the reputation for speed, comfort & efficiency that the steamship Bruce has obtained for herself. The Bruce runs between Port-aux-Basques & Sydney, N.S., & was also built by A. & J. Inglis, Glasgow.

Improvements in Murray Canal Lights.

Official notice is given that the Department of Railways & Canals has improved the character of the lights at the east & west entrances of the Murray Canal, adjoining the Bay of Quinte and Presqu'île Bay, Ont. The former lights were fixed red lights shown from small lanterns standing on brown pyramidal open frames. The new lights which are now in operation are fixed white lights elevated 27 ft. above the level of the water & visible 5 miles from all points of approach. The illuminating apparatus consists of large pressed glass lenses. The light buildings, which stand on the same sites as the old frameworks, viz: 30 ft. from each end of the north pier of the canal, are enclosed hexagonal galvanized iron cabins, with cylindrical columns surmounted by the lenses rising from the apexes of the roofs. Each is 18 ft. high, from the deck of the pier to the lens, & is painted white. By a very ingenious contrivance the lamp is elevated to top of signal from inside, so that it comes exactly in proper focus for the fresnel lens, which produces a powerful & brilliant light, the operator not requiring to go outside at all, the hexagonal house at base forming a perfect protection from the weather as well as a convenient storeroom for oil, lamp chimneys, &c. The house & tube through which the lamp is conducted to the lens are made of heavy galvanized steel, & are practically indestructible. An iron ladder is provided on the outside to enable the attendant to clean the lens, which is 12 ins. in diameter, made of best flint glass in 3 sections. Mariners will appreciate the great advantage of the new lights, as the entrance to the Canal will be thoroughly marked, & if the red lights on the bridge are in range a straight course for the entrance is assured. The manufacturers & patentees are Noah L. Piper & Son, Toronto.

ELECTRIC RAILWAYS.

International Traction Company.

The consolidation of the electric railways of Buffalo, Lockport & Niagara Falls, N.Y., & Niagara Falls, Ont., has been completed under this title, the Co. being organized under the laws of New Jersey. B. Franklin has been elected President, & C. McVeagh, Secretary & Treasurer. It is the belief that these officers are only temporary, & that in the course of time W. C. Ely will become President of the Co., in fact, all signs point to this. The merging of the various companies now controlled by the syndicate under the new organization is gradually going on. In all, 16 companies are concerned, with a total of about 318 miles of track. It is the belief of the men who have invested in the new deal that the various lines can be operated by the new organization with much greater economy than has been the experience of the several companies that formerly operated them, &

that in this way a great saving will be effected. One of the first steps taken by the new syndicate was to reorganize the Buffalo Railway Co., which was done at a meeting in the office of J. P. Morgan & Co., New York, when an election of officers took place with this result: President, W. C. Ely; Vice-President, D. S. Lamont; General Manager, B. Van Horn; Sec.-Treas., R. F. Rankine.

The Niagara Falls Park & River Ry. was transferred to the Co. at a meeting held in Toronto, April 18, when the following officers were elected: President, W. C. Ely, Buffalo; Vice-President, W. B. Rankine, New York; General Manager, B. Van Horn, Buffalo; other directors, E. B. Osler, T. G. Blackstock, W. H. Beatty, Toronto; W. Hendrie, Hamilton; Sec.-Treas., R. F. Rankine. We have been officially informed that it is understood none of the Canadian employees will be removed, but there is likely to be some rearrangement & changes in operation.

The financial strength of the new syndicate is apparent from a review of the names of some of the men. C. H. Coster is of J. P. Morgan & Co., of New York. T. De Witt Cuyler comes from Philadelphia. D. S. Lamont was Secretary of War under President Cleveland. F. L. Stetson is Vice-President of the Niagara Falls Power Co., & W. B. Rankine is Secretary of the same Co. C. C. Cuyler is of the firm of Cuyler, Morgan & Co., of New York. W. C. Ely is making a reputation as a great electric road financier, & is a man of wealth & ability; to him is given all credit for putting the big deal through successfully. R. F. Rankine, who is Secretary & Treasurer of the Co., is a brother of W. B. Rankine. His assistant will be J. S. Beach, who held a position under the old Co.

It is said the Co. proposes to spend \$500,000 in improvements during the coming summer & will make changes in the schedule & service wherever they will be for the advantage or convenience of passengers. Currency was recently given to a report that important extensions would be made to the Canadian part of the system, including a line from Fort Erie to Point Albino, & another line from Fort Erie to Chippewa, also a branch from Fort Erie to the race track, & to the grove at Erie Beach. Mr. Van Horn recently informed us that the Co. was not contemplating building any more lines on the Canadian side.

J. C. Brewster, Superintendent of the Niagara Falls & Suspension Bridge Ry. since 1891, has resigned. Under his management



W. CARYL ELY.

the road has been changed from a horse car line to an electric railroad. This Co. is included in the absorption by the International Traction Co., & for the present C. K. Marshall will manage this property in connection with the Buffalo & Niagara Falls Ry.

We are indebted to the Street Railway Review for the photographs of Messrs. Ely & Van Horn, given on this page.