

the-Lake, thence along the bank of the Niagara river to Queenston, and from there to St. Catharines, forming a belt line of thirty miles. Among those interested in the railway are: R. S. D. Hartrick, of Pittsburg, and J. N. McKendry, W. B. Rogers, and Herbert L. Dunn, of Toronto.

The Guelph Street Railway has installed a 150-h.p. storage battery, which is giving great satisfaction.

The Edmonton Street Railway Co. is obtaining a charter which gives it power to deal in electricity and engage in coal mining.

The Dominion Government intends to purchase the Canada Eastern Railway, New Brunswick, for \$800,000, to be operated as part of the Intercolonial system.

According to the St. John Sun, the Shore Line will change their terminus from Carleton to St. John, and intend doing a through business from that city to United States points. This will necessitate a bridge across the St. Croix river.

It is stated that the Canadian Pacific is preparing to erect the largest and most complete grain elevator in the world at Fort William, to double the capacity of its coal docks, and to enlarge its freight sheds at that point within the next eighteen months. Construction on some of these improvements will be begun this year.

The Ontario Government has passed an order-in-council preparatory to guaranteeing the bonds of the James' Bay Railway Company to the extent of \$20,000 per mile from Toronto to Sudbury. The provincial guarantee will date from the completion of the road, and will run for a period not exceeding thirty years, at the rate of 3½ per cent. per annum.

It is said the Gand Trunk Railway Company have acquired an option on a controlling interest in the Hamilton, Grimsby and Beamsville Electric Railway, and that the electric railway may be turned over to the G.T.R. Company in the course of a month. The proposition is to run the electric line as an adjunct of the steam railway. For several years the H., G. & B. have been doing a big business in the fruit line in connection with the C.P.R. and the Dominion Express Company, and it is understood that all this fruit business will be diverted to the G.T.R. and Canadian Express Company. The report is that the G.T.R. Company are to pay \$200 a share for the capital stock, which was recently raised from \$200,000 to \$300,000, the extra \$100,000 being taken up at par. When the Vineland extension was built the bonded indebtedness was increased from \$85,000 to \$150,000. Hamilton gave the H., G. & B. Company a bonus of \$25,000 on the understanding that at any time the present company or its successors failed to operate the line as a passenger line the bonus was to be returned.



NOTES OF THE CONVENTION.

The Canadian Westinghouse Co. had a fine exhibit in a cafe on the ground floor of the Royal Hotel. Switches, transformers, lamps, controllers, etc., made an interesting display, while a side table was loaded with an abundance of information in the shape of catalogues and circulars.

Prominent in the main corridor were the exhibits of clay conduits from the Field-Foulks Co., of New York, and of insulators from C. S. Knowles, Boston.

Allis-Chalmers-Bullock, Limited, of Montreal, issued a neat and very convenient register of delegates, which made identification easy. In order to keep up to date, three or four editions of the register were issued during the convention.

Mr. Culverwell, of Peterboro, did considerable advertising for the Trent Valley Canal, "the only grain route whose competition is feared in the United States."

The generosity of the Cataract Co., in honoring the convention buttons, as passes on the Hamilton street cars, was much appreciated by the Association.

The Sunbeam Incandescent Lamp Co., of Canada, Limited, distributed a neat souvenir in the form of a perpetual pencil made by the American Lead Pencil Company. Mr. Edwin Irving, general manager in Canada for the Sunbeam

Co., will be pleased to mail a pencil to any central station manager or other interested party, on application to him at the McKinnon Building, Toronto.

The registration at the convention was 156, twenty-two more than at any previous convention.

Regret was expressed at the absence of K. B. Thornton, and A. A. Wright, M.P., the former through illness, and the latter on account of parliamentary duties.

Frederic Nicholls was present at the convention, on Wednesday, returning to Toronto that evening on his new yacht, The Tranquilo, which is said to be one of the best on the lake.

A parlor in the hotel was devoted to a display by the Canadian General Electric Co. Tastefully arranged on a large table were samples of artistic electrical apparatus, such as lamps, brackets, push buttons, heaters, etc., etc. Literature descriptive of C.G.E. products was at hand, and an obliging attendant distributed souvenirs to visitors.



CANADIAN SOCIETY OF CIVIL ENGINEERS.

About two hundred members of the Institution of Civil Engineers of Great Britain propose to visit Canada and the States during the coming autumn. During their stay of a week in Canada, they will be entertained by the Canadian Society of Civil Engineers. The visitors are expected to arrive in Montreal about September 20th. The 20th will be devoted to a drive in and around Montreal, the 21st to a trip to the Soulanges Canal, the 22nd to a trip to Ottawa, 23rd trip to Quebec, 24th to Toronto, and on Monday, 26th, the visitors will be taken to Niagara Falls. From here they will go to Chicago and then on to the World's Fair at St. Louis. These are the main features of the Canadian programme, the details of which are now being arranged by a committee of the society.



INSTITUTE OF ELECTRICAL ENGINEERS.

Under the presidency of J. A. Kammerer, the Canadian branch of the American Institute of Electrical Engineers has made healthy progress. The parent organization came into existence in 1884 with a membership of 100. It now has 3,000 members, among whom are many of the world's foremost electricians. The object of this institution is to advance electricity as a science, and in pursuing this high aim it has given to the world a mass of valuable technical literature. Its meetings and conventions have been free from the influence of the supply man and others, who are "out for business."

The Canadian branch has the benefit of copies of papers read before the parent institution with reports of discussions; but apart from this, some instructive papers have been presented at the meetings in Toronto during the past session. Among these papers may be mentioned one on "Transformers," by Prof. Rosebrugh, of the School of Practical Science, Toronto; one on the "Storage Battery," by E. B. Walker; one on the Toronto and Niagara Power Co.'s works at Niagara Falls, by K. L. Aitken, of Toronto, the two last named being repeated before the Canadian Electrical Association. Another paper on the Soulanges Canal electrical equipment, by J. Kynoch, chief engineer of the Canadian General Electric Co., appears in another part of this issue. The last meeting of the session was held on the 10th June in the rooms of the Engineers' Club, of Toronto, when Mr. Aitken's paper was read and illustrated by lantern slides. The meeting, which was well attended, was concluded by a supper, presided over by Mr. Kammerer. The following officers have been elected for the ensuing year: Chairman, Prof. T. R. Rosebrugh; vice-chairman, H. A. Moore; secretary, R. T. Mackeen (re-elected); executive committee, R. G. Black, J. A. Kammerer, and K. L. Aitken.

The meetings of the branch will be resumed at the rooms