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Advertisements under this head a cent a word.

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A MODEL FOR US TO COPY FROM.

No city that we know of is so poorly equipped electrically as Toronto. There is no competition between the two companies, each having agreed to restrict itself to a certain part of the field. The companies furthermore are not in a position to give us the benefits of the latest achievements of electricity. The plant of each company is antiquated. One is working on a proper system with a Jimcrow set of machines. The other company installed a decent plant, but they adopted a system that has for several years been out of date. The result of it all is that we pay too much for our street lighting, we pay too much for private incandescent lighting, and what is more serious still, the citizens of Toronto are unable to substitute electricity for gas in their private residences. Our contract for lighting the streets expires in 17 months. This event affords us an opportunity of righting our condition if we will but act intelligently. The public has little technical knowledge of electric lighting, and this general ignorance of the subject may be used to throw dust in the eyes of citizens and divert them from acting in their own interests. Mr. James H. Killey, the engine builder of Hamilton, has just returned from Portsmouth, England, where he minutely inspected a new municipal electric light installation. He gives a description of the plant in the current number of The Canadian Engineer. Mr. Killey's observations at Portsmouth ought to be especially interesting to the people of Toronto at this moment. The Portsmouth system is said to be the very latest and most approved method of distributing electricity for all purposes. Mr. Killey says: "The whole installation, including buildings, machinery and electric plant, together with the conduits, wires and street lamps, is the property of and operated by the municipal council of Portsmouth in the interests of the citizens. The total cost of everything appertaining to the system was under $250,000, with means for a further extension when desired. So much has the Portsmouth system been appreciated in England that London, Dublin, Edinburgh, Liverpool, Cardiff and other cities are making the necessary arrangements to adopt this system as soon as it can be done. It has been visited by electrical experts from all points."

In order that our readers may the better appreciate the features of the Portsmouth system and acquire a little useful technical knowledge on the subject at the same time, we quote from Mr. Killey's interesting description:

"The second point with the Portsmouth plan different to others is that the arc lamps are run with a continuous current obtained from the main alternating circuit and rectified into a continuous current. Up to the present time, as nearly all electricians know, the plan adopted has been to place a number of lamps, varying from two or three to fifty, upon a single circuit coupled in series, the same quantity of current passing through every lamp one after another, this current being obtained from what is called an arc dynamo. This system has hitherto given the best results, and has been generally applied. The difficulty attending it is that each machine will only, at the most, light fifty arc lamps. Therefore, for an installation of large size, a large number of machines are required. In order to make a proper duplicate of th eplant it has been convenient to run each machine with a separate engine; in fact, many electricians and engine builders have claimed that this is the only correct system to run arc lamps from. Further, the speed of these dynamos is too high to run them direct, necessitating pulleys, shafts, ropes or belts, with the attendant losses from friction, oil and attendance. In order to obviate these difficulties some have endeavored to run these arc lamps from the alternating current, but this has in every instance proved so unsatisfactory that arc machines on continuous current had to be substituted for the Alternate or Portsmouth Arc Incandescent and Motor Power Arc taken from the main alternate current cable.

"In Portsmouth they combine the advantages of both these systems without the disadvantages. The lights have all the steadiness of the continuous current in the arc lamp and the alternate in the incandescents.

"The system adopted is to take the alternating current from the main supply at the station, and by means of constant current transformers and rectifiers to change the alternate into a continuous system of the right amperes and voltage for feeding a circuit of arc lamps. The great saving in this plant is that the current is obtained cheaper from the big compound Corliss engines and dynamos than it can be from smaller engines and dynamos; that the large amount of ordinary attention necessitated by small engines, small dynamos, shafts and belts is done away with, and the valuable space in city stations retained for further use. The cost of repairs and maintenance is very materially reduced, as the wear and tear of small engines and dynamos running at high speed is very great as compared with Corliss engines and flywheel dynamos. The arc and incandescent lights in Portsmouth, it is claimed, are vastly superior to those in general use in England; as high as 50 per cent. of advantage, photometrically, is insisted on for the arc lights.

"The third point of novelty in the Portsmouth plant claimed for the system is the transformer, or the change-over converters, as they are called. They change over the high tension alternate current into the low pressure continuous, which feeds the mains supplying the various consumers of incandescent lights and the motor powers of the city. The two great systems at work up to now have been the high tension or alternating current, and the low tension continuous current, each having great advantages and corresponding disadvantages, which it has for a long time been the endeavor of electricians to overcome. The continuous low pressure system is very economical and generally satisfactory where a very small area has to be lighted, and when the demand is so great as to put up several central generating stations; its advantage is that it is possible to consume a much larger portion of electricity generated than by any other means, because there is less loss between the current generated and that supplied to the consumers. The great disadvantage is the very small distance that it is possible to distribute light and power through the mains, on account of the very low pressure at which the electricity is generated and distributed. This necessitates the generating stations being small. We are all well aware of the fact that it is more expensive to run several small stations than one large one to do the same amount of business. Again, the amount of copper required in the system for a low tension system is very great, requiring a heavy expenditure and a large amount of regulating to ensure constant pressure and an even current to the lamps. The alternating system is the reverse of this. One generating system is capable of supplying an area of almost any probable size, and consequently greater economical results; the current can be conveyed to a great distance by small mains. The alternating current dynamos are more mechanical in construction and substantial, and the general workableness of the system all that could be desired; it suffered, however, in the loss in working the transformers as hitherto constructed. They are all right when under a full load and entirely turned off during the day, or when only a small amount of light is desired. As this is not practical, some people requiring a single burner for the 24 hours, they have in this way remained a source of serious loss. The system at Portsmouth is quite different from anything that has hitherto been done commercially, and consists in transferring the high pressure current into a domestic supply current by means of transformers placed under the sidewalks. These transformers are specially designed: they are so wound that they adapt themselves automatically to an electric supply of the highest possible efficiency under all conditions. That is to say, that they are not only efficient when supplying a large amount of light, which only occurs a short time, but they are equally efficient and economical under a small number of lights and when a small amount of current is being taken. So good is the economy of this type of transformer that it almost entirely corresponds with the continuous current system. This is, therefore, a system that corresponds with all the advantages of the direct system and the alternate incandescent one.

"Twenty-five miles of cables have been laid in Portsmouth under the sidewalk in specially designed conduits; the transformers are also in boxes underground. Although these long lengths of conduits and cables are buried under the ground in some places to three feet, every one of the cables can be easily reached, either for making repairs or for house connection, or to the street lamps more easily than if they were suspended on poles. There is room in these conduits for drawing in more cables when required; the conduits are so constructed that no water gets in them; not one wire in the whole system is to be seen, either to the street lamps or into the houses. The whole instalment, engines, boilers and electric plant, have been a success from the start, nothwithstanding its many entirely new features; it is also a commercial success, the cost of the lights being very materially less than that of any other known system, considering their very great efficiency."

In Toronto we have no alternating system. The attempt to supply the city with incandescent lights on the direct current system is a failure. The arc system of the Toronto Electric Company gives good enough results, but it is too expensive. The problem that Toronto has to solve is not whether we can get an arc light for $80 or $90 a year. What concerns us more is whether private citizens are going to be charged double rates for incandescent lights, whether the greater part of the city is to be denied the privilege of getting electric lights at any price, whether we are to be overcharged for power, and so on. A system such as that described above would fairly revolutionize the lighting problem in Toronto. We would get electric light so cheap that gas would tumble in price and be confined pretty much to manufacturing and domestic purposes. The way not to secure these advantages is to renew our contract for street lighting. That contract amounts to over $100,000 a year. The company that gets it is satisfied. The other company is allowed to bid for the general public business at its own rates. In this way both concerns pay big dividends to their shareholders, while the public pays double what it should.

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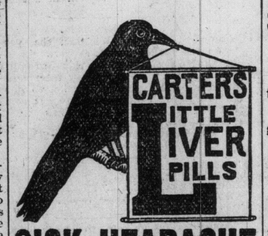

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The above stock, excepting harness and second-hand rigs, can be seen at William Gray & Sons' Carriage Repository, 88 King-street west, up to day of sale, when they will be removed to Grand's Repository. This will be the most important sale of its kind ever held in Canada, as every article will be sold to the highest bidder. All goods requiring to be shipped will be crated and delivered at station free of charge.

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SUN BEAM. Chestnut mare, 8 years old, 15 hands 3in., sound, sired by Hampton, sire of the famous Lady Hampton, dam Sun Shine; record 2.39 1-2; has shown a mile 2.32.

NELLIE SHARP. Brown mare, sound, 1 year old, sire Henry Sharp, 19065, by Electioneer, Dam Nellie, by Abdallah Chief, dam Phil Sheridan (Wisers); entered for the Ontario $1000 Futurity Stakes, entries paid to date.

CLARENCE H. Brown gelding, 1 year old, sound, sire Henry Sharp, 19065, by Electioneer, dam Sunbeam, 2.39 1-2, by Hampton.

GLADYS C. Brown Filly, 2 years old, sound, sire Bookmaker, dam Sunbeam, 2.39 1-2, by Hampton. This is a very handsome mare and has shown wonderful speed.

LOUISE. Brown filly, 2 years old, sound, sire Leotard, dam Princess Louise--by Erin Chief, 2.40. This mare is a hurricane.

WINNIE. Bay mare, 3 years old, sound, sire Honest Wilkes, dam Nellie--by Abdallah Chief--dam by Phil Sheridan.

FOX. Brown gelding, 15.2, 4 years old, sound, sire Leotard, dam Jennie--by Royal George (great road horse).

VICTOR. Black gelding, 3 years old, 15.3, sire Mikado, dam Topsy--by Defiance. Will make a great hunter or dog cart horse, as he shows wonderful all round action.

STARLIGHT. Brown filly, 2 years old, sire Billetto, dam Topsy. Beautiful mare.

JUDGE. Horse colt, bay, sire Judge Mumford, dam Jennie.

TENNY Horse, colt, bay, sire Billetto, dam Topsy.

TOPSY. Brown mare, 6 years old, 15.3, sound, sired by Defiance, dam Royal George.

JENNIE. Brown mare, aged, 15 hands 3in., sire Royal George.

FANNIE. Brown mare, aged, 15.2, sire Royal George.

CHESTER. Bay gelding, 3 years old, sound, 15.2, sire Honest Wilkes, dam Jennie.

TWINKLE Roan mare, sound, 3 years old, 15 hands, sire Western (a perfect cob); shows great action.

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DUDLEY. Brown gelding, sound, 15 hands 2 in., sire Western.

NELLY. Bay mare, 8 years, 15 hands 1 1-2, sire Abdallah Chief, dam Phil Sheridan. This mare, with a few weeks' handling, showed her owner a full mile in 2.33.

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TOM. Brown gelding, 7 years old, 16 hands, sound, weight 1300 lbs.
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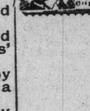

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