

The Pintsch Light System.

An interesting statement has been issued by the Safety Car Heating and Lighting Co. showing the remarkable increase in the use of the Pintsch light system during the past twelve months, as well as giving the total number of cars, locomotives, buoys and beacons equipped with this system throughout the world. There are at present in Canada and the United States 18,653 cars equipped with the Pintsch system of lighting, while in the territory controlled by the American company there are 66 Pintsch gas manufacturing plants in operation. Following is the statement of cars, locomotives, buoys, etc., using the Pintsch system up to May, 1902:—

	Cars.	Locomotives.	Gas Works.	Buoys and Beacons.
Germany	40,156	4,786	71	124
Denmark	45	..	3	21
England	18,859	18	87	272
France	6,741	..	27	240
Holland	3,487	5	10	86
Italy	1,528	..	5	15
Switzerland	380	2	1	..
Austria	4,218	..	10	1
Russia	3,041	112	13	13
Sweden	679	43	4	2
Servia	216	..	..	..
Bulgaria	98	..	1	..
Turkey	114	..	..	..
Egypt	42	..	3	118
Canada	166	..	3	65
Brazil	974	31	1	33
Argentina	1,096	..	10	2
Chili	46	..	2	..
India	9,584	..	16	..
Australia	2,053	..	13	38
United States	18,497	..	63	172
Japan	100	..	2	4
China	..	..	1	15
Mexico	81	..	1	..
Total	112,191	4,997	347	1,211
Increase for the year	6,527	525	11	49

Per Diem Charges for Freight Cars.

The Secretary of the American Railway Association has issued a list of the railway companies, members of the Association, on whose behalf per diem rule agreements had been signed and filed in his office up to June 16. The total memberships in the Association are 275, and the companies named in the list hold 192 memberships, constituting 54 more than a majority thereof. The mileage operated by these companies is 156,051 out of 200,154 miles. The total number of freight cars reported as owned by members of the Association is 1,578,387, and of these the companies named in the list represent the ownership or control of 1,344,709, constituting 292,451 more than two-thirds thereof.

The companies operating in Canada which have filed agreements are:—Canadian Pacific, Central Vermont, Grand Trunk, Great Northern (U.S.A.), Intercolonial, Michigan Central, Minneapolis, St. Paul and Sault Ste. Marie, Ottawa & New York, Prince Edward Island, Rutland, Toronto, Hamilton and Buffalo, Wabash. Among the companies, not members of the Association, which have filed agreements are the Dominion Atlantic.

The per diem rules were given in our June issue, pg. 211. They go into effect July 10.

Canada Southern Ry. Meetings.

The annual meeting was held at St. Thomas, Ont., June 4. Following are the officers for the current year: President and Treasurer, C. F. Cox, New York; Vice-President, E. A. Wickes, New York; Secretary, N. Kingsmill, Toronto; other directors, W. K. and F. W. Vanderbilt, C. M. Depew, S. F. Barger, J. E. Brown, New York, H. B. Ledyard, Detroit.

The various subsidiary companies held their annual meetings at St. Thomas June 4 and 5, and elected directors as follows:—

Canada & Michigan Bridge and Tunnel Co., Michigan, Midland and Canada Rds. Co., Niagara, Grand Island Bridge Co., Niag-

ara River Bridge Co., Toledo, Canada Southern & Detroit Ry. Co.:—W. K. and F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, E. A. Worcester, C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto. Leamington & St. Clair Railway Co.: W. K. and F. W. Vanderbilt, C. M. Depew, C. F. Cox, E. D. Worcester, New York; N. Kingsmill, Toronto; Jas. Ross, Montreal. Sarnia, Chatham & Erie Ry. Co.; W. K. and F. W. Vanderbilt, C. M. Depew, C. F. Cox, New York; N. Kingsmill, Toronto.

The Railway Committee of the Privy Council has had before it the question of the right of the C.P.R. to use the Central station, Ottawa, for its through trains. The C.P.R., according to the contention of the Canada Atlantic Ry. Co., had the right to use the Central station at Ottawa as a terminal for its Montreal-Ottawa trains, and for its recently acquired branches in Pontiac county, Que., but not for its through trains to the West. The committee expressed an opinion that the public interest must be served, and directed the parties to agree. A temporary agreement for the use of the station was made, and the matter adjourned for two months within which a permanent agreement has to be entered into, in default of which the committee will make an order.

Canadian Society of Civil Engineers.

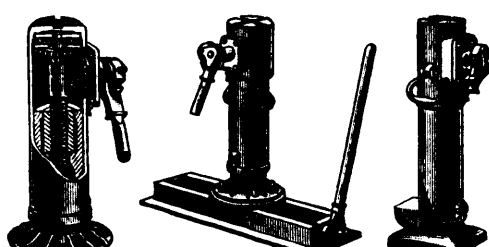
At the ordinary meeting, May 22, the following applications were announced:—For admission, C. W. Dill. For transfer from the class of associate member to the class of member, W. Burns. The following elections took place: Member, A. Bell; associate members, W. R. Duckworth, G. E. Jorgenson and R. W. MacIntyre; transferred from the class of associate member to the class of member, E. Belanger; transferred from the class of student to the class of associate member, W. B. Anderson and P. W. K. Robertson; elected as students, A. A. Blanchard, G. H. Blanchet, G. B. Brown, G. B. Burchell, J. E. Cauchon, C. E. Cooper, H. J. Deyell, S. H. Fillmore, F. E. Healy, G. T. Jennings, F. S. Keith, B. S. McKenzie, A. P. Miller, N. L. Tooker, and C. H. Wright.

The Hiram L. Piper Co., Ltd., has been incorporated under the Dominion Companies' Act, with J. and W. Carruthers, Montreal; H. L. Piper, C. W. Band, and J. E. Carruthers, Toronto, as incorporators, to deal in railway supplies, and manufacture signals, etc., with the right to acquire patent rights in connection with the same. The capital is fixed at \$40,000, and the Co.'s place of business is at Montreal.

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