

Mr. Fleming,—We had an exhibit of the Nernst lamp at the Toronto Exhibition. People would come along and say is this the new light, and of course I would not deny it. However, after they talked a while I would find out they were looking for the new Helion light. The Helion light was a departure from the filament proposition. Of what it is made I am not familiar; when they can make enough of them I think it may be a fair proposition, however, it is not a commercial proposition at present. Mr. Potter, the man who has had most to do with the developing of it, is very skeptical himself of it.

With regard to the exhibit, you saw that for yourself. You again put me in a hole to be critical. I will give you the facts. You would come up there and see a beautiful light and the gentleman in charge, who was a very nice young man, would tell you all about the light. You asked him for some descriptive matter and he gave you a booklet which had a blank form to fill in at the back. How far the factory is progressing I do not know, however, I do not think they are going to light it with Nernst lamps.

The gentlemen representing this new light, came over to our exhibit one day and after asking me some questions, I in turn asked him some about his light. He said that it would last about 2,000 hours. I asked what was the depreciation in candle power. He said none. I asked him how many lamps were in operation to determine the life. He said about forty. I then stated that probably if he had eighty it might get down to 1,000 hours instead of 2,000. It is not a commercial proposition and is only in the laboratory stage.

Chairman,—We certainly have had an interesting discussion, but there has not been much said about train lighting. The C.P.R. have been making a change in lighting its passenger coaches. Perhaps some C.P.R. man is here who might give us some information on this. The C.P.R. have been changing from acetylene gas to Pintsch gas.

Mr. Fleming,—There is one point in connection with the new system of train lighting that I wish to call your attention to, the kind of globe used. It is used with the acetylene and Pintsch system. They give very excellent results. I call that good lighting as you can look at the source of lighting and it does not injure the eyes.

With regard to train lighting, I think in the near future you will see a decided change, and there is a tendency for the universal adoption of electricity for train lighting. The Tungsten light could be used there satisfactorily with low voltage. The weight of the generator or batteries could be reduced about one-half, due to the low consumption of the Tungsten lamp.