The private installations of incandescent lights in Canada, having a dynamo expactly exceeding 600 lights of 16 c. p., aro :--

· · ·		A REAL PROPERTY AND ADDRESS OF AD
Nume of Owner.	No. of lamps 10, c, p.	System.
Canada Cotton Cu., Cornwall, Ont	1,250	Edison.
Montreal Cotton Co., Valleydeid, Que New York Life Co., Montreal, Que Parliament Huildings Oltawa Out	1,000	Brush. Ediani
Stormont Cotton Co., Cornwall, Ont	850 850	
Canadian Pacific Railway Station, Montreal. Magog Print Co., Magog, Que	800 700	Thomson-Honston. Edison & Thomso
W. Bell & Co., Guelph, Ont	. 600	Brush.

System,	Are Lights.	Incaddescant Lights.
m	1 6 105	11 000
1.060300-11003000	0,100	14,000
Fdison		27,000
Ball	3,529	1,660
Brush	615	3,300
Hochhausen (Wright's improved)	750	
Reliance	1,780	
Westinghoitse		6,850
Slattery	.!	5,850
('raig		4,515
Mather		3,125
Weston	180	1,865
Fuller Wood	425	
Uther Avstems	. 150	1,500
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ENGINES,

Whether the system to be employed be the low tension incandescent, the alternating current incaidescent, or the high tension continuous ourrent are system, the three which are to day practically the only ones operated to any extent in America one of the chief points to be considered in the construction of a station is the economical generation and application of the prime power. Unfortunately in a great many cases where steam power is used, it was assumed in the early stages of electric station construction that any kind of steam plant would answer. Selves in machine shops, saw mills, woollen factories, and like places during the day were used at night for the running of electric light machinery, and very good reason naturally existed for the complaints made of the instructions and unsatisfactory character of the lights, supplied.

High-speed engines belted direct to the dynamos were next tried, a having been-tound to give much better results in point of steadiness, a number of builders, who had had no experience it such work, undertook the manufacture of this class of gugines, and evidently tried to combine the old designs for agricultural engines, upon which their previous practice was based, with some of the principles embodied in the best class of engines sold in the United States for electric light purposes. The product was a mechanical curiosity, and a failure. It is safe to say that in not one of the Canadian shops building these engines in the early history of electric lighting in Canada was there a proper equipment for the manufacture of high-speed machines of any kind. No parts were made to gauge so that in the event of a break-down the broken part could be duplicated without sending it back to the shop as a model. A reaction soon afterwards set in in favour of slow-speed engines, especially for are lighting, and at the present time, with few exceptions, engines of the Brown and Wheelook types are used in all are light stations in Canada operated by steam power. For the running of incandescence plants, however, high-speed engines, mostly of American manufacture, have obtained the preference to which their excellent qualities and performance entitle them.

Brown engines furnish the motive power for the Central Stationa in Montreal, Toronto and Winnings, both Brown and Wheelook engines are used in Halifax and London, and Wheelook engines in Hamilton, while Armington and Sims engines are the prime motors in the stations in St. Johns, N.F., St. John, N.B., Calgary, Alta., Vancouver and Victoria, B.C., and in the Parliament Buildings at Ottawa.