

kilowatt hour for their light than for their motors, having been informed upon good authority that there is little or no difference between the kinds of electricity supplied for the two purposes." Taking this as a text, the author showed that the load factor is the determining consideration in fixing power and light rates in a proportion of something like three to ten, and the same factor is the important one in the isolated plant question. Mr. Aitken has found few plants which he considers economical. Under the ideal conditions the load would be steady all day, with no lighting, but where the energy required for lights is large compared to that taken by motors, the plant must have a capacity sufficient to handle the combination of the two, and consequently the load factor of the system will be low. Wherever the load factor is in any way favorable, the installation of a private plant will effect a material saving over the cost of purchasing energy from a steam-driven central station.

The discussion which followed was entered quite generally, R. G. Black, R. S. Kelsch, J. J. Wright, and Lewis Burran bringing out points for the central station, and A. M. Wickens and J. J. Yorke contesting for the isolated plant. Strangely enough, no mention was made of the storage battery as a means of circumventing the load factor problem, while in a recent address before the Institution of Civil Engineers, Col. R. E. B. Crompton strongly advised the accumulator, even in its present state, as the best solution of this problem in the isolated plant.

The last paper of the convention consisted of "Suggestions for Steam Economy," by Wm. McKay, of the Robb Engineering Co. Questions of grate surface and fuel feeding were dealt with, as was that of types of boilers. Heating of feed water was treated at some length, and then the writer passed on to the consideration of type of engine. Some of the principal causes of loss in steam plants were also spoken of. A discussion followed, which turned largely on questions of grate surface, oil in the boiler, and the brick furnace.

The final session of the convention was purely a business session. A notice of motion was given by B. E. Reesor for an amendment to the constitution to form an Electric Light and Power Section.



A. A. Wright, M.P.

An invitation for the next convention was received from the Halifax Board of Trade, and was seriously considered, but it was finally decided that the meeting should be held in Niagara Falls.

The election of officers was carried out with great unanimity. The new office-holders are as follows: President, A. A. Wright, M.P., Renfrew; first vice-president, R. G. Black, Toronto; second vice-president, John Murphy, Ottawa; secretary-treasurer, C. H. Mortimer, Toronto. Executive Committee—A. A. Dion, Ottawa; B. E. Reesor, Owen Sound; J. J. Wright, Toronto; J. A. Kammerer, Hamilton; C. B. Hunt, London; K. B. Thornton, Montreal; J. W. Purcell, Walkerville; H. O. Fisk, Peterboro'; L. Burran, Quebec; Wm. Williams, Sarnia.

The Question Box, which was, as last year, edited by

Mr. Dion, was unfortunately crowded out of the programme, so that there could be no discussion on the questions and answers it contains. It forms quite a large pamphlet, and contains a great deal of information. Over eighty questions are asked, these touching Management, Rates, Water Wheels, Boilers, Engines, Steam Turbines, Generators, Motors, Station Operation, Lines, Wires, Cables, Wiring and Testing, Transformers and Grounding, Meters, Lamps, and a number of miscellaneous subjects. Mr. Dion received the hearty thanks of the Association for his work in this matter, and he will be asked to continue this work next year.

A. A. Wright, M.P., President of the Canadian Electrical Association, was born at Farmersville (now Athens), Ont., June 16th, 1840. He received his education at Athens Public and High Schools, and Toronto Normal School, after which he became head master of the Gananoque Public School. In 1865 he entered the Military School at Montreal, obtaining a first-class military certificate. In 1870 he went into mercantile life at Renfrew, Ont., and in 1886 entered the electrical field by installing an arc plant in that town. This was later supplemented by an incandescent plant, and the business is now carried on by the Renfrew Electric Co., Limited, of which Mr. Wright is president.

Mr. Wright was a charter member of the Canadian Electrical Association, and has been an active member since its organization. In 1899 he was elected member of the House of Commons, which position he still holds.

RAILWAY NOTES.

The Canadian Pacific Railway Station, at Cranbrook, B.C., collapsed while undergoing repairs, and eleven men were severely injured.

The Canadian Pacific Railway is preparing to extend its Calgary and Edmonton branch across the river from Strathcona into Edmonton.

The Dominion Government has given permission to the Windsor, Essex and Lake Shore Rapid Transit Company to extend its line from Essex to Tilbury, Ont.

The Niagara, Dunnville and Erie Electric Railway Company has been authorized to build a line from St. Catharines to Dunnville and Port Dover, and to establish a rural telephone service.

Foley Bros., railway contractors of St. Paul, have been awarded a \$3,000,000 contract to make extensions on the Canadian Pacific. This firm recently secured a \$7,000,000 contract for constructing on the Grand Trunk Pacific.

Lakes Beautiful and Coquitlam, British Columbia, are now connected by a tunnel and the British Columbia Electric Railway Company have the power generated by the united water of both lakes.

The city council of Brantford has granted the Brantford & Erie Electric Railway, which is to be built this summer as part of the radial system of railways, a western entrance into the city. It will run between Brantford and Port Dover.

Negotiations between the Canadian Northern Railway and the Grand Trunk Pacific for the erection of a Union Depot, at Winnipeg, are still progressing, and the announcement is expected shortly. It is understood that the Northern Pacific are also interested in the project.

The Temiskaming Railway Commissioners have received reports from electrical engineers as to the electrification of the Temiskaming and Northern Ontario Railway, and have decided in favor of the change. Their recommendation is now being considered by the Ontario Cabinet.

An agreement has been reached between the municipal councils of the townships of Pickering and West Whitby and the village of Pickering on the one side and the Toronto and York Radial Railway Company on the other, by which the early extension to Whitby of the Scarboro line of the Toronto radial system is assured.

The London, Chatham and Western Electric Railway Company has been incorporated, with a capital of \$2,000,000, to