

SPARKS.

All engineers will soon require as much knowledge of electricity as of mechanics.

The city of Winnipeg possesses a telephone exchange which has now 750 subscribers, being about one to every 36 of the population.

It is an acknowledged fact that the change from horse power to electric power increases the travel on street car lines. This is a very pretty compliment to electricity. — *Elec. Review*, N. Y.

Electric light has been employed advantageously on board a West Indian steamer crossing the ocean to keep alive and flourishing certain plants which were being transported for acclimatization.

The Association of the Edison Illuminating Companies has accepted the invitation of Mr. Nicholls, Manager of the Toronto Incandescent Electric Light Co., to hold a convention in Toronto next year.

Now that the electric shoe polisher has entered the field, the dirty-faced, but bright-minded little boot-black who for years has adorned the street corners, must qualify himself to earn a living in another way.

Prof. Elhu Thomson corrects the popular impression that luminosity of arc lamps is due to heated carbon particles. He says that, although there is a steady stream of carbon vapor between the carbons, yet the light is nearly all derived from the enormously heated surfaces from which the evaporation takes place.

The Executive Committee of the National Electric Light Association of the United States, at its last meeting unanimously adopted a resolution of

thanks to Mr. John Carroll, manager of the Eugene Phillips Electrical Works, Montreal, for the unremitting and eminently successful efforts put forth by him on behalf of the visitors to the recent convention in Montreal. The resolution was ordered to be engrossed and presented to Mr. Carroll. No one will deny that the recognition is well deserved and timely.

The following lead alloy for accumulator plates is proposed by a M. Worms. It consists of 945 parts of lead, 22 of antimony, and 13 of mercury. The lead is melted first, and the antimony added, the mercury being introduced as the molten mass is run into the mould. The result is said to be an alloy of lead which can be easily split up into comparatively thin sheets.

Referring to the new Ottawa electric railway, the *Electrical Age* says. It is quite a point, too, in favor of electric railroads to have one in the capital city of the Dominion, where the legislators and chief officials can study its advantages. With these gentlemen on the side of electricity for motive power on street railways a great advantage will be gained. Their voices will be heard in connection with other similar projects, and if they believe in the new power, as they undoubtedly will when they become thoroughly familiar with it, capitalists will find it much easier to carry forward their plans than they would if they were required to argue and fight for every point involved when trying to obtain necessary legislation. It is hard work at best to get an electric road established, and it requires good generalship; but when the authorities understand for themselves what electric roads are and what they are good for, we claim that it is a big advantage gained.

The electric and gas lighting companies at Woodstock, Ont., will, it is said, amalgamate.

The Edison Electrical Diamond Drill and Prospecting Company will place a complete plant in the Sudbury district for the purpose of prospecting and developing properties.

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