

A PEOPLE'S vote will be taken on August 26th as to whether the Toronto Street Electric Railway service shall be run on Sundays. The expenses of taking the vote will be borne by the company.

THE contract for putting in electric power for manipulating the Beauharnois canal gates has been given by the Department of Railways and Canals to the Canadian General Electric Company, Toronto.

PRIVY COUNCIL has decided that the old Street Railway Company of Toronto have not a perpetual right to run cars on the streets, and that they are not entitled to remuneration for giving up the franchise.

J. WILSON, one of the superintendents of the C.P.R. Telegraph, returned from Revelstoke the end of last month. He says that the work of fixing the new Kaslo-Silverton-Revelstoke telegraph line is now being pushed forward.

THE Royal Electric Company of Montreal are surveying the site of the proposed dam on the Richelieu River at Chambly Rapids, and Massey & Howard are preparing plans and estimates of cost for the proposed water-power at that point.

JAS. W. PYKE, successor to Geo. Reaves, 35 St. Francois Xavier street, Montreal, has been appointed Canadian agent for the firm of Siemens Bros. & Co., Ltd., London, Eng., the renowned engineering firm and manufacturers of electrical appliances.

As mentioned in a previous number, the St. Catharines & Thold Electric Road is being remodelled. This was one of the first electric roads built on the continent, and its equipment now seems crude compared with the electric roads of to-day.

THE Incandescent Light Company, Toronto, are building a new brick chimney 150 feet high. The addition of a new vertical Cross compound engine will give a capacity to the company of supplying the current for 35,000 sixteen-candle-power lamps.

THE Keewatin Power Co., capital \$1,000,000, has been incorporated by Alex. Frazer, Westmeath, Wm. Gibson, M.P., Richard Fuller, Hamilton; John Mather, of Ottawa, and W. H. Brouse, of Toronto, to furnish hydraulic and electric power from the Winnipeg river, and establish factories, dwellings, etc.

GEORGE BARBEAU, an electric lineman, while putting an incandescent light wire in the Molsons Bank, at Ottawa, last month, accidentally made contact between two ends of the wire outside the converter and received a charge of 1,000 volts. He died in two minutes, and his body hung on the pole until taken down by his comrades.

THE application of the Hamilton Radial Electric Railway Company for incorporation has been refused, as the powers asked for are exceptional, and cannot be granted to a street railway company. The directors of the company are considering the advisability of seeking incorporation as an ordinary railway.—*Canadian Electrical News*.

F. N. DAVIS, manager of the St. Stephen Electric Light Co., offered the town council a reduction of \$2 per light per year, the present price being \$72, if the council would make a five years' contract. The council did not accept the proposition, and it was finally agreed that the rate should be \$66, with the same number of lights as now.

WITH further reference to the proposal to adopt electrical power for opening and closing the locks at the Canadian Sault Canal, Collingwood Schreiber, who has returned from Sault Ste. Marie, says that he is well satisfied with the feasibility of the motive power, and that the necessary arrangements are being made for putting an electric plant in.

THE business of the Packard Lamp Company, of Montreal, has increased at a remarkable rate. The orders for the past two months have almost equalled those of the previous year. The Packard electric lamp is now in use in every large city in Canada. It is noted not only for its brilliancy, but for its constant maintenance of candle power.

THE Canadian General Electric Company have purchased Hunt Bros' electric lighting and power business at London, Ont., and will make it the nucleus of their new plant and business. The arc lighting plant will have engines of an aggregate of 400 horse power, and the incandescent of 700. Mr. C. B. Hunt has been appointed local manager.

THE Merchants' Electric and General Service Company, Montreal, have elected G. A. Greene, president; John A. Grose, manager; and A. W. Ogilvie, S. H. Ewing, James Cooper, G. S. Brush, E. Hanson and S. Finley, directors. This company have obtained the permission of the City Council to proceed with their work, and are advertising for coal to start operations as a rival of the Bell company.

SETTING UP A DYNAMO.

Use special care to avoid dropping anything on to the lamp rods or arc lamps.

Never lay an arc lamp on its side, but set it up in some secure place.

After taking lamps out of boxes, remove the packing blocks, and see that all parts are in proper position and working freely.

In unboxing the dynamo, do not attempt to remove it from the box after simply taking off the cover; but, instead, knock the entire box apart, leaving the machine standing on the bottom piece only. If the armature is shipped in a separate box from the balance of the machine, it will, in most cases, be necessary to use a hoist for the purpose of placing it in position, and great care should be used to avoid scraping or cutting of the shaft wires, or armature bobbins, in dropping the armature into place. Look the machine over thoroughly, and see that everything is in place and all screws tight. Secure the pulley firmly on the shaft.

It is a good plan to run a dynamo idle for a day, or even longer, if possible, following this with several hours' run with only a light load. This load should only be sufficiently heavy to warm up the fields and armature, so as to dry them out thoroughly in case they have become damp during transportation. A little care of this kind before putting the machine into regular service, will avoid trouble at a later stage of the proceedings.

It is very important to locate the machine in a dry place, and as near the source of power as possible, providing of course for sufficient length of belt to prevent accidents to shafting, or slippage of belt, and also arranging the distance so as to get sufficient belt-grip on the pulleys.

If the power is taken from an engine used specially for the lighting work, and this engine drives a main shaft, which, in turn, drives the various dynamos, it is best, if possible, to locate the machine on that side of the shaft opposite the engine, so as to divide the strain as equally as possible.

It is often the case that an engine must be used on other work as well as for the electrical apparatus, or, if it is operating a number of lighting machines, it may not be necessary to run all of the dynamos for exactly the same length of time. Under such circumstances, a clutch pulley must be provided on the main shaft, which will permit throwing on or off the dynamo which it drives, as such dynamo may be needed or dispensed with.

A light double belt is the most desirable for lighting work. It should never be less than 30 feet long and should be very pliable. If the belt is new and stiff, it can be softened up by applying neat's foot oil, or belt oil, on the outside.—*Scientific Machinist*.

WHAT THEY THINK OF US.

THE CANADIAN ENGINEER is the name of the latest arrival in the field of trade journalism. It is racy and readable, full of items and articles likely to interest those engaged in the mechanical, mining, and other branches of the engineering trades. It has a field peculiarly its own, and if the first number be taken as a token of what may in future be looked for, then this newcomer will occupy the field. From an article on the first page we take it that THE ENGINEER believes in a moderate amount of protection. It is of opinion that the days of wooden ships being past, encouragement should be given to iron shipbuilding. We may share in that opinion, but if any encouragement is necessary then let it be by hard cash in the shape of a bonus. The bonus could be given for a term of years, and might consist of a guarantee of so much interest on the money invested. But even bonuses are bad things, and should only be given in exceptional cases.—*Stellarton Journal*.

THERE are excellent journals of this kind published in England and the United States; but it is the aim of THE CANADIAN ENGINEER to supply the lack in these journals of Canadian news and information bearing upon the special needs and circumstances of our country.—*Christian Guardian*.

THE latest arrival in the arena of trade journalism is THE CANADIAN ENGINEER, published in Toronto and Montreal, and devoted to the mechanical, mining, marine, locomotive, sanitary and other branches of the engineering trades. The promoters of the new paper have given us a bright, newsy journal, and in its special field it ought to find general favor.—*Canada Lumberman*.

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