

Respecting the Pacific, Northern and Om-
ineca Ry. Co.
Incorporating the Pontiac and Interpro-
vincial Ry. Co.
Respecting the Quebec and Lake Huron
Ry. Co.
Revising and amending the acts respecting
the St. Clair and Erie Ship Canal Co.
Incorporating the St. Maurice Valley Ry.
Co.
Respecting the Strait of Canso Bridge Co.
Respecting the Vancouver, Victoria and
Eastern Ry. and Navigation Co.
Incorporating the Walkerton and Lucknow
Ry. Co.
Respecting the Welland and Grand Island
Bridge Co.
Incorporating the Whitehorse and Alsek
Ry. Co.

Recent Quebec Legislation.

The following acts relating to transportation
interests were passed at the recent session of
the Quebec Legislature:
Amending the act incorporating the Napier-
ville Junction Ry. Co., and acts amending the
same.
Amending the acts incorporating the Que-
bec and Lake St. John Ry., and acts amend-
ing the same (two acts).
Incorporating the Quebec and Portneuf
Electric Ry.
Amending the charter of the Quebec Cen-
tral Ry. Co.
Incorporating the Quebec County Ry. Co.
Incorporating the Saguenay and Baie
James Ry. Co.
Respecting subsidies to certain railway
companies.
Incorporating the Suburban Tramway and
Power Co.
Incorporating the Terrebonne Electric Ry.
Co.

Canadian Electrical Association.

The 14th annual convention, held at Ham-
ilton, Ont., June 15, 16 and 17, was one of the
most successful in the Association's history;
the weather being perfect, the attendance
large, the papers interesting and the social
and other features most excellently arranged.
The following papers were read:—The
Origin and Development of Storage Batter-
ies, by E. B. Walker; Aluminum Wire as a
Conductor, by R. J. Parke; The Curtis Steam
Turbine, by F. C. Smallpiece; The Niagara
Power Development, by K. L. Aitken; A.C.
vs. D.C. Arc Systems, by W. L. McFarlane;
Heavy Electric Traction by Alternating Cur-
rents, by P. N. Lincoln; The Statistics of
Canadian Progress in Electrical Applications,
by G. Johnson. Great interest was displayed
in the question box, which had been largely
availed of by members.

On the first evening the members, etc.,
were treated to a most enjoyable innovation
by the Canadian Westinghouse Co., which had
reserved the Star Theatre, where a vaudeville
performance was given; the performers hav-
ing been specially brought from New York.
On the second day visits were made to the
Hamilton Cataract Power, Light and Traction
Co.'s Victoria St. sub-station, to the Cana-
dian Westinghouse Co.'s plant, and to the
Deering Agricultural Implement Works. The
third day was devoted to visits to the Hamil-
ton Cataract Power, Light and Traction
Co.'s plant at DeCew Falls, and to the power
works under construction at Niagara Falls,
Ont. The officials of the Canadian Westing-
house Co. and the Hamilton Cataract Power,
Light and Traction Co. did everything in
their power for the comfort and enjoyment of
the members.

It was decided to hold next year's meeting
in Montreal. The following officers were
elected:—President, K. B. Thornton, Mon-

treau; 1st Vice-President, A. A. Wright,
M.L.A., Renfrew, Ont.; 2nd Vice-President,
R. G. Black, Toronto; Secretary-Treasurer,
C. H. Mortimer, Toronto; Executive Com-
mittee: A. B. Smith, J. A. Kammerer, Tor-
onto; C. B. Hunt, London, Ont.; A. A. Dion,
Ottawa; B. F. Reesor, Lindsay, Ont.; G.
Henderson, Hamilton, Ont.; F. Thompson,
Montreal; G. A. Evans, Quebec.

The Pintsch Lighting System.

A statement from the Julius Pintsch Co. of
Berlin to the Safety Car Heating and Light-
ing Co. of New York, embraces very com-
prehensive statistics of the application of the
Pintsch system of lighting to railway cars,
locomotives, buoys and beacons throughout
the world. The figures given below show
that 130,000 cars, 5,800 locomotives and 1,700
buoys and beacons are equipped with this
system, and that 372 gas works are in opera-
tion to manufacture gas for the system which
has been adopted by the majority of the rail-
ways and lighthouse departments of the
world:

	Loco- Cars, motives,	Gas Works,	Buoys & Beacons.
Germany.....	45,200	5,583	75
Denmark.....	45		3
England.....	21,100		87
France.....	7,500		30
Holland.....	3,700	5	10
Italy.....	1,570		5
Switzerland.....	410	2	1
Austria.....	5,525		10
Russia.....	4,000	132	13
Sweden.....	750	53	4
Servia.....	220		1
Turkey.....	120		
Bulgaria.....	98		1
Egypt.....	150		3
Canada.....	450		2
Brazil.....	825	31	2
Argentina.....	1,150		10
Chile.....	50		2
Australia.....	3,000		13
India.....	10,500		16
United States.....	23,500		80
Japan.....	150		2
China.....			1
Mexico.....	125		1
Total.....	130,138	5,806	372

F. H. Hopkins & Co., who have opened
offices in the Imperial Bank Building, St.
James St., Montreal, have acquired the good
will of the late James Cooper's business and
have taken over the warehouses, 17 to 27
Norman St., the stock, and the agencies as
follows: Cammell, Laird & Co. (Ltd.), Shef-
field, Eng., steel rails, locomotive tires and
axles; John Henry Andrew & Co. (Ltd.),
Sheffield, saw, tool and drill steel; Glasgow
Iron and Steel Co., Wishaw, Scotland, struc-
tural steel, steel plates; Marion Steel Shovel
Co., Marion, Ohio, steam shovels, ballast
ploughs, dredges; Kilbourne and Jacobs
Manufacturing Co., Columbus, Ohio, wheel
and drag scrapers, wheelbarrows, railway
trucks, contractors' and miners' dumping
cars; Pittsburg Meter Co., East Pittsburg,
Pa., Keystone water meters; Duff Manufac-
turing Co., Allegheny, Pa., Barrett railway
and other jacks; Ransome Concrete Machin-
ery Co., New York, drum concrete mixers;
Alexander Car Replacer Co., Scranton, Pa.,
car replacers; Geo. Focht Son's Co., Hobok-
en, N.J., concrete baskets; Roberts' Car and
Wheel Co., Three Rivers, Mich., velocipede
and section hand cars; Holland Co., Chicago,
Ill., pneumatic hoists; Wallworth and Wells,
London, Eng., Wells' lights and wrecking
lamps; Rodger Ballast Car Co., Chicago, Ill.,
convertible dump and grading cars. The
members of the new firm are F. H. Hopkins,
J. J. Rosevear and R. A. C. McNally. Mr.
Hopkins was associated with the late Jas.
Cooper and previously with Cooper, Fair-
man & Co. for 23 years. Mr. Rosevear had
charge of the finances of the late firm and
Mr. McNally was manager of the mining
machinery department at Rossland, B.C., and
subsequently at Halifax, N.S.

Canada Southern Ry. Meeting.

The report for the year 1903 presented at
the annual meeting at St. Thomas, Ont., June
1, was as follows:

RESOURCES.

Net earnings of 1903.....	\$355,088.39
Michigan Central Rd., balance of 1902 ac- count paid.....	159,778.40
Receipts from other sources.....	4,960.89
Cash and cash assets, December 31, 1902.....	20,623.54

\$540,451.22

DISPOSITION OF RESOURCES.

Dividend, paid Feb. 2, 1903.....	150,000.00
Dividend, paid Aug. 1, 1903.....	150,000.00
Balance of net earnings, due from Mich- igan Central Rd., Dec. 31, 1903.....	167,346.42
Other expenditures.....	1,675.00
Cash and cash assets, Dec. 31, 1903.....	71,429.80

\$540,451.22

The balance showed liabilities of \$35,236,-
197.43, against which there were assets:
construction and equipment, \$28,955,674.53;
capital stock, \$3,098,962.50; first mortgage
bonds of owned and controlled companies,
\$2,901,372.50; other investments, \$11,100;
accounts receivable, \$30,311.68; due from
Michigan Central Rd., \$167,346.42; cash and
cash assets, \$71,429.80; total, \$35,236,197.43.

The agreement entered into between this
company and the Michigan Central Rd. Co.
Dec. 31, 1882, providing for the joint opera-
tion of the properties of the two companies
expired Dec. 31, 1903. On Aug. 15, 1903, a
lease of the railway and other property to
the Michigan Central Rd. Co., to take effect
on Jan. 1, 1904, and to continue for 99
years, was signed. As consideration for
this lease the M.C.R. Co. is to pay the inter-
est on the present funded debt of this com-
pany, and upon such bonds as it may here-
after issue in accordance with the terms of
the lease, and also an amount sufficient to
pay half-yearly dividends on this company's
capital stock at the rate of 2½% until Jan. 1,
1910, and thereafter at the rate of 3%. The
lease referred to was accepted and ratified
by the stockholders of the M.C. Rd. Co. at a
special meeting held Oct. 9, 1903, and was
subsequently approved by the Governor-in-
Council.

Following are the officers for the current
year: President and Treasurer, C. F. Cox,
New York; Vice-President, E. A. Wickes,
New York; Secretary, N. Kingsmill, K.C.,
Toronto; other directors: W. K. and F. W.
Vanderbilt, C. M. Depew, S. F. Barger, J. E.
Brown, New York; H. B. Ledyard, Detroit,
Mich.

The various subsidiary companies held
their meetings at St. Thomas, June 1 and 2,
and elected directors as follows: Niagara
River Bridge Co., Niagara Grand Island
Bridge Co., Canada Southern Bridge Co.,
Toledo, Canada Southern and Detroit Ry. Co.,
and Michigan, Midland and Canada Ry. Co.;
same directors as Canada Southern Ry. men-
tioned above; Leamington and St. Clair Ry.;
W. K. and F. W. Vanderbilt, C. M. Depew,
C. F. Cox, E. D. Worcester, New York; J.
Ross, Montreal; N. Kingsmill, Toronto.
Sarnia, Chatham and Erie Ry.; W. K. and
F. W. Vanderbilt, C. M. Depew, C. F. Cox,
New York; N. Kingsmill, Toronto.

American Locomotive Co.—A. J. Pitkin,
formerly first Vice-President has been elected
President, succeeding the late S. R. Calla-
way; J. E. Sague, formerly Mechanical En-
gineer has been elected first Vice-President;
R. J. Gross remains as second Vice-Presi-
dent; Leigh Best has been elected third Vice-
President and also remains as Secretary. W.
M. Barnum has been elected a director, suc-
ceeding Mr. Callaway. The Executive Com-
mittee has been increased from five to six, W.
M. Barnum and F. H. Stevens being appoint-
ed to fill the positions created by the death of
Mr. Callaway, and the adding of an addition-
al member to the Committee.