GOOD WORDS FROM SUBSCRIBERS.

Sir. -Ple is find subscription enclosed, with thanks for back numbers, which I have received. I am pleased to see a great improvement in the new volume Wishing you success with THE Es-GINEER, I am HENRY C CREIGHTON, Chatham, N.B.

A retired civil engineer, now resident in Ireland, writes . "THE CANADIAN ENGINEER is very well got up, and is very readable."

Brussels, Ont , June 1st, 1894.

SIR, - Your May number of ENGINEER just been looked over by me, and am surprised to find such a large collection of newsy, interesting items -something we feel we cannot do without. The mechanical get-up is unusually well done. Please find enclosed subscription, \$1, PO order, for coming year beginning with 1st May. JNO RONALD, manufacturer Fire Engines

Trenton, July 9th, 1894.

Sir.-Enclosed please find \$1 to pay one year's subscription for THE CANADIAN ENGINEER, which I consider worth three times the amount of the subscription

S. M WHEELER, Manager Trenton Electric Co., Ltd.

St. John, N.B., June 12th, 1894.

THE CANADIAN ENGINEER, Montreal-

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One hundred and one subscribers have been added to the lists of THE CANADIAN ENGINEER this month in Montreal alone, up to date of going to press.

WELDLESS STEEL CHAINS.

The London newspapers contain an interesting account of a newly invented process by which a Birmingham manufacturer has succeeded in making weldless steel chains. Hitherto it has been found impossible, it is said, to make steel chains without heating the metal, or to produce steel links with a stud or cross piece. These difficulties are now reported to have been solved by a number of ingenious mechanical devices. The chain is made from a steel bar of cruciform section, and of the greatest length obtainable. This bar is put through a series of machines, in each of which pieces are punched out, so that after five operations the links are perfectly formed, but are still connected together at the point where the inner side of the bow of one link crosses that of the other. In fact, the bar represents a rigid chain, but on being passed through another machine it comes out as a roughly formed but perfect chain

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with separate links. The chain then undergoes three more opera tions, in which it is rectified, rounded, and finished ready for use. The process is a cold one, so there is no deterioration of metal by heating, the only heat applied being near the end of manufacture, when the chain is annealed in an oven for a short time. Owing to the limited length of the bars, the chain has to be made in shorter sections than is now usual-viz, fifteen fathoms-and eventually coupled up by special links, which are made stronger than the chain itself These chains, which are suitable for general use, are pro duced in various sizes, from one-half inch down. Some of the onehalf inch chains made from steel having a tensile strength of 24 tons per square inch, were tested at Lloyd's proving house, and broke at 163 per cent, over the admiralty test. Being produced by machinery, all the links in each section of the chain are exactly similar There is also a great saving in weight.

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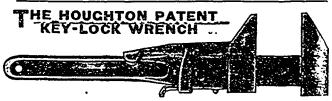
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