Mr. Patterson,—

How about the paint used?

Mr. McRae,—

We are using a thinner paint. The fenders only need a brightening up. We also use compressed air for painting the armatures.

Mr. Patterson,—

Our experience is that we have not saved a great deal of paint by the use of compressed air, but there is a great advantage to it. Where there are intricate parts to paint you can get into every crack. I think the experience with the spray is that generally more goes on the floor.

Mr. Fletcher,—

I may say that we are using compressed air now which we call hydro-pneumatic. This is, we use air and water for our plunger press and punches and rivetters. We can run our punches on about three gallons of water per day by compressing water with air. We have what we call intensifiers. I think the intensifier air cylinder is 32 inches in diameter, and the water end is 8 inches diameter, and with 125 pounds pressure of air. We can get on our rivetters between 1,400 and 1,500 pounds of water per square inch. I think we are about the only ones on the face of the globe who are using it. It is the invention of our Mr. Harkom. We use it continually and probably all day. If we keep the leaks tight we could use it all day over and over again.

Mr. Burrows,—

I do not wish to shut off the discussion, but I do think we should pass a vote of thanks to Mr. Duguid for his fine paper. We are very much indebted to Mr. Patterson and the other gentlemen who come down from Stratford to attend our meetings so regularly.

Mr. McRae,—

I think without exception, that this is about the best paper we have had and it certainly has brought out probably the best discussions. Personally I have enjoyed it very much.

Mr. Fletcher,—

If Mr. Burrows will put his suggestion in the form of a motion I will be pleased to second it.