

SOME BOILER EXPERIENCE.

It hardly seems possible that too much practical information can be cited on the question of handling boilers, and especially when this is in the line of personal experience. An inspector sends to the Locomotive the following notes:

First, and more particularly, I wish to mention a case I met with recently, in which oil caused a deal of trouble. There were eight boilers in the battery, each 60 inches in diameter and 16 feet long. They were all connected together, and were supplied with feed-water through an open heater. In the course of time a new compound condensing engine was put in, in addition to the one they already had. This left only a part of the work for the old engine to do, which caused her valves to thud badly. The second engineer used oil very freely to stop the noise. The result was that inside of two weeks all of the eight boilers began to leak at the seams next to the bridge walls, the leaks being noticed in all of them on or about the same day. An inspection was made, and tallow-like lumps were found standing on the fire sheets over the grates, quite thickly. A sort of glutinous dirt was also found all along the water line and around the opening to the dome. Water was coming out of the boilers in sheets between the rivets, when they were shut down; and, take it altogether, it was the worst case I ever saw. I expected to have to have some of the seams riveted over, sure; but I had the boilers cleaned out at once, and put five pounds of rice in each one. I then looked after the heater to see that the trouble there was stopped, and in a few days the boilers were right again. This certainly was the worst and most remarkable case of the kind I have ever seen. The engineer, an excellent man, but the best get caught with open heaters sometimes. He had used this heater for six years, and knew all about it.

I want to refer, next, to boilers with man-holes under the tubes. I find that engineers having charge of boilers of this kind are apt to do all their cleaning from below, through the lower manhole. Many times they do not open the boilers on top, and so, before they know it, the boilers are in bad condition above the tubes, and perhaps filled up with incrustation between them. I find it very important out this way, that they should open on top, as it is impossible to wash the dirt down from the top by doing all the washing from the under side of the tubes.

Bridge walls are giving some trouble, too, in this neighborhood, for the masons set the bridge walls and grates up too close to the boiler, and this causes trouble, especially when the boilers are pushed beyond their fair capacity. I wish we could educate some of these masons out of the notion that a bridge wall must conform to the shape of the boiler, regardless of what the damage is. I have tried, as much as possible, to overcome the belief. I tell them a bridge wall is only for the purpose of keeping the fire from working back off from the grates. I have more boilers broken and lagged from filling up on top of bridge walls than in any other way. It is hard to get most engineers and brick masons to understand that the heat does not have to be forced up, but that it ought to be distributed as evenly as possible all through under the bottom of the boiler.

TRADE NOTE.

The F. E. Dixon Belting Co., of this city, have issued a hand-book of useful information about leather belting, that ought to be, it seems to us, in possession of every man who fits a leather belt a necessary part of the equipment of his mill. And what mill can get along without leather belting? Their little book contains a variety of mechanical tables that are practically invaluable to all interested in mechanics.

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The report was adopted, and the retiring Directors unanimously re-elected. The Board of Directors is now constituted as follows: James Goldie, Guelph, president; W. H. Howland, Toronto, vice-president; H. N. Baird, Toronto; Wm. Bell, Guelph; Hugh McCulloch, Galt; S. Neelon, St. Catharines; George Pattinson, Preston; W. H. Story, Arton; J. L. Spink, Toronto; A. Watts, Bramford; W. Wilson, Toronto.

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"Morris" Roller Mills, St. Catharines;
"Fyfe" Mills, Thorold, and the
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TO LIQUIDATE THE ESTATE OF THE
late JAMES MORRIS, the executors have decided to sell the following properties:

MILLS "A" and "B," on the Welland Canal, St. Catharines, Ontario. Capacity mill "A," 400 barrels; "B," 325 barrels. These mills are on the direct line of water communication between Chicago, Duluth or Fort William and Montreal, and enjoy the benefit of water rates on all grain inward, and flour outward. Both mills have steep elevators capable of handling 1,000 to 2,000 bushels an hour. Grain storage capacity, 60,000 bushels; large flour and feed storage. Steamers can land for Montreal and all ports direct from the flour warehouses at mere nominal cost. Brick cooper shops and ample storage for cooperage stock and barrels. These mills are full roller process, thoroughly modern in all their appointments, and are running daily. The brands manufactured are registered, and are well known throughout Canada and Great Britain, and are standard wherever used. The mills enjoy a large and profitable local business. Never failing water power, costing only 5000 per annum. There is 400 feet dock frontage on the Welland Canal. On the property is a large two-story stone warehouse, now used for the storage of merchandise in connection with the steamer "Persia." Could be utilized for other purposes, or extra flour and grain storage. Entire premises electrically lighted by a modern Thomas-Houston incandescent plant belonging to the property, and at a very small expense over cost of lamps.

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