

plan is to use them for supplying stationary power. Their operations for different purposes are thus detailed: "At one place it was desired to run a pump for keeping clear an excavation. Instead of going to the trouble and expense of putting up a steam plant the parties doing the work decided to rent power from the railway. One of the old Thomson-Houston F-30 double-reduction motors was set up, the gearing taken out and a pulley put on in place of the pinion on the armature shaft. It was then belted direct to the pump. As the pumping load is constant the series winding of the motor was no disadvantage. About 12 horse power is required by the pump. This motor has been running constantly, with but a few minutes' rest during the twenty-four hours. At another place one of these veterans is at work driving a rock crusher. As the load varies so greatly, the fields of this machine were re-wound to make it a shunt motor in order to keep the speed constant. Another shunt machine is furnishing power to a small foundry. The speed of these motors is about 1200 revolutions per minute. Sheds are built for the protection of those doing out-of-door service. The extreme simplicity of the work of installing them and the small amount of attention they require commend them to all for use in such classes of work. The one running the 10 horse power rock crusher is in operation ten hours a day and the company receive for its service \$100 a month, or about \$10 a horse power."

THE most serious street railway accident of the month occurred on the electric railway between Cincinnati and Avondale September 3rd. One person was immediately killed and seven were more or less dangerously injured. The Avondale road where the accident occurred has a down grade for over a mile. Defective brakes were the cause of the accident. The motorman and conductor being unable to check the speed of the cars jumped and received slight injuries. The majority of the passengers were less fortunate. The need of better brakes for electric cars which are run on steeper grades and at higher speeds is forcibly apparent from the number of accidents of this character. Both the safety of the passengers and the protection of the traffic of the street demand it.—*Electrical Industries.*

THERE can be no conflict of interests between employer and workman when both parties desire to be just, because their interests are actually, in all particulars identical. The man who has a little money to invest in starting a manufacturing business cannot make any movement forward without employing other persons to help him. The workman who has nothing but his labor and his skill, cannot rightly use them unless he can find a man with money enough and brains enough to organize and conduct a business. The parties are mutually dependent, and both of them have a vital interest in the success of any undertaking in which both together are engaged.

THE most common complaint of the workman is that he does not get a fair share of the profits made, and he is apt to regard his employer as greedy and selfish, which, indeed, is often true of employers. But it must be clear, upon reflection, that no one employer has power to fix wages for his men, unless he possesses a monopoly of some kind, such as owner-

ship of a peculiar patented article might give him. He cannot afford to pay wages any higher than those paid by men in similar business, for, if he shall be more generous, he will soon be compelled to close his doors. Nor can he arrange to pay less, for then his best workmen will go where wages are better, and he will again encounter failure. Necessarily, to get along at all, he must pay the prevalent or market rate, and that is fixed by influences which cannot be controlled unless by extraordinary, and practically impossible, combinations of employers.

A CORRESPONDENT at Halifax, N.S., writes us a letter, which appears elsewhere, in which he criticizes what was said in our last issue re St. John, N.B. He seems to feel troubled because he thinks that we stated that St. John was the only Canadian port open all the round. But we did not say that, neither did we intimate that Halifax was not the most lively, energetic and wide awake city on the Atlantic coast. We know there are no flies in Halifax—not a fly. Halifax is all right; and we are awaiting the announcement of the arrival there of steamers drawing fifty feet of water when they are built. What we did say regarding St. John was that in addition to the facilities offered by the connection of the Canadian Pacific railway with that harbor, those of the Intercolonial railway's connection with the Grand Trunk made St. John the only Canadian port open all the year round which is the terminus of two competing trunk lines. If Halifax is the terminus of two competing trunk lines of railway we are not aware of the fact, but will be glad to announce it on the authority of our somniferous correspondent.

AN electric funeral car is a California innovation. About nine miles from San Francisco are four large cemeteries and a crematory, and it was to bring them near the city that an electric railroad company introduced the new hearse. Its first patron was a benevolent organization, one of whose members had died. At the time appointed for the mourners to leave the city the electric funeral car, appropriately draped in black, was in readiness. The body was lifted from an undertakers' wagon to the car, and the bearers took their seats in a section reserved for them. The conductor clanged the bell twice, the motorman clanged his gong to clear the track of interested spectators, and the funeral procession started, the mourners in electric cars following the hearse. The run from the starting point to the cemetery was made in an hour. The car was switched off on a track inside the cemetery gates, and the pallbearers lifted out the coffin. Then the funeral procession was reformed and moved slowly off toward the chapel.

THE Penberthy Bulletin is a neat little publication issued by the Penberthy Injector Company, Detroit, Mich., which is sent regularly to every engineer in Canada who will send in his name and address, and also that of the concern in whose employ he is. While a part of the paper is used for the advertising purposes of the publishers, and while there is some original matter in it, it is made up in part of selections from trade journals, the selected articles being of special interest to steam users. This feature will be interesting to engineers and firemen.