

are oftentimes called down for using too much oil. They are making them now self-oiling. Sometimes we find that in starting up a tool after oiling, the oil blows right through it. This, of course, is the fault of the man using the machine.

However, since we have turned over the air tools to our Mr. Clements, we have had very little trouble. I might say we are using air tools at pretty hard work for driving stay-bolts.

I wish to say in conclusion, give me 125 pounds pressure and you will get better results.

Mr. Wickens,—

I have had no experience in the handling of air tools or compressed air. I can only say that the compression of air, re-heating and cooling of it, is only a sequence. The re-heating of steam has got to be a very prominent idea among advanced engineers, and there is no reason why the superheating of air should not work just as well. If you have a long transmission distance, there is no doubt in my mind that if it is properly heated it will do better work at the other end if superheated. I think the difficulty with the air compressor people is that they have not learnt how to re-heat yet. I think that is the trouble, but, of course, I do not know whether I am right. As compressed air is being used for so many purposes in manufacture, the subject of re-heating should be fully investigated.

Mr. Smith,—

We use a little bit of air at our place but it is not very much. We have a small Franklin compressor and we use it to clean our elevators. We have a vacuum sweeper to clean our carpets. Taking it all around we do not use much air.

Mr. Clements,—

When Mr. Fletcher started to talk he said there was a man over in the opposite side of the room who should know something about the troubles of air tools. I think the trouble is caused by the neglect of the men using them. Some men will be using air tools and will not go near you for a week to have them looked at, while there are others who are coming to you two and three times a day to get their machines fixed.

Mr. McRae,—

I may say we are using compressed air on the Street Railway for different purposes. We are using air for painting in our fender department. It formerly took three men an hour to paint one fender. To-day, two men can paint fifteen fenders in two hours.