the steam at the high point, as with all other methods of heating, the steam quickly condenses and if it is not allowed to escape readily, will make a "deadend" and decrease the heating surface and is very liable to freeze.

Mr. Bannon,—

I have learned more durlng the last few minutes. I would like to know how you would get rid of the condensation. I want to know how far you could run without emptying your system.

Mr. Parker, Sr.,—

We have run from here to North Bay, 227 miles, without a drip, we have run 312 miles on actual test, in zero weather, with a pressure of 15 to 20 pounds before the heating was noticeably decreased. This you will understand is a great saving in steam.

There are, no doubt, some gentlemen here who are acquainted with Mr. Ash Kennedy. I heard Mr. Kennedy make a statement in the presence of a C.P.R. official that after standing for fourteen hours behind a wreck, they used two tanks of water in heating the train. I am not positive of the capacity of the tank, but the engine was hauling ten cars. Those cars you will understand were equipped with the "Automatic" Trap and Drip System.

Mr. Bly,—

What was the temperature of the water when you got to North Bay, and when it was emptied out?

Mr. Parker, Sr.,—

We do not take the temperature of the water, but the temperature of the car.

Chairman,—

On behalf of the Club I tender a sincere vote of thanks to Mr. Parker, Sr., Mr. Parker, Jr., and any Engineers and Conductors present. I am sure this has been one of the best nights we have had as it has been one of the most practical.

Before adjourning I would like to read a letter received from our First Vice-President, Mr. Garden·

"It will now be impossible for me to attend the meetings of your committees, and shall be pleased, if you will permit me to withdraw from the position of First Vice-President of the Club. Will be pleased to still retain membership in the Club and assist in any way I can."