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DANSEREAU'S ELECTRICAL WIRE SUBWAY.

THE inventor claims as a main feature of his subway the use made of the street water course for the establishment of the conduits intended to receive the electrical wires. At street corners the subways cross one another at right angles, as shown in figure 1. The conduits A B and C D over-lap one another at levels differing as far as D, when the subway is again raised in E. In the conduits are placed cross-bars, shown in figure 2 and fully sketched in figure 3. In figure 4 are represented two different methods of laying the subway; in section A the curbstone is independent of the subway, whereas in section B the curbstone forms part of the subway.

The advantages claimed for this system of subway are the following.

1st. The use made of the water course, which is paved by the city, and consequently reduces by so much the cost of construction.

2nd. The use made of the curbstone, which affords a space not otherwise taken up either for public or private purposes.

3rd. The cost of construction of this subway which

reduced to a minimum, and the conduits do not in any way interfere with any private or public works.

Mr. M. E. Dansereau, of Montreal, the inventor of the above subway, is prepared to correspond with civic corporations or companies concerning arrangements as to the adoption of his subway.

One of the vexed questions in steam engineering to-day is, of how much use is the steam jacket? Some authorities say it is a valuable addition to a steam engine, others that it makes no appreciable difference in economy, and others still, that it is a source of positive loss.

THE QUEBEC EXPLOSION.

OUR contemporary the *Stationary Engineer*, of Chicago, in a recent issue referred to the Quebec Worsted Mill boiler explosion and gave a description of the arrangement of the boiler fittings and cause of the explosion differing from the account we published.

According to this Chicago version, there were three boilers with a large drum crossing over them, and with a shut off valve between each boiler and the drum, and the safety valves—three in number—all on the drum and none on the boilers. Our friend then proceeds: "As we look at the sketch, what little mystery remained about the disaster vanishes, and in its place is astonishment that any man, or set of men, be they owners, mechanical engineers, butchers, boiler inspectors, or just plain, everyday idiots, could have so little common sense as to construct so certain a death trap."

We have taken some pains to find out whether or not there was any truth

in this Chicago story. We have positive assurance that the boilers were not arranged as our contemporary describes, but were as we formerly stated, three horizontal tubular boilers, each with a dome of the usual form, and fitted with a shut-off valve between each dome and the main steam pipe, and a safety valve on each boiler and not in any way connected with the steam pipe, and quite independent of the shut-off valve.

Our friend has been misinformed and wasted his thunder. We Canadians are foolish enough and stupid enough, but not

