

HOIST OPERATED BY A GAS ENGINE.

ANOTHER STRIKING ILLUSTRATION OF THE ADAPTABILITY OF THIS POPULAR FORM OF POWER.

The wide field for the use of the gas engine has a new and striking illustration in its adaptation to the operation of hoisting machinery, an example of which is here given. The cut shows a heavy 40 horse-power geared double drum-hoist, manufactured by the Weber Gas and Gasoline Engine Co., of Kansas City, Mo. The works of the company are located at 453 Southwest boulevard, in that city, and are completely equipped for turning out engines of any size up to 50 horse-power, and suitable to all purposes for which gas engines are employed. Gas engines have nowhere found a broader field of usefulness than in the West, and in this region, as well as throughout the Union, the Weber engine is doing satisfactory service. Mr. G. J. Weber has made gas engine construction a careful study for many years, and to this fact the success of the company's product is no doubt due.

The machine shown weighs about 12,050 pounds. It is built very compactly, and will go into a room 7x13 feet 72 in. These hoisters are so arranged that, by changing the ratio of the gearing and the size of the drums, the company can give almost any lifting capacity with a corresponding foot travel—either high speed machines for light work, or slow speed machines for heavy work, as may be desired.

A large number of these machines are used for under-ground

hoisting and pumping, thereby, it is claimed, saving in the cost of installation and the cost of operation very largely over compressed air plants now in use for this class of work.

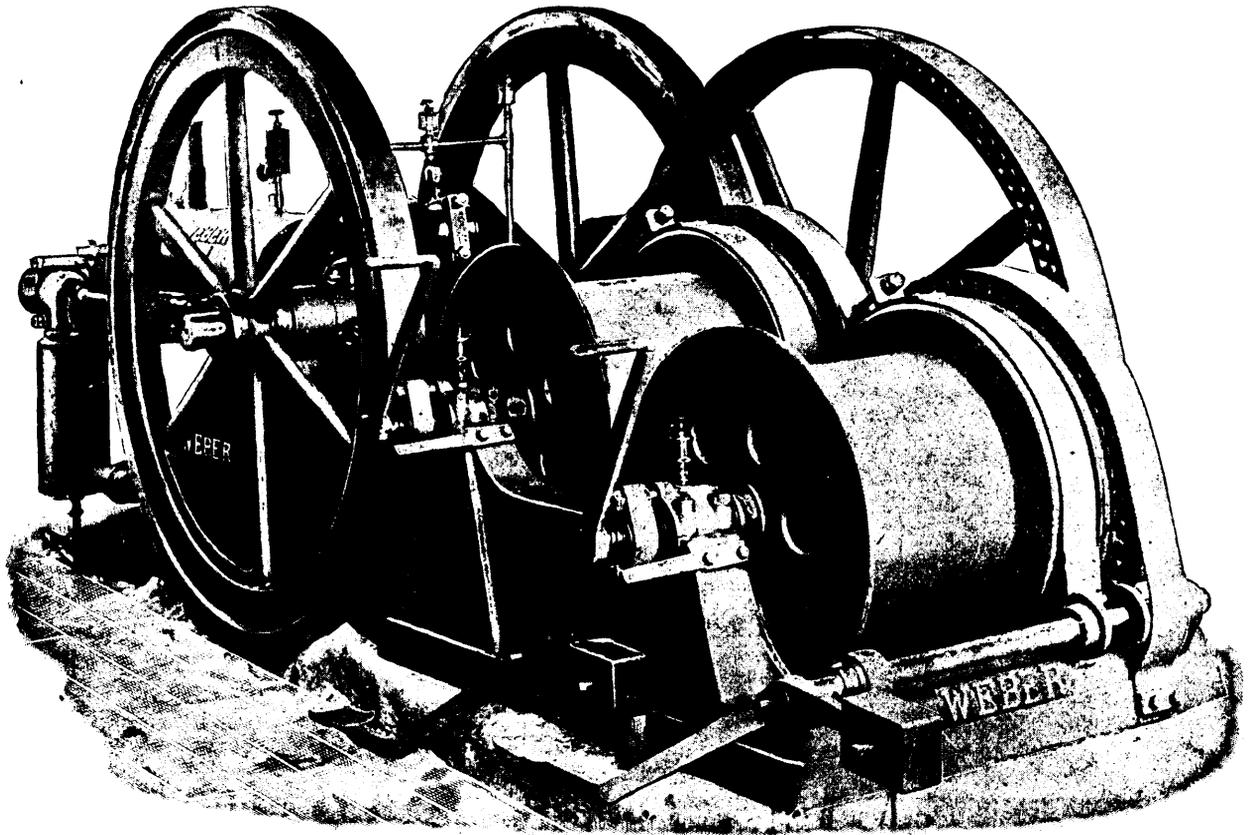
These machines are built exceedingly heavy, special attention being paid to safety.

All parts are of ample size, to withstand extraordinary strains. Special attention is called to the feature of using one heavy base casting, on which all of the machinery is mounted, making the alignment perfect and continuous.

These hoisters are in use by the Consolidated Kansas City Smelting and Refining Company, the Philadelphia Smelter Company, and other equally prominent concerns.

Mr. H. B. Hanna, manager for the Gopher Gold Mining Company, of Chaparral, Ariz., under date of June 7, writes that the geared hoist has been in continuous operation since May 23, doing everything guaranteed with perfect satisfaction, and that they are actually saving \$12 per day over a steam hoist. Mr. J. T. McLaughlin, of San Pedro, N. M., using a 10 horse-power prospecting hoist, working one shift, is doing all of his hoisting for 32 cents per day.

All of the Weber engines can be operated to use either gasoline, city gas, distillate or crude oil. The company issues a very neat catalogue, pertaining to Weber gasoline hoisting engines, which will be sent to interested parties on application. This catalogue also contains a list of supplies, such as rope, water barrels, ore buckets, trolley cars, gongs and dump-cars.



OVER CHILKOOT PASS BY TRAMWAY.

The Trenton Iron Company have lately been awarded a contract by the Chilkoot Railroad and Transport Company, of Tacoma, for a wire rope tramway of the patent Bleichert system to go through the Chilkoot Pass. The line will run from Sheep Camp to Crater Lake, a distance of about three and a-half miles, making one bend of 153 degrees. The highest elevation, 2,600 feet above Sheep Camp, is reached at a point within 2,000 feet of the discharge terminal at Crater Lake, the fall from here to the lake being 500 feet. The line will be used for the trans-

portation of merchandise, ore, and passengers, and will form part of the general line of transportation for reaching the Klondyke by way of Dyea and Lake Lindeman. From Dyea to Sheep Camp, a distance of about four miles, it is proposed to lay a surface road, and from there on through the Pass the transportation will be affected by the wire rope tramway, although the entire distance may eventually be covered by a wire rope tramway, this matter being now under consideration. The tramway will have a capacity of five tons per hour, and it is expected that the line will be completed and ready to run by the middle of January.