

apply to stationary work as well, that I feel satisfied that the members present to-night have heard something that is remarkably good.

It is the points that apply more particularly to stationary work that I am interested in.

In reference to the superheater. We are all going into the matter of superheated steam, and the points Mr. Black has brought out in regard to locomotives applies to stationary boilers just as well.

There is one question, however, and that is, that I believe the superheater to be more successful when applied to stationary boilers, as it is a more difficult matter when dealing with this on a locomotive than when used in connection with the ordinary return tubular boiler, or ordinary stationary boiler. The fact that there is much to be gained by using superheated steam is undoubted. Now that it is possible to use superheated steam on locomotives, I think that compound locomotive engines will be perhaps discarded, in a measure, and superheated steam with single or non-compounded cylinders, will take their place, that is how it looks to me, especially after Mr. Black's paper. As far as stationary work is concerned it is possible to use superheated steam with cylinders that have been properly prepared for this work, and get results practically equal to the work of the compound engines.

There are many other points in Mr. Black's paper, that, if I was a locomotive man I would like to take up, and I am sure we have all enjoyed Mr. Black's paper, at least those of us who know anything about steam.

Chairman,—

I would like to hear from Mr. Roberts.

Mr. Roberts,—

I do not think that I can add to the paper which Mr. Black has prepared to-night, I think he has gone very deeply into this matter, and I do not feel that I can say any more about it.

Mr. Jefferis,—

I feel very much like Rip Van Winkle, after being out of railroad service ten or eleven years to hear of all these wonders, it makes one stop and think what new improvements can be made.

There are a one or two questions I would like to ask. Has there ever been a mechanical stoker that has been a practical success? I mean by that, taking into consideration cost of maintenance, saving of fuel, etc. Has one ever been adopted by any road in America and used exclusively?