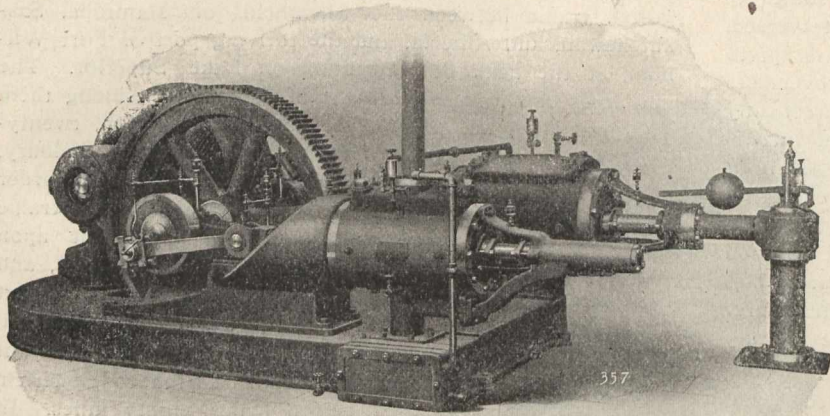


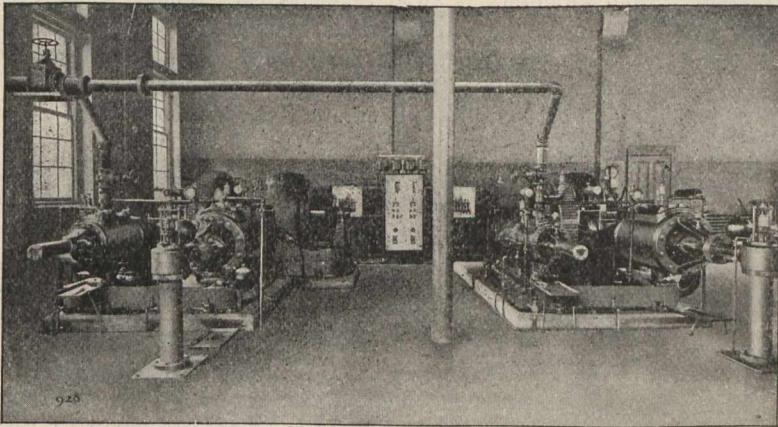
### THE ELECTRICAL COMPRESSOR PLANT OF THE CHICAGO AND NORTH-WESTERN RAILWAY TERMINAL, CHICAGO, ILLINOIS.

The air-power plant at the Terminal Station of the Chicago and Northwestern Railway, in Chicago, is an excellent example of the best modern practice in the application of electric power to the compression of air, for the many purposes so characteristic of railway yard work.



The plant is installed in a small brick building, which has been very suitably located for the distribution of the air. The electric current is taken from the city mains, and is passed through transformers, which reduce it to its working voltage.

Two Ingersoll-Sergeant power-driven compressors com-



prise the plant. These machines are fitted with modern devices, which contribute to their successful and economical operation. The free air capacity of each unit, running at 130 R.P.M., is 455 cubic feet per minute, and the pressure used is from 70 to 80 pounds.

The driving motors are general electric direct current type, rated at 80 h.p., running at 510 r.p.m., 220 volts. These motors are direct connected to the compressors, which are run independently, one intake duct being used for both machines.

The air is carried through discharge pipes into a primary receiver, and from thence to a system of cooling tubes, where the moisture is precipitated. From this cooler the air lines radiate throughout the yard, supplying power to the pneumatic switch and signal systems, for which the air is almost entirely used.

This plant has been in severe and continuous service for several years, and the engineers in charge report that it is doing excellent duty.



—A steel containing 4.99% vanadium and 1.084% carbon failed at 140,596 lb. per sq. inch.

Galt is to have a new industry, which will be known as the Power & Gas Machine Co., and will be capitalized at \$100,000. The factory, which will be 40 x 80 feet, will be erected at once, and cement blocks will be used in the building.

### CANADA'S RAIL BOUNTY ENDED.

The Dominion Government has passed an Order in Council barring steel rails from the benefits of the Act of 1903 authorizing a bounty on steel structural forms. It was not by the acknowledged design of the Government that steel rails came to participate in the distributions under that Act. Apparently the extension of the bounty to rails was due solely to inadvertence, or to indistinctness of language. The statute in question provided for bounties on wire rods, on "rolled angles, tees, channels, beams, joists, girders or bridge building or structural rolled sections, and on other rolled shapes, not round, oval, square or flat, weighing not less than 35 pounds per lineal yard, and also on flat eye-bar blanks, when sold for consumption in Canada," also on rolled plates not less than 30 inches wide and ¼ inch thick, when sold for consumption in Canada. Steel rails turned out to be concealed in the passage above given in quotation marks. To the trade generally it could not appear that rails were comprehended in any of the descriptive terms there used. But when the Algoma Steel Company put its rails on the market it applied for a bounty of \$3 per ton upon them, contending that they were rolled "rolled shapes, not round, oval, square or flat, weighing not less than 35 pounds per lineal yard." This claim was disputed by the Government. Instead of bringing the matter before the Court of Equity, which usually adjudicates differences of this kind, as was done in the controversy over the Dominion Iron and Steel Company's challenged bounty claim, the Government agreed to be guided by the advice of an eminent Toronto lawyer, A. B. Aylesworth, K.C. Mr. Aylesworth returned the opinion that the claim was valid. Thus the bounty on steel rails was based on a legal opinion, not on the manifest intent of the Act, and not upon a judicial decision.

That it was not the intention of Parliament thus to allow a premium for the production of steel rails, that it was not, indeed, the intention of the Minister who framed the Act, was evidently the understanding of the Government itself, otherwise the claim would not have been contested. Yet when the Government's own legal adviser submitted that the Act did thus operate, contrary to the intent of its authors, nothing was done to arrest its accidental effect. The Government could have done immediately what it has now done, nearly a year afterward—it could have passed an Order in Council restricting the operation of the law to the objects meant to be affected by it. Or better still, the Government could have introduced in the session of Parliament, closed a few weeks ago, legislation amending the Act to an exact expression of the meaning it was intended to convey. But neither of these courses was adopted, though it would seem that the Government must have regarded one of them as of remedial necessity. As a consequence of the delayed correction of the language of the Act the Algoma Steel Company has been so lucky as to receive \$3 a ton on many thousand tons of steel rails. And a great part of these proceeds was realized upon rails bought by the Government itself. Besides paying the company the market price that it was possible to maintain by the aid of the \$7 general duty, the \$4.66 2-3 duty against Britain, and the \$9.33 1-3 duty against Germany—to say nothing of additions to these rates for dumping—the Government contributes \$3 a ton to the company. However, the \$3 bounty which thus leaked out of the Act is now stopped; almost before the Dominion Iron & Steel Company had begun to share in it.—Iron Age.

C. A. C. J.



A simple, direct, unaffected style of telling your advertising story will be most convincing. Facts briefly told are what the people need.