

when desired by simply pulling out a clutch on the washing and drying machine.

When the apparatus is not in use it is customary to keep it threaded up with a strip of blank paper, one end extending onto the end of the feeding table of the printer, and the other end into the re-winding device. After the run is finished the leader is placed on one of the spindles under the feeding table, the sensitized paper is cut off a few inches beyond the

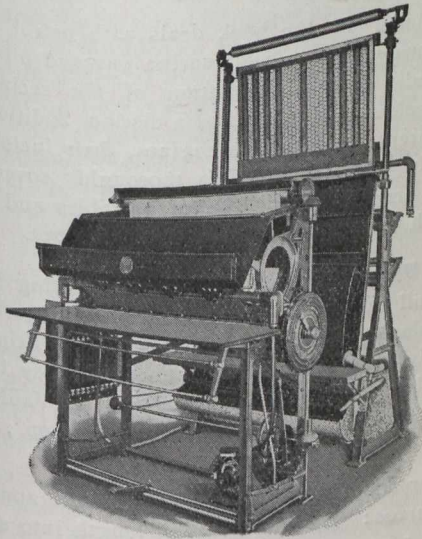
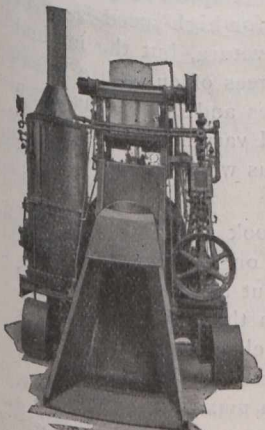


Fig. 3.

end of the last tracing, and the end is pasted onto the end of the leader, the machine being allowed to run until all of the prints have passed into the winding-up device and the leader is again in the machine ready for starting.

NEW STREET PAVER.

The Chain Belt Company, Milwaukee, Wis., announce that they are now manufacturing a paver. The machine is provided with a reversible traction drive so that it can be moved forward or backward by its own power. The traction drive is fitted with a friction clutch. It is connected to both rear wheels and is sufficiently powerful to propel the machine up an incline of 15 degrees.



Charging Side of
Street Paver.

No platforms or runways are required and if the material is placed sufficiently close to the machine it can be shovelled directly from the supply pile to the open end power loader bucket. The paver is equipped with a boom 20 feet long and delivery bucket. The concrete is discharged from the mixer into the delivery bucket, which travels on a single boom. The boom can be swung at an

angle of 180 degrees, and a street 50 feet wide can be taken care of. The boom bucket will hold a full batch of the mixed concrete and is provided with an automatic tripper. The gates open up automatically at any place where it is desired to deposit the concrete. When the bucket returns to the mixer, the gate closes automatically. In work where the road is less than 18 feet in width a gravity swivel chute may be substituted for the distributing boom.

ILLUMINATING ENGINEERING SOCIETY.

At a meeting of the Convention Committee of the Illuminating Engineering Society, held in Pittsburgh, Friday, May 16th, it was decided to hold the next annual convention in that city during the week beginning September 22nd.

The Convention Committee consists of Mr. C. A. Littlefield, New York Edison Company, chairman; Mr. P. S. Miller, Electrical Testing Laboratories, president of the Society; Mr. H. S. Evans, Macbeth Evans Glass Company, Pittsburgh, Pa.; Mr. W. A. Donkin, contract manager Duquesne Light Company, Pittsburgh, Pa.; Mr. D. McFarlan Moore, General Electric Company, Harrison, N.J.; Mr. M. C. Rypinski, Westinghouse Electric and Manufacturing Company, New York; Mr. C. J. Mundo, General Electric Company, Pittsburgh, Pa.; Mr. J. C. McQuiston, Westinghouse Electric and Manufacturing Company, Pittsburgh, Pa.; Mr. W. J. Sterrill, United Gas Improvement Company, Philadelphia, Pa.; Mr. S. B. Stewart, Philadelphia Company, Pittsburgh, Pa.; Mr. T. J. Pace, Westinghouse Electric and Manufacturing Company, Pittsburgh, and Prof. H. S. Hower, Carnegie Technical Schools, chairman of the Local Section of the Society.

Mr. W. A. Donkin, of the Duquesne Light Company, was selected as chairman of the Local Committee on Arrangements, which will have charge of the Convention. Mr. J. C. McQuiston, of the Westinghouse Electric and Manufacturing Company, was appointed chairman of the Publicity Committee, and will make all arrangements for advertising the Convention.

It is expected that several hundred engineers from all parts of the country interested in lighting in its various forms will be present, and the programme, details of which have not as yet been completed, will consist, in addition to the technical sessions, of a reception and dance, several excursion trips and visits to various industries in Pittsburgh.

CHICAGO RAILROADS ON ELECTRIFICATION.

Eight of the steam roads which enter Chicago made a joint statement to the committee on railway terminals of the city council, on May 12th, and requested that action be deferred until another year on a proposed ordinance, which, while it does not specifically require electrification, under the police authority of the city orders an abatement of all the nuisances occasioned by the operation of locomotives. The statement points out that the railroad situation in Chicago "is entirely different from that in any other part of the United States where electrification of terminals has been attempted."

In order to keep pace with the development of their business, the Canadian Fairbanks-Morse Company, Limited, have had designed by Messrs. Pringle & Sons, Limited, of Montreal, a new building which will be situated at the corner of St. Antoine and St. Cecile Streets, that city. This building will be modern in every sense of the word and will be specifically laid out to adequately take care of the various departments of the business. It will have seven floors and a basement, and will be built of reinforced concrete with brick facing. An interesting feature of the building is that which makes it possible for a five-ton truck to run into the basement. The elevator equipment will consist of two freight and one passenger elevators. This building, when complete, will house the entire business, including the storage and demonstration rooms, as well as the repair shop, and will prove a very decided addition to Montreal's business buildings.