

"C. P." is quoted by some as meaning "Canadian Produce," and by others as Cary & Pringle (Mr. Cary being the well known manager of the Packard Company.) Be this as it may, the trade in general owe them a debt of gratitude, for at the time this line of C. P. rosettes, sockets, cut-outs, switches, etc., were put on the market, we were just about in shape to be dictated to by a large United States combine, but C. P. spoiled the little game entirely. Mr. Pringle handles enormous quantities of wire, the weatherproof lines from a noted Canadian factory, and the rubber covered from a prominent United States concern. The popular sales manager for Mr. Pringle is Mr. Geo. Rough, who is well acquainted with the business, having taken a hand at it himself in the past when in St. Jo, Miss. Mr. Rough is a Montreal boy and eminently successful in making sales. Buyers calling at Mr. Pringle's will have to be hard to please if they cannot find what they are looking for, or if they have anything to cavil at in their treatment. We hear a good deal from supply houses across the line when they make a big sale; they are apt to print fac similes of cheques they receive for their goods, etc. It is a fact, however, that such items are of every-day occurrence with R. E. T. Pringle, and no fuss made over it either; in fact, were it not for this quiet manner in which their business is done, this item could be greatly extended, but their policy is not to blow trumpets.

NOTES.

We hear that Mr. George Hill, formerly employed by John Forman, electrical supply dealer, is now no longer with that firm.

Mr. John Shaw, of the Montreal Electric Company, who has been more or less of an invalid for six months past, is now able to put in a daily appearance at the office.

Mr. N. L. Piper, of Messrs. Noah L. Piper & Sons, Toronto, manufacturers of reflector shades, etc., is doing a good business with the electrical supply dealers in Montreal, and no representative is more esteemed. Mr. Piper is a man of few words; he sells his goods on their merits, and stands behind them.

The setting in of warmer weather seems to be having its effect in developing the usual spring crop of mushroom electrical contractors. There are many around already soliciting contracts who do not appear to know the difference between a cut-out and a socket. It is rather a pity that the winter is so severe in Montreal, so many "promising" saplings wither away before they have time to make a good sized tree.

Mr. Wm. Allan, the veteran engineer and dynamo tender at the Canadian Pacific Railway plant, Bisson street, has, we hear, resigned his position, to take a similar one with Messrs. Tooke Bros., St. Henri, whose electrical equipment has already been described in these columns. Mr. Allan has the good wishes of his electrical friends in his new sphere.

The promoters of the Shawinigan Falls plant speak of transmitting power to Montreal. As the distance is 80 miles, some electricians doubt if it will be a commercial or rather financial success, taking into consideration the high voltage required and our climate. Another phase may soon appear, and that is, that the supply of such power will exceed the demand. However, the enterprise deserves good wishes, and any electrical difficulties that may crop up will only be an incentive to their electricians to overcome, and the data on such will be sure to interest the electrical fraternity generally.

A couple of steam automobiles are in town, one belonging to Mr. Dandurand, of Queen's Park "bicycle track" fame, the other to the Cycle & Automobile Company, whose office is in Windsor Hotel block. As yet no manufacturer has tried conclusions with our hills with a storage battery electro-mobile, but it is rumored that an electro-mobile is under construction in the city.

There have been of late several accidents in this city, due to the electric current. A man named Zori Daw received an electric shock while working among wires at the corner of Notre Dame and Fulford streets, and was taken to the Notre Dame Hospital. R. F. Girdwood, employed by the Royal Electric Company, had a narrow escape from death. He was engaged in making a test of some apparatus when another workman, not knowing his position, turned on a current of 6000 volts. Besides receiving a severe shock, he was badly burned, and was removed to the hospital, where he is improving. It would seem that when any such testing is being done with the apparatus at a distance from the switch, it would be desirable to have a third party mid-way between, who would act as a check or safe-guard, in case of a misunderstanding of orders called from one employee to the other. The widow of George Peace is suing the city for \$10,000 damages consequent upon the death of her husband, who

was killed by an electric shock at the incinerator on St. Patrick street on November 10th last. Negligence on the part of the city is alleged.

DOMES ON STEAM BOILERS.

BY W. H. WAKEMAN.

A few days ago I fired up a boiler that had not been used for six months. After the air was forced out of it by the steam, through an open safety valve, the valve was closed and pressure allowed to accumulate. It was not tight, so I raised the lever and let steam blow freely through it. At first this steam was dry, but after about 30 seconds the discharge pipe was nearly half full of water that was coming out with the steam. As this boiler has no dome on it my attention was called by the incident to the difference between boilers that have domes and those that have none. In the above mentioned case the boiler was not flooded with water, as there was only two gauges, or no more than would be carried in practice.

The philosophy of the water coming out with the steam is as follows: When the safety valve was lifted enough to give the full capacity of pipe, there was a very great rush of steam through it, which lowered the pressure on the surface of the water immediately under the steam pipe. I do not mean to say that it was lowered very much, for it probably was not, but a difference of one pound is enough to cause trouble; for, as the pressure is maintained on the remainder of the water surface, it forces the water directly below the steam pipe out with the steam. Domes are put on boilers to obviate the evil, for they afford a very much larger opening for the escape of steam, consequently the velocity is less, and the water below the opening is not forced up with the steam. It is not assumed that the shell is cut away for the full size of the dome, as that would weaken the shell more than is necessary, but an opening that is twice the diameter of the steam pipe should be provided. Where there is a manhole in the dome, the shell is cut away enough to make an opening as large as the manhole. Those people who object to domes point out the fact that an opening of this size greatly reduces the strength of the boiler, but there is no good reason for this remaining so.

A boiler without a dome is usually fitted with a manhole in the shell, and this is reinforced with a frame that is supposed to be as strong as the metal in the shell was before it was removed. Suppose it was decided to put a dome on his boiler, and to locate it over the top manhole. Could any boiler maker consider it necessary to remove the frame as useless? I think not, for he would say that it supported the shell and made the whole structure stronger than it otherwise would be. This being true, why is it not good policy to put on a supporting frame inside of the dome when a boiler is built? If this was done the claim that a dome weakens the shell of a boiler would no longer be tenable; and this is the principal objection to having one included in the specifications. The claim that it acts as a reservoir for steam, to be used when wanted, as presented by those who favor it, is not worthy of serious consideration on account of its small capacity; neither is the objection offered to it by the opposition, who say that it acts as a condenser, as the surface exposed is not large, and it should be protected by some good covering. The conclusion of the whole matter is, therefore, that a dome furnishes dry steam to the engine as above described, and it does not weaken the shell when properly constructed, any more than it does to put a manhole in shell at some other point. —The Wood-Worker.