

BOILER INSPECTION.

Editor THE CANADIAN MANUFACTURER :

I have read with much interest your article on Boiler Inspection in your last issue. Since then there has been a number of disastrous explosions, one of which, occurring in New York City on Nov. 3, resulted in great loss of life, and damage to property to the extent of \$53,000. On Nov. 5 there was an explosion at St. Anne du Sault, Que., which resulted in the loss of three valuable lives, and the entire demolition of a mill and machinery. A few days before, on Oct. 31, an explosion occurred at Three Rivers, Que., which was also attended by loss of two lives and of considerable property. All of these boilers were under the supervision of Government inspectors, and thus it appears that inspection by Government officials is not by any means a guarantee that these terrible fatalities will not occur.

The plan of having an official investigation, as suggested by your American contemporary, with reports published officially, placing the blame where it belongs, would without doubt have a wholesome effect, and boiler owners would under that arrangement give the question considerable more thought than they now do.

In face of the numerous explosions that have occurred in Canada since the beginning of the present year, it is remarkable that steam users are so indifferent to the actual conditions of their steam plants; and the fact can only be attributed to oversight, resulting from the pressing demands of immediate business. The business of looking after their boilers seems to be left entirely to men who are too often unacquainted with the conditions which renders them liable to explosion.

A large number of engineers are in favor of insurance and inspection by incorporated companies, as they know that as soon as a policy is issued the insurance company has a monetary interest in the boiler, and will see that the owners are compelled to make the repairs necessary from time to time to insure safety; and they also know that the regular periodical visits from the inspectors of the insurance companies, who supervise their work and give instructions as to the proper management of the boiler, will tend to reduce the danger of explosion to a minimum.

The writer finds with reference to the blue books that during the last fifteen years not more than two boilers in Canada, under the supervision and care of insurance companies, have exploded, while the number of boiler owners carrying policies of insurance and inspection amounts away up in the thousands, and judging from these facts, one would naturally conclude :

(1) That explosions can be prevented by the rigid periodical inspection by the officials of an insurance company, with a sufficient monetary interest at stake to compel the owners and the engineers to follow instructions which, if carried out, make explosions well-nigh impossible.

(2) That Government inspection, so-called, has not prevented explosion of boilers.

FETHERSTONHAUGH & CO.

*Patent Barristers and Solicitors,
Electrical and Mechanical Experts
and Draughtsmen*

PATENTS

**Procured in Canada and all
Foreign Countries**

Counsel Work Undertaken in Patent Causes.

Patent Suits Prosecuted before the Courts.

Validity and Infringements of Patents Investigated.

Searches made. Assignments and Agreements

Drawn. Advice on Patent Laws, etc.

Head Office, Canadian Bank of Commerce Bldg., Toronto

TELEPHONE 2589

CABLE ADDRESS "INVENTION, TORONTO."

(3) That nearly all explosions are due to carelessness or ignorance of those in charge; carelessness as to the proper use of a boiler, ignorance as to the conditions which render boilers liable to explosion.

(4) That owners of boilers will carry out the instructions of inspectors when they are convinced that these are in the interests of themselves and their employers.

Boiler explosions have been very numerous in agricultural communities during the past few months, which were no doubt all owing to the ignorance of those in charge--men who had no previous experience to teach them the dangers attendant upon the careless use of steam.

The question of licensing stationary engineers, and requiring all boilers to undergo frequent inspections, is one well worthy of the attention of the Government, and in fact it is a measure in which all are more or less interested, for explosions not only endanger the lives of those in immediate charge, but also the lives of those who may be in the vicinity.

We hope that you will keep this matter before the public, and particularly before the manufacturers, for I am sure that if the matter received the attention that its gravity merits, proper precautions would be taken by boiler owners who had never given the matter a thought, and many valuable lives would be saved.

November 8.

BOILER.

It is announced that the great Manchester ship canal is now entirely completed, and water will be at once admitted to its entire length. It will take two weeks for the canal to receive its full depth of water. The first steamer to traverse the full length of the canal will, it is expected, make the trip on the first day of December.

DURING the fiscal year ended June 30, the St. Mary's Falls canal was open to navigation 220 days. It was closed for the winter on Dec. 6, 1892, and opened on May 1, 1893; 12,160 vessels, aggregating 10,226,971 registered tons, and carrying 10,846,404 tons of freight and 23,919 passengers, passed through the canal in 5,611 lockages. The staple articles transported were 2,771,667 tons of coal, 73,606 tons of copper, 5,627,778 barrels of flour, 40,959,960 bushels of wheat, 2,446,159 bushels of grain other than wheat, 4,668,807 tons of iron ore, 620,531,000 feet B. M. of lumber, 47,116 tons of building stone, and 371,359 tons of miscellaneous or unclassified freight. The amount expended in operating the canal, etc., during the fiscal year ended June 30, 1893, was \$41,828.07.

INVENTORS!

Write for particulars to the INVENTORS' MUTUAL BENEFIT ASSOCIATION, Four Huron, Mich.

Established 1884 with Twenty Years Professional Experience in Canada, England and Germany.

A. HARVEY, C.E. PATENT ATTORNEY

OTTAWA, CAN.

Offices: Rooms 33 & 34 Central Chambers

Address: Postal Box 1071

TELEPHONE

Send for Circular 18c "How to Obtain a Patent."

G. de G. LANGUEDOC, PATENT SOLICITOR CIVIL ENGINEER AND ARCHITECT

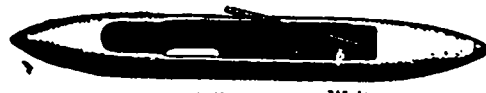
Associate Member Can. Society Civil Engineers. Member of the Society of Architects of the Province of Quebec.

Room 7, (3rd Floor), 180 St. James St., MONTREAL.

WOONSOCKET SHUTTLE CO., 157 North Main Street WOONSOCKET, R.I.

MANUFACTURERS OF

**Power and
Hand Loom
SHUTTLES**



OF EVERY DESCRIPTION.

Write us.