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MR. SAMUEL J. T. BROWN.

MEMBERS of the Canadian Electrical Association and persons connected with the electrical interests in Western Ontario will have no difficulty in recognizing in the accompanying portrait the smiling features of Mr. S. J. T. Brown, local manager of the Bell Telephone Co. at London, Ont. Mr. Brown was born in Hertford County, England, on October 3, 1852. In 1869 he came to Canada and settled in Hamilton, where he became engaged in the building business. In 1873 he entered the employ of the Bell Telephone Company under Mr. Hugh C. Baker. In 1883 he was appointed travelling agent to organize exchanges and put in plants in the district west of Kingston. He met with so much success that the company promoted him to the position of manager of the London branch, October, 1891. The numerous improvements in the telephone service in the city since that date are an evidence of the thorough appreciation which he has of his business. Mr. Brown has always taken an active interest in the welfare of the city, and is highly respected by all who know him.

ECONOMY OF ELECTRICAL PRODUCTIONS.

MANY of the commercial chemicals now in general use are made at much cheaper rates than formerly, says an exchange, because of the economy of electrical production. A large percentage of the metals can now be reduced from their ores by electrolytic methods. The production, refining, purifying, etc., of many products not essentially chemical, such, for example, as sugar, molasses, beer, starch, beet-root juice, etc., is now accomplished electrolytically. Cotton is picked and bleached, leather is tanned, white lead is made, meat is preserved, ozone is generated, acetylene gas is produced, safes are broken into, car wheels are tested, graphite is formed, and diamonds are manufactured by either the direct or indirect action of the current; gold, silver, iron, zinc, lead, copper, tin, aluminium, nickel, bismuth, antimony, are all either mined, refined or separated from their ores, and in some cases actually produced by the magical properties of the electric current. Power is transmitted, farms are worked, boats and land carriages are propelled, oil wells are made to increase their flow, the stage is made more spectacular, watercourses are disinfected, and hitherto impenetrable substances are rendered transparent, all

by means of electrical development. The list is not carried beyond the achievements of a year or two past, nor is it meant to include such apparatus as the telephone, telegraph, phonograph, or other widely-spread factors of electrical development.

EDISON'S VIEW OF HORSELESS CARRIAGES.

A REPORTER of a daily paper interviewed Edison recently upon the subject of horseless carriages. His opinion is that the problem rests on the construction of cheaper and lighter motors. Over 2,000 men, he says, are at work in this country alone trying to invent better motors for horseless vehicles. Hundreds of others in Europe are also engaged in the same task. The automobile is bound to be in general use before long. Take the bicycle, for instance. The high grade wheels which cost \$100 each to-day will in a few years at best drop to \$50, and machines that can now be bought for from \$50 to \$75 apiece will cost only \$15 or \$20. The same thing will be the outcome of the experiment with horseless carriages. The motors now cost from \$250 to \$350 each. The motors will also be made smaller and can be more easily manipulated. Then tricycles and light road vehicles can be put on the market at a cost of \$100 to \$125 each; a serviceable light vehicle to carry two, or even four, people can be made after the principle of the tricycle at a cost



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of from \$100 to \$125. In the construction of the motor there are three different kinds of power to consider—gas, petroleum and electricity. Electricity should be the best and cheapest. The most successful automobiles made thus far are those in which electric motors are used. They can go twenty-five miles or more without being re-charged at the rate of ten miles an hour. Delivery waggons, express waggons, broughams and all of the heavier class of vehicles can be driven as easily by a storage battery as any other kind if the battery is improved sufficiently, and that will unquestionably be done.

Mr. G. Sage, engineer, Clinton, states on renewing his subscription to the ELECTRICAL NEWS, that no up-to-date engineer can afford to be without it.

The Jenckes Machine Co., of Sherbrooke, recently shipped to the Asbestos & Asbestic Co., of Danville, one of their 20-drill air compressors, together with three high-speed crushing rolls and two picking tables, being a plant required by the Asbestos Co. in connection with the extension of their operations.