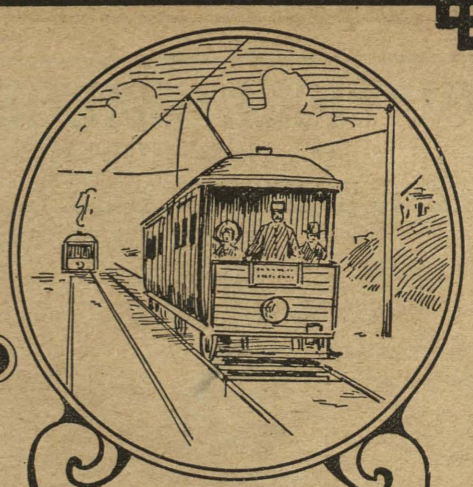
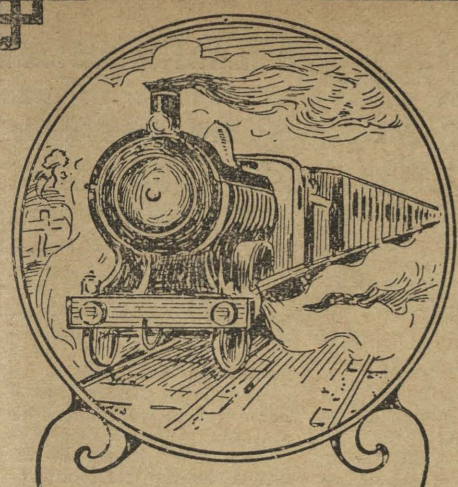


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VOL. VI., No. 4.

Business Address: See Page 4.

THURSDAY, MAY 19, 1910.

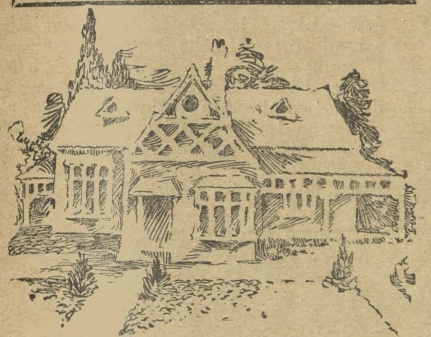
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## Inter-State News.

### The Fed. Amal. Gov't Railway & Tramway Assoc'n.



Established 1905.  
STATE DIVISIONS:

| State.          | General Secretary.  | Address.                             |
|-----------------|---------------------|--------------------------------------|
| New South Wales | J. H. CATTS, M.H.R. | Trades Hall, Sydney.                 |
| Victoria        | F. HYETT            | St. James' Bldg., Bourke-st., Melb.  |
| Queensland      | J. BELL             | Goods Office, Roma Street, Brisbane. |
| South Australia | H. ADAMS            | Trades Hall, Adelaide.               |
| West Australia  | PHIL HUNT           | Brookman's Chambers, Perth.          |
| Tasmania        | F. BESSELL          | Railway Department, Launceston.      |

Federal Secretary: J. H. CATTS, M.H.R. (N.S.W.)

### VICTORIA.

A harriers' club has been formed in connection with the gymnasium at the Railway Institute. The Council donated a sum of £2 2s. to secure registration in the V.A.A. Members are cordially invited to join the gymnasium, which secures all rights to the club free of charge. The committee has under consideration at the present time the question of free concerts of the popular order. Boxing and wrestling classes are now being formed in connection with the gymnasium. The library is now opened on a new plan. Members can go to the shelves and select from their favorite authors, instead of having to hand the numbers of the books they require across the counter to librarian. The orchestra has commenced rehearsals under the able conductorship of Mr. Hanstein. So far some twenty members have decided to join, and many more are expected.

ing the interest taken by our Association with the requirements of casuals, it might be pointed out that at our recent conference there were seven casual employees, selected by all grades, to represent them, and besides this we have a number of casuals holding seats on the Council.

**The Amalgamation Movement.**—General Secretary Sheeran writes, under date, May 11th:—"The adjourned conference re the One Society movement met in our rooms last Sunday. We had about two hours' discussion. Finally it was resolved that we should exchange rules and each side go through and take out what was objectionable. When that was done, the two secretaries were to arrange a meeting with a view of drawing up a skeleton constitution. What the Transportation people desire is to retain their own identity; either all the funds or a percentage to be pooled. The greatest stumbling-block to them is the anxiety for the Traffic people to become registered under the Commonwealth Arbitration Act, as they seem to be under the impression, according to the rules of Registrar, that only sectional societies would be eligible. Even if anything does come out of this, it will be a very slow process, as first it would have to be submitted through the Transportation Annual Conference, then to members and finally have to be approved of by the Transportation Federation.

### SYDNEY TRADES HALL.

**SOME INTERESTING FIGURES.**  
Whilst chatting with the genial and capable secretary of the Sydney Trades Hall, Mr. George Rutter, last week a representative of the Co-operator gleaned some information about the institution, which should be of interest to a great many of our readers. Many residents of the country know little or nothing of the building in which their interests as industrial unionists are attended to by keen and intensely sympathetic officials, and as important extensions are now nearing completion the time appears to be opportune for mention in the only trade union organ published from the Trades Hall.

Just twenty-six years ago, come June 3rd next (Prince of Wales Birthday) that sturdy old democrat, the late Hon. Hy. Copeland, stood up on the floor of the N.S. Wales Legislative Assembly to move that a sum of £6,000 be placed upon the estimates for the purpose of leasing or purchasing a block of land as a grant for a trades hall. The Alexander Stuart Government was then in office, and, though professedly sympathetic (several deputations had waited upon the Premier, would not accept the responsibility of making the request for the money a Government matter. The resolution, however, was carried and in due course the money was made available. A fine bust of Hy. Copeland adorns the niche of honor at the entrance to the hall to this day as a mark of appreciation of that signal service. The money was handed to trustees appointed by the various unions alive at that time (only a few in comparison to the present day)

and after several sites had been inspected and rejected, a piece of land having 81 feet frontage to Goulburn-street and 138 feet frontage to Dixon-street was purchased for the sum of £5,950. It was then found that the combined financial strength of the unions could not erect the building, and a company was formed called the Trades and Industrial Hall and Literary Institute Association of Sydney limited, with a capital of £15,000 in £1 shares. That company now has a capital of £40,000.

The original building, which cost £10,000 had a frontage of 81 feet to Goulburn-street and 40 feet to Dixon-street. That served the purpose for about eighteen years, when the need of more room, which had been keenly felt for a long time, became imperatively urgent. Seven years ago the company bought an adjoining piece of land for £300, 74 feet by 40 feet, and built a large banner room on the ground floor, a social room on the first floor, four new offices and a big meeting room on the second floor, and a large concert room on the top floor—the total additions costing £6,000. But the last seven years have spelt wonderful progress for industrial organisation in New South Wales and Sydney especially, and a year ago the need for still more room knocked incessantly at the door of the company's directorate. About six months ago further additions were decided upon, which are now nearing completion (the "Co-operator" office is located in the new building) and will run into another £6,000. The total cost, therefore, of the Sydney Trades Hall of 1910 will be £22,000—an asset of which N.S. Wales trades unionism might well be proud. The latest additions are built upon land bought for £1,000 and provide for a new library and reading room 40 x 26, nine large, airy and well lit offices and a flat roof which is likely to be found of much convenience. Electric and gas light is installed right throughout the building, as is also up-to-date lavatory accommodation. There is a fire-proof staircase on to the roof and a fire service covering the whole of the building. All this work has been carried out by day labour at maximum rates of pay.

Some idea of the work done at the Sydney Trades Hall can be gleaned from the fact that thirty-one permanent officials (secretaries and their assistants, etc.) are quartered there, and about 110 unions and societies hold their meetings at the home of trades unionism. Well on toward 100,000 unionists rest secure because of the work done on their behalf at the busy Sydney Trades Hall.

### SECTIONALISM'S SERIOUS ASPECT.

Sectionalism has evidently reached an acute stage in Philadelphia, where, early in last month, a general strike was proclaimed, as a result of what looks like a deliberate attempt to disintegrate the organisation of tramway men in that city of bustle and litigation. The strike, happily, now appears to have fizzled out. The Philadelphia tramway men asked for an increase of wages and an agreement on the part of the tram company not to recognise any other union than the Amalgamated Association. The union leaders asserted that a rival organisation, known as the United Carmen's Association, had been put into the field to defeat the efforts of the Amalgamated Association for better working conditions. The strike was accompanied by serious riots, in which a number of people were killed. The "Black Hussars," as the mounted police from the coal fields are known, were called in, and it was not till the most severe measures were adopted that order was restored. A general strike was proclaimed, and 40,000 men went out, including cabdrivers, bricklayers, textile workers, carpenters, plumbers, and tailors, but it only lasted a few days. The tramway strike lasted eight weeks.

**SCREW CASED DUST PROOF TRAMWAY LEVER.** 20/- **NINE TIMES OUT OF TEN**

When WATCHES are being discussed by Railway or Tramway men one NAME is INVARIABLY RECOMMENDED and that name is **R. B. ORCHARD, THE RAILWAY WATCHMAKER, 793 George St., Sydney.**

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Write direct to the Company for any information upon the matter which you may desire.

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**RAILWAY AND TRAMWAY WORKERS**

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HEADQUARTERS: TRADES HALL, SYDNEY.

CENTRAL EXECUTIVE.

President: P. J. MINAHAN.

Vice-Presidents: C. HOGAN and P. B. MARSHALL.

General Secretary: J. GRANT, Trades Hall, Goulburn Street, Sydney

- BEEBY, G. S., M.L.A.
BIRT, J. E.
BLACK, D. F.
BRYANT, F. B.
CANN, J. H., M.L.A.
CARMICHAEL, A. C., M.L.A.
DUNCAN, W. L.
DWEYER, Mrs. K.
FARRAR, E. H.
FLOWERS, F., M.L.C.
GARDINER, Miss A. E.
GRANT, Mrs. J.
GRIFFITH, A., M.L.A.
HALL, Miss M.
HEPHER, J., M.L.C.
HOLMAN, W. A. M.L.A.
HUGHES, W. M., M.H.R.
KAVANAGH, J. F.
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MAGONER, R. D., M.L.A.
MORRISH, J. J.
NIELSEN, N. R. W., M.L.A.
PETERS, H. J. F., M.L.A.
RAE, SENATOR ARTHUR.
RILEY, E., M.H.R.
THYER, H.
WATSON, J. C.
WEST, J. E., M.H.R.

BRANCH LEAGUES.

The following is a complete list of Branch Leagues, with secretaries' names and addresses, which we are publishing at the request of Mr. J. Grant, Gen. Sec. P.L.L. Should any corrections be necessary, please notify us at once.

Table with columns: Electorate, Branch, Secretary and Address. Lists various branches like ALEXANDRIA, ANNANDALE, ASHFIELD, BALMAIN, BELMORE, BOTANY, BURWOOD, CAMPERDOWN, CANTERBURY, DARLING HARBOR, etc.

Table with columns: Electorate, Branch, Secretary and Address. Lists various branches like GOUGH, GOULBURN, GWYDIR, HARTLEY, HASTINGS and MACLEAY, HAWKESBURY, KAHIBAH, LACHLAN, LIVERPOOL PLAINS, MACQUARIE, MAITLAND, MONARO, MUDGEE, MURRAY, MURRUMBIDGE, NAMOI, NEWCASTLE, NORTHUMBERLAND, ORANGE, QUEANBEYAN, RICHMOND, ROUS, SHERBROOKE, SINGLETON, TAMWORTH, TENTERFIELD-CASINO, UPPER HUNTER, WARATAH, WICKHAM, WOLLONDILLY, WOLLONGONG, WYNVARD, YASS.

NEW LEAGUE AT KILLARA.

A well-attended meeting was held on the 12th inst. at Killara Hall with one object of forming a branch of the P.L.L. of N.S.W. Mr. H. Lamond was voted to the chair, and after explaining the object of the meeting gave an able address. Mr. Slater, president Paddington League, addressed the meeting on league formation, and was well received, getting to the point every time. Mrs. Keane, W.O.L., also addressed the meeting, and made some telling remarks, which brought forth rounds of applause from her hearers. Mr. F. Dwyer, Paddington, vice-president, and Mr. Mooney gave a helping hand. On the hon. secretary getting to work twenty-eight members were enrolled. Officers were elected as follows: President, Mr. H. Lamond; vice-president, Mr. T. Read; treasurer, Mr. R. O'Brien; hon. secretary, H. Dodds. The next meeting was fixed for May 25, at the same hall. Votes of thanks were passed to the office-bearers and the chairman. The members then partook of refreshments, and departed well pleased with the start made. Since the

meeting I have to report twelve more members, total 40, and going strong. By next meeting we expect the century, and still battling strong. The ladies are taking a great interest and joining the league.

MUSWELLBROOK P.L.L.

At a meeting held on May 14th a presentation in the shape of a purse of sovereignty was made to the retiring secretary, Mr. Jack Hadaway, who is leaving the district. In handing over the purse, President Campion eulogised the recipient on the energy he had displayed in fighting a hard battle, and assured him that he had the good wishes of all the members for a prosperous career. Mr. Hadaway, in returning thanks, said he had done his level best to win, and trusted the assistance so willingly extended to him would be forthcoming for our new secretary, B. E. Loydell. He valued their gift not from a financial standpoint, but as a recognition that he had tried to do his duty at all times, and was pleased to say that some friendships formed in Muswellbrook could only be strengthened by time, not weakened.

SELECTION NOMINATIONS.

Bega electorate—Date for receipt of nominations for selection has been extended till 8 p.m. on May 21st. E. Reedy, secretary, Bombala.
Canterbury—Nominations will be received until further notice. A. A. Jones, secretary, Consett-street, Dulwich Hill.
Tamworth—Nominations received till June 1st. Selection fixed for June 15th. P. Doohan, secretary, Tamworth.
Burrangong—Nominations close May 28th. J. F. Leach, secretary, Cloetstreet, Young.
Gordon—Nominations close May 24th. H. W. Mashman, secretary, Victoria-avenue, Chatswood.
Waverley—Nominations close May 30th. G. Ware, secretary, 32 Glerstein-street, Waverley.
Durham—Nominations closed May 14th. Hy. Blanch, secretary, Raymond Terrace.
Alexandria—Nominations closed May 13th. A. Devlin, returning officer, 75 Phillip-street, Waterloo. In this electorate the sitting Labor member, Mr. J. R. Dacey, is meeting with opposition in the selection ballot. Several nominations of other candidates have already been received.
Gloucester—Nominations close May 21st. J. Lalor, secretary, Taree.

NEW LEAGUES.

Narrandera—A meeting was held at the Council Chambers last Wednesday night, when a women's branch of the League was formed, with splendid prospects of a big membership and a powerful influence.
Killara—A new League was also formed at this centre last Wednesday night.
Woolmulla—New League formed at meeting held at School of Arts on May 14th. D. J. McDonald, secretary.
Yamblie—New League formed, May 14th. Meeting convened by Jno. Carberry.

SUBSCRIPTIONS TO FIGHTING FUND.

The appended list is a complete record of the subscriptions made to the P.L.L. fighting fund till Monday last. Some of the money was received in response to the collection cards issued last year, and the balance in response to appeals made to unions by deputation and otherwise. As it is the intention of the Executive to contest every seat at the forthcoming State elections, there is no need to emphasise the fact that substantial financial support will be urgently required. Whilst the appended list evidences the loyal support of a number of unions, and some few leagues, quite a number of other leagues are unnecessarily conspicuous because of the insignificance of their contributions. It is to be hoped this gentle hint, together with the public acknowledgment of the amounts received, will exercise a salutary effect upon the shilling brigade.

Table with columns: Name, Amount. Lists various unions and their contributions to the fighting fund, such as Bourke A.W.U., Orange A.W.U., N.S.W. Typographical Union, etc.

RAILWAY INDUSTRIAL POLICY DEPUTATION TO LABOR PARTY.

A deputation from the Amalgamated Railway and Tramway Association, consisting of Messrs. Brown (president), Stephenson (executive officer), and J. H. Catts, M.H.R. (general secretary), waited upon the State Labor Party at Parliament House last Thursday afternoon. The Labor Party were having its caucus meeting prior to the opening of the State Parliament.
The party were asked to make a definite pronouncement in its policy statement regarding—(1) Amendment of the constitution of the Railway and Tramway Appeal Board; (2) a service superannuation scheme; and (3) civil and political rights for railway and tramway men. It was pointed out that there are nearly 30,000 employees affected, and that their influence in an election is considerable. It was asked that there should be an amendment of the Appeal Board to provide for one representative from the department, one from the employees, and an independent chairman. At present the departmental representative and chairman are both officials.
In regard to superannuation, it was pointed out that no private railway in the world of any size without its superannuation fund. A scheme had been prepared and submitted to the Chief Commissioner, who had expressed his approval. It had in turn been placed before the Wade Cabinet some twelve months ago, but nothing was done. No doubt Mr. Wade would play this card as an electioneering device, but he had had plenty of time to attend to it, and neglected the opportunity.
Referring to full civil rights of State employees, there was no need to emphasise this matter, as it was a plank of the Labor platform.
Mr. McGowen said the party were favorable to legislation of the kind referred to. He had stated so in the House.
Mr. Holman said the party were indebted to the deputation for a reminder on very important matters of policy. The railway and tramway employees at every centre should stand loyally by the party in the great fight into which it was entering.

WADE'S GYMNASTICS.

As a political acrobat, Mr. Wade is proving that he can be stretched, squeezed, doubled up, and tied into double bow knots with the utmost ease, with surprising agility, and quite kaleidoscopic change. A few weeks ago he delivered himself of his great railway policy announcement, which amounted to proposals for the duplication of existing main lines. The Labor opposition put forward a counter proposition of light lines from coastal ports, up and down our eastern seaboard, to the hinterland beyond. Public discussion and criticism turned upon the two opposing policies, with the result that Wade's great policy fell flat. The public know perfectly well that a policy of centralising everything in Sydney and hauling all produce over long distances to converge on one already overcrowded central point is the policy of a political fanatic. Mr. Wade has, however, found no difficulty in discarding his own programme, and plagiarising Labor's programme. "Duplications will be proceeded with," says he. "Whilst an expert commission will enquire into the question of opening up fresh ports along our coastline, by means of railway connection. This is the most barefaced theft of another's brains imaginable. All such contortions will, however, deceive no one. Wade has had three years to give practical expression to his ideas of railway development, but although the country has been crying out for action, the Wade Government has stood silent in the face of great railway necessities. Not only should such a political sluggard be taken with a grain of salt, but the electors should punish the Wade Government for its past inaction, and ineptitude.

ELECTION ORGANISING.

The State Labor Party at its last meeting decided to ask each Federal member to place himself at the disposal of the State party for a week's organising prior to the opening of the Federal Parliament. The State party will arrange the detail work. In this way a good deal of ground can be covered. There are now twenty Federal Labor members, including Senators, so that a week's organising could be done in Liberal seats if the proposals outlined are agreed to. There is no reason why what is aimed at should not be accomplished. Labor is one in both Federal and State, and the success of the party at the polls is as necessary as it was at the Federal election. Federal members will be doing the movement's work the most effectively by helping the State party into power.

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THE Amalgamated Railway & Tramway Association.

The New South Wales Amalgamated Railway and Tramway Service Association.

Established 1886. (Registered under the Trade Union Act of 1881 and Industrial Disputes Act of 1903.) PRESIDENT: C. BROWN (Loco., Granville).

- LOCO. RUNNING. A. HUNT (Driver). S. R. BRANDON (Tool Collector). H. WORDSWORTH (Fuelman, Eveleigh).

Local Secretaries will kindly furnish time and place of meetings, and notify any errors appearing with respect to table below.

Table with columns: Branch, Secretary's Name and Address, Place and Time of Meeting. Lists various branches like Sydney, Granville, Penrith, Eskbank, etc.

ERSKINEVILLE. The monthly meeting of this branch was held at the Railway Institute on the 11th instant. Mr. Flynn, Executive Officer, in the absence of the branch president, presided over a good attendance of members.

ORGANISATION AT ROZELLE. On Friday morning last, May 13th, according to agreement with Organiser W. S. Thompson, Mr. Chas. Seymour, of Erskineville Branch, got together a splendid meeting of tramway men at Rozelle depot during the breakfast hour.

TEETH.—RAILWAY PEOPLE—TEETH. Consult Sydney's Leading Dentist, MR. OTTO A. KRACHT, Reliable work at Moderate Cost. Life-Like Teeth. Painless Extractions. EDEN BUILDINGS, 731 GEORGE ST., Opp. Railway Station.

International Notes.

We have arranged to secure regular information from England, America, Germany, Belgium, Italy, Switzerland, and other countries in regard to Railway and Tramway employees' movements and affairs.

The Strike of the Tramway Servants in Loir-et-Cher (France).—The servants of the departmental system (electrical line) had on account of questions regarding wage and work time gone on strike, which lasted for two weeks.

Affiliation of the Switchmen with the Syndicat National of the Railways in France.—The peace, which was restored at the last convention of the Syndicat National, continues to bear good fruits.

The Tramway Servants in Rome are on Strike.—The tramway servants had already seven months ago submitted a memorandum to the administration of the Tramway Company and to the Municipal Council, containing a description of their miserable conditions and claims for an improvement of the wage and working conditions.

The Locomotive Engineers and Firemen in America, on the lines west of Chicago, threaten to go on strike if their claims are not realised.

decided to stop work immediately if strike is declared.

Motions for the Seventh International Transport Workers' Convention.—The Nederlandsche Vereeniging van Spoor-en Tramweg-Personeel has prepared the following motion: "The International Secretary is instructed to prepare a report (a) on the information received regarding the working conditions of the railwaymen, wherein the servants, who do the same kind of work, should as much as possible be called by the same name; (b) on the institution and the manner of working of the Staff-Commissions of the railwaymen and on the legal regulations regarding the right of striking; (c) on the financial results of the State and private railway lines.

The Seventh International Convention further recommends to the affiliated organisations of railwaymen and tramway servants to use their efforts in the various countries to induce the State authorities to issue regulations with reference to the working conditions which must at least correspond with those at the private companies.

List of the Strikes in the Traffic and Transport Trade in France during the Year 1909.—Railwaymen, two strikes: one strike on the Bone Guelma line (Algiers), during the last ten days of March, with 400 striking men.

Tramway servants, six strikes: In Calais, 50 striking men, during the last ten days in March. Wage claims. Transaction.—Loiret and Loir-et-Cher districts, four days in June. Claims: Reinstatement of some discharged fellow-workers, increase in wage, day of rest every ten days, reduction of work time. Transaction.—In Saint-Etienne (43 striking men), two days in June, for the reinstatement of discharged fellow-workers; defeat (18 striking men were discharged).

In the construction of railway lines, one strike in Paris, platelayers, 73 striking men, from December 16th, 1908, to April 17th, 1909, for increase in wage; transaction.

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Scientific and Technical

Australia is not able to produce the high-class technical speciality journals, such as are published in America and England, owing to our smaller community. These great journals are, therefore, out of the reach of Australian workmen. We have arranged to search the whole of these productions and reprint valuable scientific and technical tit-bits for the information and assistance of our readers.

Engine not Square.—"We can not get the engine I am running square. When the reverse lever is in either corner she sounds all right, but when hooked up in about the third notch from the corner she goes lame. Could you tell me how to remedy this? She's a simple engine."—L.B.D.

Answer.—The fact that the engine is square in either corner but lame when hooked up would indicate that either the links are not of the right radius, that they are not located at the proper distance from the axle on which the eccentrics are mounted, or that the suspension or saddle studs are not located right. The probabilities are, if the engine has recently been overhauled, that the link saddles were exchanged or turned around so as to throw the saddle stud outside of the link arc instead of inside.

Extension Smokebox.—"Please explain the design of the extended smokebox."—D.F.B.

Answer.—The extended smokebox was designed originally as a receptacle for such cinders as might be carried into it by the action of the exhaust, where the Master Mechanics' type of front end draft appliances was used, until such a time as it would be convenient to dump or expel them. The first designed Master Mechanics' front end retained the cinders. This design was later modified, however, so that at the front end became practically a self-cleaner; when this latter type of front end draft appliance was perfected the extension front was cut back considerably—the present length being anywhere between 45 inches and 60 inches. This, however, is still longer than the old type of short front end used in connection with the diamond stack, as it must be made of sufficient length to give the escaping gases a free and easy curve under the deflecting plate.

Locomotive Boiler.—"What is the plan of construction and the material used in a locomotive boiler?"—D.F.B.

foundation of the boiler is the mud ring, being a rectangular iron or steel ring surrounding the lower part of the firebox and outside, or wrapper, sheets are riveted to the firebox sheets being supported by means of staybolts, crownbolts, crownbars or radial stays, the flue sheets by the flues and longitudinal braces. Steel is the material used in modern boilers.

Effect of Soda Ash.—"What effect does soda ash have on water and boilers, and is it good practice to use it without frequent blowing out of the boiler?"—A.C.B.

Answer.—This question was so well answered by Mr. W. H. Wickhorst, of the C. B. and Q. Ry., in a discussion before the Western Railway Club, that we take the liberty to quote from him, as he not only gives the reasons for the use of soda ash, but also its effects on feed water and the locomotive boiler. He said in part: "The thing we really have to look out for and try to overcome in water is the sulphate hardness, the gypsum in the water. We do not care so much about the calcium carbonate, that does not bother us so very much, but we do have to treat for the sulphate of calcium. Even if there is only a small amount of sulphate of calcium in the water originally, it accumulates in the boiler and finally makes just as hard a scale and as thick a scale as if there were considerable of it, and we may have quite as much trouble with that kind of water. What we aim to do, as far as we trouble with the matter at all, is to treat the water with enough soda ash or sodium carbonate to combine with the calcium sulphate and leave in the water free sodium carbonate to the extent of about 15 or 20 per cent. of the dissolved solids. The calcium sulphate form a very hard scale, calcium carbonate form a loose, scale and by treatment with soda ash in suitable quantity all scale formation is avoided. We get the scaling material all down as mud or sludge, the influence of the soda ash on the carbonate being to cause quick precipitation, and so in that way to avoid the loose scale. As far as the maintenance of the boiler is concerned, the results are quite as good. The important thing is to add enough soda ash so that the dissolved solids in the boiler contain about 15 to 20 per cent. free soda ash. The scale forming substances in the water are by this means all converted into a sludge, which the circulation carries into the back part of the boiler, where it can readily be blown out. We found that wherever treatment with soda ash, or, for that matter, any other material, is

carried on, very heavy blowing out is necessary to keep down the solids in solution, and, while there is some increase in suspended matter, it apparently does not add sufficiently to the foaming to warrant the expense of removal beforehand. We find where water is so treated and blowing out is carried on properly a boiler can be run almost indefinitely without washing. We can run a boiler several months, depending entirely on blowing out instead of washing."

How to Release a Stuck Brake.—"If a brake is stuck and cannot be released from the engine, how should you proceed to release it?"—T.E.G.

Answer.—First, look at the brake cylinder piston rod to see if it is the air brake that is "stuck." It may be the hand brake, or, in freezing weather, the brake shoes frozen to the wheels. If the piston rod indicates that it is the air brake that is at fault, then the next thing to do is to see whether the retaining valve is cut in—handle horizontal. If so, cut it out. Otherwise the trouble is usually due to improper brake handling, so proceed as follows: Hold the release valve or "bleeder" open until the triple valve starts to release the brake, as indicated by the exhaust at the retaining valve, then close it.

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In our issue of May 5th, under the heading of social news, it was stated that Mr. J. Maher was made the recipient of a presentation at the Interlocking Workshops on the occasion of his recent wedding. The name should have read Mr. J. Napier, to whom, though late, we now extend our heartiest congratulations.

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