

School; the Washington Grammar at Marlboro, the Adams Grammar at Quincy; Grammar No. 2 at Yonkers, N. Y.; and the Newton-street Grammar at Newark, N. J. For five years he was superintendent of schools at Paterson, N. J. Mr. Meleney came to Somerville in 1888, having been elected superintendent of schools, and has since continued in that position. Mr. Meleney married Miss Carrie E., daughter of Rev. J. C. and Ellen (Nesbitt) Coit, of Newark, N. J. They reside on Greenville street.



GEORGE O. PROCTOR

was born in Rockingham, Vt., February 23, 1847, the son of Nathan and Harriet (Dorand) Proctor. He was brought up on the farm, and received his education in the public schools of that town, and at the academy at Chester, Vt. He left the academy to take a position in a store, in the latter town. He was afterward engaged in farming and lumbering for five years, and then he came to Boston, and formed a partnership with his brother in the grain and hay trade, at the end of Craigie's bridge. After their place of business was taken by the city of Boston for a park, they removed to the Cambridge side of the bridge. His brother having retired, Mr. Proctor carries on the business alone, having an extensive wholesale and retail trade. He is also a member of the firm of Proctor Bros. & Billings, street sprinklers and contractors, and owning large lumbering interests near Rumney, N. H. He came to Somerville in 1877. He served in the common council in 1887 and 1888, the second year as president, and is now a representative to the legislature. He is a member of Boston Chamber of Commerce, Somerville Central Club, Soley Lodge, F. A. M., Home Circle, Golden Cross, Pilgrim Fathers and Somerville Unitarian Club. Mr. Proctor married Miss Lillie A. Clark, daughter of Captain Thomas R. Clark, of Chester, Vt. They reside on Spring street.



RUFUS R. WADE

was born in Boston, July 10, 1838, the son of Abraham and Johanna (Robbins)

Wade, of that city. His education was obtained in the public schools. For eleven years he held positions in the various penal institutions of the state, chiefly at the East Cambridge House of Correction and at the State's Prison at Charlestown; under the general government he has seen service as special agent of the post-office department, and as chief of the secret service for New England. In 1879 Governor Talbot appointed Mr. Wade chief of the state district police; and he has continued in the same position under Governors Long, Robinson, Ames, and Russell. In this duty Chief Wade has developed the inspection service of the department to a most thorough and systematic efficiency. Upon the subject of ventilation his reputation in Europe is that of America's best authority; his annual reports are considered valuable documents. An instrument invented by Chief Wade measures air contamination, and automatically sounds an alarm when the danger point is reached. Mr. Wade is president of the National Association of Factory Inspectors in America. He was a founder of the Middlesex Club, and its first secretary. He has served as secretary and treasurer of the Middlesex Republican county committee for ten years. Mr. Wade married, in 1849, Mary A. Marsh, daughter of Jacob and Mary A. (Sprague) Marsh, of Charlestown. They reside at West Somerville.



HENRY G. ASHTON

was born in Norfolk, England, March 30, 1846, the son of George and Martha Ashton. His education was that of the average English schools, supplemented by a complete course in mechanical and steam engineering. He served a regular apprenticeship as a machinist and mechanical engineer. He came to Boston in 1869, finding employment with the Hinkley Locomotive Works. In 1872 he was the superintendent for refitting the Eagle Sugar Refinery at Cambridge, and the same year invented the Ashton lockup pop safety valve for steam engines. He established a shop in Boston, which was destroyed in the great fire. He fitted up another shop, and further developed the manufacture of his valve. In 1877 the Ashton Valve Company was organized. In 1878 Mr. Ashton was again burned out in the Cathedral fire, and fitted up his present shops on Franklin street, where he continues as vice-president, and general manager of the works. Mr. Ashton has received five highest premium medals. The Ashton valve has practically a world-wide reputation, the company sending its goods to many foreign countries. Mr. Ashton is a member of St. John's Lodge, F. A. M.; Somerville Chapter, R. A. M.; Boston Commandery, K. T.; and is a Mason of the thirty-second degree, So. R. He is a member of the Central Club, and the Massachusetts Charitable Mechanics Association. Mr. Ashton married Miss Emma C., daughter of Henry and Mary E. (Simmons) Carter, of England. They came to Somerville in 1874, purchasing the estate on Bonner avenue, where they still reside. Besides spending a large amount of money in improving his own property, Mr. Ashton has caused several public improvements to be made at his expense.



F. DEWITT LAPHAM

was born in Littleton, Mass., July 6, 1845, the son of Luther and Desire N. (Needham) Lapham. His education was obtained at the district school and at Eastman's College, Poughkeepsie, N. Y. He came to Boston in 1865, and for twenty-one years was a book-keeper, seventeen years in the employ of Susman Brothers. He moved to Somerville April 1, 1880. After the dissolution of Susman Brothers, in 1886, Mr. Lapham started in the real estate and insurance business at the corner of Broadway and Franklin streets Somerville, where he still continues. He is serving his fifteenth year as secretary of Excelsior Council, Royal Arcanum; has been an officer of Somerville Council, Home Circle; past noble grand of Howard Lodge, I. O. O. F.; past chief patriarch, Somerville Encampment, I. O. O. F.; chevalier of Grand Canton Washington, Patriarchs Militant, and major of Second Regiment, Patriarchs Militant; member of Winter Hill Lodge, A. O. U. W. Mr. Lapham married Miss Jennie H. Dickson, daughter of Thomas and Hannah (Graham) Dickson, of Salem. They reside on Hathorn street.



WARREN J. ROBINSON

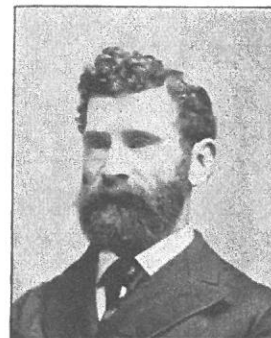
was born at Hornellsville, N. Y., March 16, 1855, the son of John P. and Elizabeth M. (Davis) Robinson, of that place. He was educated at the public school and the Academy of Hornellsville. He acquired the art of printing in the Tribune office at Hornellsville, and in a book and job office at Buffalo. He came to Boston in 1876. In 1879 he established his book and job printing business, which, as the Robinson Printing Company, under his direction, still continues. Soon after coming to Boston Mr. Robinson became a member of Company B, First Regiment, M. V. M.

Upon the organization of the present Somerville Light Infantry he became a member, and was appointed sergeant, and, subsequently, was elected first lieutenant. After a service of a year and a half, he resigned, and is now a member of Company A, First Massachusetts Cavalry (National Lancers). Mr. Robinson served the city in the common council of 1891, and is a member of the present board of aldermen. He is a member of the Franklin Typographical Society, and the Boston Master Printers, the Home Market, and the Central clubs. Mr. Robinson married Miss Cora A. Hastings, daughter of Dr. S. Emery and Emeline C. (Achorn) Hastings, of Cambridge. They reside on Greene street.



S. WALKER JONES

was born in Charlestown, May 5, 1862. His parents removed to Somerville in 1871, and since that time he has lived at his present home on Washington street. He was educated in the Somerville public schools, leaving the High School in 1879 to enter the employ of Eugene R. Knapp, one of the largest wool importers in the country, where he had a thorough business training. Mr. Jones has always taken an active interest in politics. In the fall of 1890 he was elected to the common council to fill a vacancy caused by the resignation of Councilman Wilcox. He was re-elected for a second year, and is now a member of the board of aldermen. He is a member of John Abbot Lodge, F. A. M.; Somerville R. A. Chapter, De Molay Commandery, Central Club, Corinthian Yacht Club, Republican Club of Massachusetts, Womahquaham Tribe of Red Men, and Beacon Lodge, A. O. U. W.; is an associate member of the National Lancers and Somerville Light Infantry.



JOHN F. COUCH

was born at St. John's, Newfoundland, the son of William and Catherine (Kavanaugh) Couch, of that province. He came in his boyhood to Boston, where he was educated at the Boylston Grammar School. He was graduated M. D. at Harvard in 1872. After a year's service as ophthal-

Jan 15, 1896

## 44

In 1860 Mr. Ames married Anna Coffin Ray, adopted daughter of Wm. Hadwen of Nantucket. There were born six children, two sons and four daughters, all of whom are living. At the time of his death, October 22, he was nearly 65 years of age.

## HENRY G. ASHTON

was born in England in 1846. He became a mechanical engineer, and was a first class practical machinist. He came to this country in 1869, and was for a time in the employ of the Hinckley Locomotive Works. We quote from an article published after his death:—

“He was afterwards engaged in important mechanical work in and around Boston, and among other big pieces of work, the superintendency of which was intrusted to him, was the refitting with machinery of the Eagle Sugar Refinery at East Cambridge in 1872. That year he invented the safety valve for steam engines, which has come into use the world over. He established a shop in Boston, and was burned out in the great fire of 1872. He immediately fitted up another shop, and further developed the manufacture of his valve. In 1877 the Ashton Valve Company was organized. The next year the factory, then on Federal street, was again burned in what was known as the Cathedral fire. He next established works on Franklin street, where the factory is to-day located. The company controls a number of patents and many inventions, which are nearly all the result of his ingenuity. Their goods are sold all over this country and in foreign countries. They have received seven highest premium medals, besides being awarded the first prize at the World's Fair at Chicago, where the firm had a large exhibit.

“He was a thirty-second degree Mason, being a member of St. John's Lodge of Boston, Somerville R. A. Chapter, and Boston Commandery K. T. He was connected with many of the leading trade associations that brought him in contact with prominent men in his line of business.

“Mr. Ashton owned considerable real estate, and had a summer home at Camp Houghton, Rangeley Lakes, where his family have spent their summers for several years, and where many of their friends have been entertained as guests.”

He joined our Association in 1881. He resided in Somerville many years, where he was universally respected, and where he died on the 12th of November, aged nearly 50 years, leaving a widow, five sons and one daughter.

## JOSHUA T. FOSTER

was born in South Scituate, Mass., in 1810. When 15 years old he went to Medford, and learned the shipcarpenter's trade. In a few years he commenced the business of ship building, which he followed until 1873, in which year he built the ship “Pilgrim,” it being the last of sixty-eight vessels built by him in that town. He represented his fellow-citizens as selectman, assessor, and representative to the General Court. He was captain of a military company when young. He was a first-class mechanic, able to originate and quick in execution. He constructed the first dry dock in Boston. He was for many years president of the Malden and Medford Gas Light Company, director in the Bay State Brick Company, and Vice-President of the Medford Savings Bank. Since his retirement from active business life he has dwelt in peace and comfort in Medford until two years

Henry Ashton retired from business  
a few years before his death  
- engineering record Nov 16, 1895

Born in Norfolk,  
England





Albert C Ashton

Club of New York, The Commercial Club and the East Side Skating Club, both of Providence, the Providence Art Club, The Players, the Rhode Island Country Club, the Rhode Island Historical Society, the Wannamoisett Country Club, and the Turks Head Club. He was a Unitarian in belief, and a member of the Unitarian Laymen's League. He was also a director of the Rhode Island Investment Company, of the Industrial Trust Company of the Chelsea Fibre Mills of Brooklyn, N. Y., and a member of the board of visitors of the Rhode Island State College. During the war he was a director of the fire prevention section of the War Industries Board at Washington, and served on the draft board in Providence.

Mr. Pierce married, in 1897, Miss Florence McKnight, daughter of John B. McKnight, of Springfield, who survives him.

In quick succession came Ashton's death on January 31. The following account of his life is from the *Boston Globe* of February 2:

"Albert C. Ashton of 33 Columbus Avenue, Somerville, a former member of the Somerville School Board and for over twenty years treasurer of the Ashton Valve Company at 161 First Street, Cambridge, died from hardening of the arteries at 11.30 Tuesday night at St. Petersburg, Fla., where he had been since November 17, 1921.

He was born in England fifty-two years ago, the son of Mrs. E. C. Ashton of 2 Bigelow Street, Somerville, and the late Henry G. Ashton, founder of the Ashton Valve Company. He was reared in Somerville and graduated from the Chauncey Hall School, Boston, and Massachusetts Institute of Technology, where he took the engineering course.

Mr. Ashton had been an active member of the First Methodist Episcopal Church, Somerville, which he served as a member of the Board of Trustees, Sunday school chorister and had been assistant superintendent of the Sunday school. He was a past master of John Abbot Lodge of Masons and was also a member of Somerville Royal Arch Chapter, Orient Council, Boston Commandery, K. T., Mystic Shrine, Massachusetts Charitable Mechanics Association and American Society of Mechanical Engineers, of which he was at one time chairman of the Boston section.

He is survived by his wife and four children, Henry C., Robert L., David John and Helen R. Ashton, and four brothers, Harry H. Ashton, of Somerville; Fred H. and Carl F. Ashton, of West Medford, and Frank G. Ashton, of Wayland, and a sister, Mrs. Elsie G. Richardson of Somerville."

At the Secretary's request, Dimphe prepared for the Archives of the Class an account of his recent sea voyages which are so entertaining that we reproduce them herewith in full and the Secretary asks the world if it does not agree with him that Dimphe should be called the "Masfield of '89." Dimphe was extremely modest about this and it took six or eight months to extract the material from him.

An article by Orrok on the "Present State of Knowledge of the Properties of Steam," accompanied by a lifelike portrait, recently appeared in *Mechanical Engineering*. The value of this article is apparent to the secretary but it is a little too technical for him to undertake an abstract.

#### LETTER FROM C. S. DUNPHE

##### AN INTERESTING ACCOUNT OF A TRIP TO THE BALTIC PORTS

I can hardly realize that it lacks only a month to complete the anniversary of my retirement, for physical disability, from the New York City Street Cleaning Department after a continuous service of twenty-six years, for Cal. Waring appointed me on the twenty-fourth of January, 1895, and I was retired on January 31, 1921. My doctor gave me rigid instructions saying if they were not carried out the result would be that I would probably have to submit to an operation. I detest cold steel applied even with the induced somnolence caused by an anæsthetic so you may believe that I didn't take any chances and faithfully followed instructions as to diet, pills, tablets *and so weiter*, now that the German peace has been concluded and I may be allowed to use the phrase. My constantly reiterated question propounded to the good doctor was, "Doctor, would it be all right for me to take a good trip on some vessel?" Finally the desired consent was given and it was then up to me to see if I could find a freighter of which I might become a member of the crew at so much per month, for I was not then and am not now sufficiently funded to go on a Cook's Tour, as far as Bayonne, N. J. I have always had a great desire to cross the line, see the Southern Cross, Buenos Aires, Rio and some other places but this trip was denied me but in a short time I had my citizen seaman's passport and, on April 25,



## MILL SUPPLIES

preserved a dislike through my teens. All I needed was a little opening up of the mind to find that I had been stupidly cutting myself off from enjoyments of which the rest of the family were availing themselves. I had deceived myself into thinking that the capacity for liking tomatoes, green peas, lettuce, oysters, tea, and a number of other things had been denied me,—and I was rather proud of it than otherwise. I guess I thought it made me distinguished. I *was* distinguished, as in time I came to see, by an obstinacy and impenetrability of mind rarely found outside a *real* donkey. Since then I have found a good many happinesses that were free for the asking, that I can enjoy without hurting me or anybody else. I admit that thus far I can't get much out of classical music. But I *admit* it; I don't brag about it any more.

Our solicitor general may be a good solicitor, but he is not much of a general. He does not know how to play the whole game, and yet he has the nerve to tell the rest of us. He reminds me of a German youth I once met who knew only two words of English and who corrected my pronunciation of one of these. The part of the game he does not know is one of the parts which lasts the longest, and which in the meantime put the most "worth-while-ness" into it.

Ann Arbor, Mich., August 20, 1912.

### HONORED BY ENGINEERS

**Albert C. Ashton Elected President of the New England Association of Commercial Engineers**

Albert C. Ashton, treasurer and general manager of the Ashton Valve Co., Boston, Mass., was recently elected president of the New England Association of Commercial Engineers, which is composed of everyone manufactur-



AUBERT CARTER ASHTON

ALBERT C. ASHTON  
President New England Association of Commercial Engineers;  
Treasurer and General Manager The Ashton  
Valve Co., Boston.

ing or handling power plant apparatus and engineers' supplies. The association has for its objects the collection of power plant statistics, advance construction infor-

mation, etc., for its members, and conducting the power shows held in conjunction with the conventions of the N. A. S. E. Mr. Ashton has long held a prominent place in engineering trade circles, his company being a representative manufacturer of steam gauges, pop safety valves and other devices of a similar character. He is a graduate of the Massachusetts Institute of Technology, class of 1889, and has passed through the ranks as machinist, draftsman, superintendent and salesman to his present position. He holds membership in and is active in the American Society of Mechanical Engineers; Massachusetts Mechanics' Charitable Association; Engineers' Blue Room Club; Railway Supply Manufacturers' Association; Boston Chamber of Commerce; Somerville & Cambridge Boards of Trade, and the Cambridge Manufacturers' Association.

### VANDA COMPANY'S ENERGY

*It Is Being Displayed, Particularly These Days, by Various Schemes to Aid the Dealers*

The Vanda Co., of New York, manufacturers of the Vanda sheet fibre and piston packings, which have been on the market for the past seven years, reports a very gratifying increase in the volume of its sales for the first eight months of 1912 over the same period for previous years.

In conformity with its plan of sales co-operation with dealers handling its line—who are appointed on an exclusive representation basis—and in addition to its other efforts along the line of co-operation, the company has arranged for an attractive display of a full line of its packings at the N. A. S. E. convention to be held in Kansas City, Mo., September 9 to 14, which will be in charge of the Kansas City Rubber & Belting Co., its local agents, assisted by P. Hasenclever, the company's New York superintendent. The company is also planning to remember its friends who visit the exhibit with a valuable souvenir.

The company recently maintained a handsome exhibit at the convention of the Universal Engineers' Association, held in St. Louis, Mo., which was in charge of its St. Louis agents, the Capen Belting & Rubber Co.

The company states that it still has some desirable territory unassigned, and that it will be pleased to hear from dealers with a view to exclusive agency representation. Attention is directed to the company's announcement elsewhere in our columns.

### Valuable Records Destroyed

The physical testing laboratory of the Homestead Steel Works was completely destroyed on the early morning of July 25 by fire, which caused a loss of about \$100,000 on machinery and instruments, with an additional \$4,000 to cover the building. All of the government inspector's records of ordnance and steam were entirely destroyed. This loss cannot be replaced. All the records for some of the company's departments were also lost.



**R HARRY ASHTON, ASHTON  
VALVE CO., SECRETARY  
N. E. A.**



motive power. This engine operates between Clifton Forge and Charlottesville.

The general dimensions of this locomotive are as follows:

Cylinders	.....diam. 29"; stroke 28"
Boiler, diam.	.....83 3/4"
Pressure	.....180 lbs.
Tubes—40 of 19 feet long, diam.	.....5 1/2"
Tubes—243 of 19 feet long, diam.	.....2 1/4"
Firebox	.....84 1/4"x114 1/4"
Diameter of driving wheels	.....62"
Wheel base, driving	.....16', 6"
Engine base	.....37', 5"
Engine and tender, base	.....70', 6"
Weight in working order, engine	.....330,000 lbs.
Weight in working order, engine and tender	.....503,400 lbs.
Heating surface, sq. ft., tubes, 3,795; firebox, 310; water tubes, 27; total	.....4,132 sq. ft.
Grate area, sq. ft.	.....60.7
Max. traction power, lbs.	.....56,000
Factor of adhesion	.....4.12
Tender capacity:	
Water	.....9,000 gallons
Coal	.....15 tons

#### AMONG THE SUPPLY FIRMS.

Locomotive Improvement Co., Clinton, Ia., has issued an illustrated catalog on the Markel removable driving box brass.

The Dayton Manufacturing Company, Dayton, O., is sending out descriptive literature on their switch locks, car racks, car equipments, etc.

The Emery Pneumatic Lubricator Co., 1932 N. Broadway, St. Louis, Mo., is sending its friends a leaflet descriptive of their brake cylinder lubricant.

The American Steel Tie Company of Salt Lake City, Utah, has been incorporated to manufacture steel ties, on which the company holds several patents.

The Flannery Bolt Co., Pittsburgh, is favoring their many friends with a card illustrating the "Tate Flexible Staybolts and the Men Who Sell Them." The illustrations are all good.

Walter Macleod & Co., Cincinnati, O., are sending out some attractive illustrated leaflets on "Oil and Gas Furnaces and Oxy-Acetylene Outfits." Anyone interested in modern shop equipment of this nature will find their literature interesting.

A firm in Italy informs an American consular officer that it desires to be placed in communication with manufacturers of boiler and ship plates and angle iron for ship-building purposes with a view to represent them in that market, being confident of a large trade in these materials.—Daily Consular Reports.

"Hydraulic Pumps, Catalog No. 81," is the title of a new 120-page 6x9 catalog, descriptive of many standard and several new types of hydraulic pumps. This catalog issued and sent free by the Watson-Stillman Co., 50

Church street, New York, contains valuable information for hydraulic engineers and users of hydraulic machinery.

Among recent large orders for self-starting rotary converters received by the Westinghouse Electric and Manufacturing Company, East Pittsburgh, Pa., is one from the Philadelphia Rapid Transit Company for two 3,000 kva., one 2,000 kva., and two 1,500 kva. converters. These are all of the six phase, 25 cycle, self-starting type, and will deliver direct current at 600 volts.

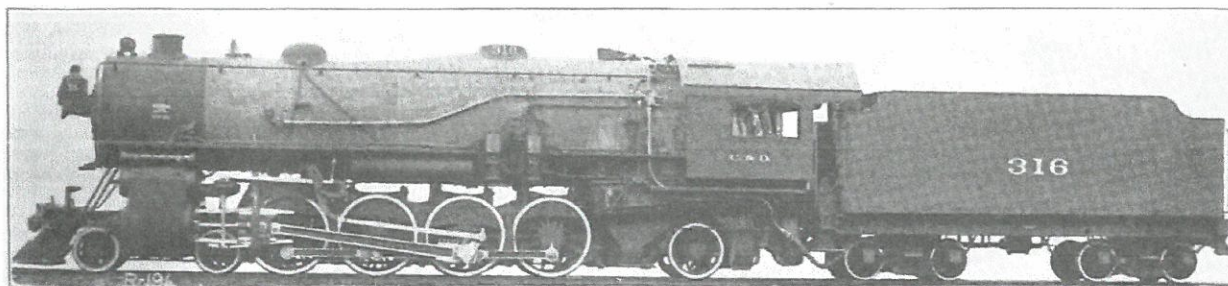
#### J. W. MOTHERWELL.

On August 1, J. W. Motherwell, western representative of the Ashton Valve Co., Boston, Mass., was chosen vice president and manager of the railway department of that company, to succeed F. A. Casey who died on

July 15. Mr. Motherwell is a native of Lancaster, O., where he was educated. Having served his time as a machinist and tool maker he was made foreman of the shops in which he worked. He was for over eleven years connected with Fairbanks Morse & Co., as mechanical expert in charge of field construction work, and was later made railroad representative of that company. For the past seven years Mr. Motherwell has been western representative of the Ashton Valve Co. office at

Chicago, where he has built up a big trade in his territory. For the past year he has served as president of the International Railway General Foreman's Supply Men's Association in which he has been a hard worker. He has hundreds of close friends who are pleased to hear of his recent promotion and will all join in congratulating him on his success.

During the past few weeks the Wabash Railroad contracted for the following new equipment: 12 cars for passenger service; 200 all-steel hopper cars; 1,000 steel underframe box cars of 80,000 pounds' capacity; 5 switch, 10 passenger and 15 freight locomotives



CHESAPEAKE & OHIO HEAVY PASSENGER ENGINE.



pany, a corporation whose directors and stockholders have been identified for years with J. A. & W. Baird & Company, will on July 15, 1911, take over the roofing, waterproofing and insulating business in its entirety and continue it on the same general lines as heretofore.

F. A. Casey, vice-president of the Ashton Valve Company, Boston, Mass., died at Billerica, Mass., on July 15, from cancer of the liver. Mr. Casey was born in Bedford, Mass., August 17, 1846. He had 15 years' experience as a locomotive engineman on the Fitchburg, now part of the Boston & Maine; on the Lake Shore & Michigan Southern, and on the Old Colony, now part of the New York, New Haven & Hartford. He entered the service of the Ashton Valve Company over 30 years ago, and later went to the New York Air Brake Company for a few years, returning to the Ashton Valve Company to become vice-president and manager of the railway department. He held this position 16 years. His illness began from an injury received in a railway accident on the Boston & Albany two years ago, but he remained actively engaged in business up to the last few months. Mr. Casey attended the American Railway Master Mechanics' Association conventions for 33 consecutive years, and was chairman of the Railway Suppliers' Association, 1901-1902.



F. A. Casey.

#### TRADE PUBLICATIONS.

**SOOT REMOVER.**—G. L. Simonds & Co., Chicago, have published a 32-page catalog describing the Vulcan soot cleaner. The application of this device to different types of boilers is illustrated and explained, also the principle on which it works. It is claimed that with this device stationary boilers may be cleaned more quickly and thoroughly than is possible by hand cleaning. The fireman simply turns on the steam and operates the steam jets from the outside of the boiler away from the flying soot and dirt.

**LOCOMOTIVES.**—The American Locomotive Company, New York, has issued bulletin 1009 describing the 230-ton articulated compound locomotives recently built for pusher service on the Baltimore & Ohio. These engines are 40 per cent. heavier and more powerful than the pioneer articulated compound which was built for the same road seven years ago. With a consolidation, this engine will handle a train of 2,200 tons at 18 m. p. h. on a 1 per cent. grade. This locomotive does the work of two consolidations and, it is claimed, saves 38 per cent. in the cost of maintenance. The general dimensions of the locomotive and the erection drawings are also included in the bulletin.

**MECHANICAL COAL PASSER.**—The Ryan-Johnson Co., Chicago, has published a comprehensive booklet on its mechanical coal passer for locomotive tenders. The bearing this device has on economy in fuel and saving of labor is discussed in an interesting manner, and it is clearly shown what the coal passer does for both the engine and the fireman. The construction and operation of the device is explained by diagrams in which the different parts are lettered so that a clearer description may be given. This coal passer is in operation on the Atchison, Topeka & Santa Fe, the Great Northern, the Chicago, Burlington & Quincy, the Chicago & North Western and the Baltimore & Ohio. It may be applied to old as well as new tenders, and to the U-shaped tank as well as the water-bottom tank. The catalog contains 24 pages, of which 11 pages are devoted to clear-cut illustrations.

## Railway Construction.

### New Incorporations, Surveys, Etc.

**ALBERTA CENTRAL.**—An officer is quoted as saying that this company is carrying out the grading work on a section with its own men. About 40 miles of line has been built, and contracts let for work on between 60 and 70 miles. It is expected that about 100 miles will be under construction this coming fall. The company was organized to build from Red Deer, Alb., westerly to the Grand Trunk Pacific in the Yellow Head Pass. Application was made to the parliament of Canada to build from Saskatoon, Sask., northeast to Hudson Bay, with terminals at both Fort Churchill and Port Nelson. J. C. Moore is vice-president, Red Deer.

**ATCHISON, TOPEKA & SANTA FE.**—The Pecos & Northern Texas has been opened for business from Slaton, Tex., southeast via Sweetwater to Coleman, 190 miles.

**BALTIMORE & OHIO.**—The Consolidation Coal Company in the development of its 100,000 acre tract of big vein coal in Pike and Letcher counties, Kentucky, has undertaken the construction of about 30 miles of railway from Shelby Junction, on the Chesapeake & Ohio. For this purpose the Big Sandy & Elkhorn Railway was incorporated. This latter company is to be acquired by the Baltimore & Ohio, on the basis of cost of construction with interest. The Consolidation Coal Company is developing mines with a minimum output capacity of 3,000,000 tons per annum. It is expected that the coal from this section will pass over the Chesapeake & Ohio branch to the Cincinnati gateway until such time as a new crossing of the Ohio river may be effected, as has been under consideration, at some point between Huntington and Ironton. It is understood that the object of the Baltimore & Ohio in acquiring an interest in the new railway was with a view of assuring the routing of the large tonnage via the Cincinnati, Hamilton & Dayton.

**BIG SANDY & ELKHORN.**—See Baltimore & Ohio.

**CALIFORNIA ROADS (Electric).**—The city council of Los Angeles, Cal., is securing right-of-way for a municipal railway, to be built from Los Angeles south to the harbor of San Pedro, 23 miles.

**CANADIAN NORTHERN.**—Vice-president Sir Donald D. Mann announces that contracts for the Canadian Northern Ontario extension from Sellwood Junction, Ont., west to Port Arthur, 550 miles, have been let. Press reports say that the contracts have been let to Foley Brothers, St. Paul, Minn., and to the Northern Construction Company, Winnipeg, Man. (June 9, p. 1333.)

The section of the Toronto-Ottawa line from Toronto to Trenton, about 100 miles, will be open for inspection by the government by August. It is expected that this line will be open for train service east as far as Kingston this coming fall, and will be completed to Ottawa in about one year.

Plans are being made to secure an entrance into Montreal, Que., by a tunnel through the mountains in the north, but no action will be taken until a report of the experts now working on this scheme has been made.

**CANADIAN PACIFIC.**—The Windsor Mills, Eastman & Mansonville branch of the eastern division has been extended from Mansonville, Que., to North Troy, five miles.

According to press reports, a contract has been given to Palmer Brothers & Hemmins, Vancouver, B. C., to build the branch from Duncan, on the Esquimalt & Nanaimo, to Cowichan lake, 25 miles. Work is to be started in a few weeks. (July 7, p. 64.)

**CATSKILL TRACTION Co.**—An officer writes that application has been made to the New York Public Service Commission, Second district, for a franchise and to issue bonds. The company plans to build from Leeds, N. Y., northwest to Cairo, 6.75 miles, and has surveys made. Herman C. Cowen, president, Catskill.

**CENTRAL CANADIAN RAILWAY & POWER COMPANY.**—Plans have been filed by this company to build from Winnipeg, Man., to the beaches and harbors of the east and southeast shore of Lake Winnipeg. The plans include a line from East Selkirk, north-easterly to Thalburg, thence to Fort George on Winnipeg river, a few miles south of Fort Alexander. From Thalburg another





Mr. J. W. MOTHERWELL AND MR. FRED A. CASEY, OF  
THE ASHTON VALVE COMPANY.

The New England Society of Superintending Engineers held its regular monthly meeting and dinner at the American House, Boston, on the evening of Feb. 26, at which the following newly elected officers were installed: President, L. H. Brown, chief engineer, Bay State Street Ry. Co., Lynn, Mass.; vice-president, Thomas Armstrong, chief engineer, Boston Safe Deposit & Trust Co., Boston; secretary, Stephen Barnaby, chief engineer, Copley-Plaza Hotel, Boston. The installation was conducted by Past-President George W. Walsh. The speaker of the evening was Mr. Leach, Boston manager of the American Engineering Co., who gave an illustrated lecture on automatic stokers and the smokeless combustion of fuel, and F. L. Fairbanks, chief engineer of the Quincy Market Cold Storage Co., also gave an illustrated lecture on the efficiency of multi-stage centrifugal pumps.

## PERSONALS

F. A. Saylor has been put in charge of the Indianapolis territory of the C. & C. Electric & Manufacturing Co., Garwood, N. J.

Henry Madison has been appointed chief electrician of the new municipal lighting plant at Franklin, N. J. Mr. Madison was formerly with the Newton Gas & Electric Co., Newton, N. J.

J. B. Anderson, for many years engineer of power stations of the Savannah (Ga.) Electric Co., has been transferred to the Baton Rouge (La.) Electric Co. He became superintendent of lighting in Baton Rouge on March 1.

Sir William Willcocks, the famous English engineer, who is known as the builder of the Assuan Dam across the Nile, will make his first visit to the United States in April to attend the fourth annual meeting of the National Drainage Congress at Savannah, Ga., where he will deliver an illustrated address on "River Regulation and Control in Antiquity."

T. E. Keegan has been appointed assistant manager of the Tyler Underground Heating System, Pittsburgh, Penn. Mr. Keegan is said to be one of the best posted heating men in the United States. He was with the Atlas Engine Co. and the American Stoker Co., with the Consolidated Engineering Co., Chicago, for nine years, and the last two years was with the Open Coll Heater & Purifier Co.

## OBITUARY

### PROF. EDWIN J. HOUSTON

Prof. Edwin J. Houston, who with Prof. Elihu Thomson, invented the first successful arc-lighting system, died of heart disease at his home, Philadelphia, Mar. 1. He was born in Alexandria, Va., July 9, 1847.

He was educated in the public schools of Philadelphia, and later served the Central High School of that city as professor of physical geography and natural philosophy and previous to this occupied the chair of civil engineering. In 1879 he and Professor Thomson began electrical experiments and later developed the Thomson-Houston dynamo, the arc-lighting system bearing their names and other inventions. Professor Houston wrote many books on electrical and scientific subjects, and devoted considerable time to lecturing.

From 1893 to 1895 Professor Houston was president of the American Institute of Electrical Engineers. He was a member of the American Institute of Mining Engineers, the New York Electrical Society, the American Philosophical Society, the Electrotherapeutic Society, the American Historical Society and other organizations.

He was unmarried and is survived by a brother and two sisters.

### COLUMBUS DILL

Columbus Dill was born in Tully, N. Y., Aug. 12, 1840, and died at his home, 99 St. James Ave., Boston, Mar. 4, 1914.

At 12 years of age he started on a sea-faring life with his uncle, serving as cabin boy on one of the trade vessels of the Weld Line, which were at that time plying between Boston and various foreign ports. He rapidly worked up to the position of chief officer, in which capacity he served on such boats as the "Rainbow" and the "William H. Thorndike."

In 1876 he left the sea, and took up stationary engineering as a profession, being employed as an engineer for about a

year at the Perkins Institute for the Blind at South Boston, afterward going with the National Tube Works, then at East Boston, where he served as chief engineer for several years.

He next took a position with John Post, Jr., & Co., of Boston, handling their injector business, after which he became connected with the Common Sense Metallic Packing Co., as a traveling salesman.

From 1889 until the time of his death he was connected with the Ashton Valve Co., of Boston. He traveled extensively while in this business, going as far West as Kansas City and South to New Orleans, giving special attention to power-plant work, and to the stationary engineers operating them, among whom he had a host of friends and acquaintances.

He was a charter member of the National Association of Stationary Engineers, No. 1, of Boston, and was elected as delegate to represent this association to the national conven-



COLUMBUS DILL

tions for many years. He also served as United States deputy of the N. A. S. E. for many years, which position he held at the time of his death.

He was a member of the E. P. Carpenter Post No. 91, G. A. R., several Masonic bodies, the Engineers' Blue Room Club, of Boston, and the New England Association of Commercial Engineers.

For the past two years he was not very active, although his health was fairly good up to within three days of his death when he was taken with an attack of indigestion, which suddenly and wholly unexpectedly terminated with apoplexy. His funeral services, held Mar. 6, were attended by many of his engineer friends and business acquaintances.

He leaves a widow, who usually accompanied him, of late years, on his extended trips, and who has been an active worker in the Ladies Auxiliary of the N. A. S. E. and in the order of the Eastern Star.

Mr. Dill was probably one of the best known travelers among engineers in this country, and was always exceptionally prominent and influential at the national conventions of the N. A. S. E. He was zealous and untiring in business, and had a kind-hearted and genial disposition, which easily won friends, and an uprightness of character that was beyond reproach.