In the Field of Electricity

CURRENT POWER ON RAILROADS. CEVERAL notable strides in substituting electricity for steam power on railroads are sched-

uled for the coming year. Under pressure of public opinion against the locomotive smoke nuisance on the lake front of Chicago, the directors of the Illinois Central have instructed the company's engineers to prepare plans for changing the motive power on the Chicago terminal. On the Canadian Pacific the management intends plac-ing electric locomotives on about 700 miles of the line in the western mountain ranges, particularly where many tunnels exist and where power will be generated from mountain streams. A similar change on the Cascade division of the Great Northern road in the state of Washington. It is well understood the Central Pacific, will utilize the the Central Pacific, will utilize the abundant water power of the Slerras when the projected straightening of the line is finished and the necessary tun-nels are bored in Nevada and Cali-fornia. This work involves the aboli-tion of snow sheds and greatly re-duced grades, and may require two duced grades, and may recurie two years to complete. Around New York City next year will witness a large Increase in electric power on the rail-road terminals. The Pennsylvania line tunnels under Manhattan Island and into Long Leland will be complete and into Long Island will be completed, and electric power used exclusively. On the New Haven road the electric power now employed within the city limits is to be extended so as to cover its suburban service as far as Stamford, Conn.

The action of the Illinois Central di-rectory is considered the first decisive step toward the banishment of steam locomotives from the railroad termi-nals of Chicago. There are many roads in the city which are not in as good a position to electrify as the III-nois Central and these fear the spread of the movement. Several of the roads of the movement. Several of the roads insist that compulsory electrification would spell financial ruin at this time. It is understood that a conference of railway presidents will soon be called with a view to a thorough discussion of the question and in the hope of se-coming uniform action with reference to electrification. A few years ago Senator Depew pre-

A Jew years ago Senator Depew pie-dicted that in ten years the steam lo-comotive will disappear from view, relegated to the scrap heap or the mu-seum, and electric nower take its place on all railroads. This prediction was everysanguine at the time, as it is now, but the negrouse being made in spots 1 ut the progress being made in spots justify confidence in the carly refire-ruent of belching locomotives from the cilies, and the substitution of the clean and noiseless electric motors

COPPER WELDED UPON STEEL.

Electrical transmission of energy by Electrical transmission of energy by the overhead system, whether for street railway, telephone, electric lighting er power purposes, remarks the Technical World Magazine, requires the use of wire or cable of high conductivity in order to avoid heavy losses of power that would result from an attempt to overcome the resistance to the usessage overcome the resistance to the uassage of the current in metals that are poor conductors. Copper is one of the best known con-

ductors and possesses noncorrosive qualities that are valuable; but copper is expensive and lacks tensile strength. is expensive and lacks tensile strength. For economic reasons, tensile strength is a most desirable quality in a metal used for line work, while low cost is of course, of prime importance. Steel possesses both strength and cheapness, but is low in conductivity and rusts quickly when exposed to the elements. Foresceing the value of a combination of the desirable qualities of these two metals, inventors and metallurgists have made various attempts to perfect a process of coating steel wire with copper.

copper. Partial failures convinced a French metallargist, J. Ferreol Monnot, that the two metals must be welded togeta-er homogeneously and he set to work on the problem. He finally achieved entirely satisfactory results by first cleaning a steel billet six inches in diameter and 36 inches long and then welding on to this at high temperature welding on to this at high temperature a thick coating of soft copper.

desire

of coils direct from the engine box, and in addition the the signal box circuit passes through the bell, which continues to ring until stopped by the driver.

rent to flow through the shoe and through another pair of colls having equal power with the pair before re-ferred to, and forming, besides a circuit through an electric bell. Thus, although the lifting of the shoe should, in the ordinary way, break the local chreuit on the engine, and thus cause the whistle to sound, this result is pre-vented by energizing the auxiliary pair

DEMAND FOR HATS.

Removal of Restrictions Allows Citizens to Change Headgear.

zens to Change Headgear. Consul Jewett, in another report from Trebizond, describes the new opening in Turkey for hats: The fez was the prescribed national head covering of all Turkish subjects, and even of foreigners in the employ of Turkey. The hat was seen here only when worn by foreigners and was the badge of extraterritorial rights and for-cign protection. Consequently, there was very little opportunity to seff hats and caps in this country. Now these

restrictions have been removed and the people are free to cover their heads as they wish. I believe that many will abandon the fez in favor of hats and caps. There will be a large sale of these goods in Turkey, and as the fash-known in most parts or this country, and as a majority of new clients will not want to pay much for a hat. Amer-ican dealers may find this a favorble opportunity to dispose of his in stock.

SUNDAY EXCURSION TO OGDEN. \$1 fare via Bamberger Line, six

INDIA SNAKE VICTIMS. According to the "snake" statistics for 1937 the total mortality among human beings caused by snake bites fell from 22,811 in 1906 to 21,418 in 1907. So low a figure has not been reached since 1897, The decrease is noticeable mainly in Bengal, and Eastern Bengal, and Assam, where the figures fell from \$,862 and 2,-739 in 1995, to \$,276 and 1999 respectively. The most important increases

decrease in Eastern Bengal and As-sam is a attributed to the floods having been lower. The central provinces fig-ure (1995) is the lowest returned in any-one of the last seven years. The Lauder-Brunton treatment of snake bites by incision and application of permanga-nate of potash and the distribution of hancets continues. It is too carry yet to pronounce with any certainty as to the result of the experiment but a number of favorable reports have been received. Elight cases are reported from the United Provinces of the successfu-use of Dr. Calmette's anti-venene. In two of these cases the permanence of potash treatment was also employed.-Time of India.

occurred in Madras and Burma, where thefi gures rose from 1.527 and 1.149 in 1906, to 1.977 and 1.218, respectively. The

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a thick coating of soft copper. The copper can be of any desired thickness to suit it to various com-mercial purposes. After receiving its copper coat the billet is reheated and put through ordinary rolls such as are used in steel mills for rolling down steel or iron rods from large billets. The resultant wire, three-eighth of an inch in diameter, is then scat to the drawing mills and drawn into wire of any size down to No. 40B and S gage, if desired. if desired.

if desired. The coper and steel drawn down equally and in the final product the copper coating is relatively the same as in the original billet, so that it is easy to determine beforehand the precise proportion that the copper will bear to the steel and the actual thick-ness of the coat. The thickness is the same throughout the length of the wire and is also nerfectly intact. and is also perfectly intact.

LOCOMOTIVE CAB SIGNALS.

The following is a description of the system of cab signalling now under trial on the Great Western railway of England: The system has been in use The following is a description of the system of cab signalling now under trial on the Great Western railway of England: The system has been in use for the drivers on the Fairford branch (21 miles long) since Dec. 1906, when the semaphore "distants" were removed by sanction of the opard of trade. The Great Western officials are now completely fitting their four main tracks between Slough and Reading with the all signalling systems of this character must conform are: (1) that the signal shall be audible, and diven in the cab of the engine; (2) that two indications shall be given according to the state of the line ahead—one for "all right," and another quite distinct for "danger:" (3) that in the event of failure, if the apparatus is wholly or partially electrical, the danger signal shall be given—in other words, such an apparatus should if it erns at all, err on the right side: (4) that there should be no moving parts on the track; (4) that the signal, when given, shall continue to sound until acknowledged by the driver shutting it off. At each distant signalling post a ramp is bolted to the sleeners midway between the rails, so that a shoe on the engine may be lifted, whether the engine is running tender or funnel first. This ramp cannot be moved, and its function is primarily to lift a shoe placed on the engine for the purpose every time the engine passes over it. The ramp is inclined, with a rise of about two and a half inches in 30 feet, so that the blow struck by the shoe when the contact takes place is reduced to a minimum. In connection with the shoe on the engine the signal is to indicate "danger" or "all right." This apparatus consists briefly of a closed circuit when the shoe is in its normal position, the electromagnets connected therewith having, when energized, sufficient power to rewrit the state whilstle from opening. Supposing the signal to be at "danger" when the ramp is reached, the shoe will be lifted; when lifted, it will mechanically break the engine circuit above referred to. When the circui the shoe will be lifted; when lifted, it will mechanically break the engine cir-cuit above referred to. When the cir-cuit is broken, the restraining force is removed from the whistle, and, being of the selfoperating type, the whistle sounds until stopped by the driver. The "all right" signal is given in the following manner, and in this lies the chief value of the invention. When it is desired to give the "all right" indication, the signalman pulls, over his distant signal lever. This ac-tion closes another circuit which electrifies the ramp, and, when the engine shoe touches it, causes a cur-