

Secitch is all right. A lot of it wouldn't do us harm. When we ened stimulaney we need it. My grandfayer was brougr up on rum. They hat it in the housed all the time. They dranj it freely and even the ministew drank it when he came to our housa. It8s a pretty kinf of a cointry when a grndson is better than his gundfaher. I can dring this sort of Scutk all day

and not be no worse than I was befote. i could drink this whole quate audd neger qiber an etelash.

Bue whay I wheat of you is to remund yiu oncr agaiaian adb agin thqt you arw dead wromb ib comsfenging evert body whu drings as a bouhm. We ain't criuals!

Iuwill sa inxlosing thqt is wisg yiu a 2meRft Chrihywax" an %haooy

Ner Yrare."

Rexcevtfillu Yioytdb 12cmbf kkk?,
Shidne Gwalte.

ENGINEERING SLIDES SHOWN

By A. S. C. E.

"Flood Control in Miami Conservancy District," was the title of a very interesting series of fifty-two slides shown by the A. S. C. E. chap-

ter last Thursday night at their regular meeting. The slides depicted the conservatory measures undertaken to control the flood waters of the Ohio river in the Miami district just above Dayton. The Miami district throughout and Dayton in particular it will be remembered, suffered heavily during the 1913 flood. No serious damages have been borne by the



A. R. NELSON,
Testing Engineer,
Iowa State College, '25



H. R. MICHEL,
Engineer of Purchases,
Montana State College, '20



H. B. MAYNARD,
Superintendent of Production,
Cornell, '23



J. A. WILSON,
Headquarters Sales,
Drexel Institute, '25



I. R. CUMMINGS,
Application Engineer,
University of Illinois, '21

WHAT YOUNGER COLLEGE MEN ARE DOING WITH WESTINGHOUSE



The Westinghouse equipped oil-electric locomotives of the Canadian National are the most powerful in the world.

The steam locomotive has a new rival

ATTENTION in railway circles focuses this year on a spectacular undertaking by the Canadian National Railways—the electrification of certain trains on non-electrified lines.

One great oil-electric locomotive is already in service. The largest and most powerful of its type in the world, this giant electric locomotive that carries its own generating plant develops 2660 horsepower, uses only .43 lb. of fuel per horsepower-hour developed at full load.

Many interesting features are incorporated in its design. The speed and voltage of the engine-generators are automatically controlled by the power demands.

The engine exhaust is directed through automatically regulated economizers that heat the coaches and serve as well as mufflers. Control is placed at both ends, to enable running in either direction. Only in a difference in gearing need the passenger type units differ from those adapted to freight service.

In the development of this locomotive Westinghouse engineers co-operated with the Railway's own engineers and leading locomotive manufacturers and frame builders. Every year hundreds of important jobs in which electricity is involved are delegated to Westinghouse, the clearing house for electrical development.



Westinghouse