

Week's Events

A. E. F. Section of A. I. E. E. Organized—Outlet Campaign Plans—Activities of National Engineering Societies

A. E. F. SECTION OF A. I. E. E.

Section Organized By Institute Members in France.

Early in May a cablegram was received at Institute headquarters from Capt. E. H. Martindale, Engineer R. C., a member of the board of directors of the Institute, now serving with the American Expeditionary Forces in France, requesting authority to organize a section of the A. I. E. E. among the American Expeditionary Forces, the formal application and petition required under the constitution to follow by mail.

The matter was considered by the board of directors on May 17, and the sentiment of the board was unanimously in favor of granting the desired authority, but it was felt that in the absence of specific information it would be necessary to defer formal action until the receipt of Capt. Martindale's letter and the petition, and the secretary was directed to cable Capt. Martindale accordingly. The formal approval of the board was subsequently granted at its meeting held in Atlantic City on June 26, 1918, the papers having been received in the meantime and the petition being in proper form and complying with the constitutional requirements. The new section is to be known as the A. E. F. Section of the American Institute of Electrical Engineers.

A large number of Institute members are now in France and in his letter Capt. Martindale stated that there were some three or four hundred engineers stationed in the immediate vicinity where it was proposed to establish the headquarters of the section, and that there was a general feeling among these engineers that there should be a local organization of the A. I. E. E. through which certain professional activities such as carried on by the Institute sections in the United States might be continued.

In granting the petition there was a general understanding that the provisions which apply to sections in the United States, with reference to territory and financial support, cannot be strictly applied to the A. E. F. Section, but that these are details which must be dealt with as the section may develop. The petition was signed by the following members of the Institute, who will form the nucleus of the A. E. F. Section:

Bert L. Baldwin, Major, Engr. R. C.; Landon R. Berkeley, 1st Lt., Engr. R. C.; A. M. Bohnert, 1st Lt., Engr. R. C.; E. C. Brantley, 1st Lt., Engr. R. C.; C. DeF. Chandler, Colonel, A. S. S. C.; C. E. Chatfield, 1st Lt., Engr. R. C.; Frank J. Clarke, 1st Lt., S. R. C.; Frank H. Fay, 1st Lt., S. C.; John H. Finney, Major, Engr. R. C.; W. N. Gambrell, 2nd Lt., Engr. R. C.; A. H. Griswold, Major, S. R. C.; Emil Hohn, 1st Lt., Engr. R. C.; Edwin K. Hollinger, 1st Lt., S. R. C.; Sidney D. Kutner, 2nd Lt., Engr. R. C.; T. L. B. Lyster, Major, A. S. S. C.; E. H. Martindale, Capt., Engr. R. C.; Frank C. Merriell, Capt., F. A. R. C.; Harry A. Mills, 1st Lt., S. R. C.; R. B. Owens, Major, S. R. C.; A. E. Pierce, Major, Engr. N. A.; Samuel Reber, Colonel, S. C.; Edgar Russell, Brid. Gen., N.

A.; George E. Shepherd, Capt., Engr. R. C.; H. E. Shreeve, Major, S. R. C.; R. W. Stovel, Major, Engr., R. C.; F. P. Townsley, Capt., Engr. R. C.; H. E. C. Winhurst, 2nd Lt., Engr. R. C.; H. C. Wolf, 1st Lt., Engr. R. C.

Members of the Institute and other engineers who may be interested in the A. E. F. Section are requested to communicate with Capt. E. H. Martindale, Engineer R. C., c/o D. C. & F., A. P. O. 717, A. E. F. France.

RAILWAY ELECTRIFICATION MAKES PROGRESS IN THE NORTHWEST.

Hydroelectric Plants at Spokane to Be Increased—Pole Lines and Substations Built By C., M. & St. Paul— Probable Co-ordination of Power Systems.

Washington Water Power Company, Spokane, Wash., which has two hydroelectric generating units, each 22,000 horsepower, at its Long Lake plant, has purchased the equipment for another unit of similar capacity to be installed in the same plant next year. The equipment ordered consists of an I. P. Morris & Company water wheel, a General Electric generator, and a 19,000-kva. bank of transformers, also being supplied by the General Electric Company. This increase in facilities for power production is to meet the requirements of the Chicago, Milwaukee & St. Paul Railway Company for the portion of its line now being electrified between Othello and Tacoma, Washington, a distance of nearly 300 miles. In the supply of power for this line there will be co-ordination between the Washington Water Power Company, on the east, and the Puget Sound Traction, Light & Power Company on the west. The two power companies will deliver electricity to the Intermountain Power Company, a transmission concern, which is a subsidiary of the Montana Power Company, and which will serve the C., M. & St. P. Railroad.

The poles for carrying the trolley line from Othello to Seattle and Tacoma are all set, and are ready for the wires; and the substantial brick substation buildings, about 30 miles apart along the route, are practically completed. As previously noted, the copper wire for the line is being manufactured at Great Falls, Montana, by the Anaconda Copper Company. It is possible that this electrification will be completed early in 1919, and that by July 1, electric locomotives will replace those of steam power. The first train to be pulled over the Cascade Mountains, as will then be accomplished, will mark an epoch in Western Washington railroad operating. It will be a counterpart to the crossing of the Continental Divide by the same company's electrified line between Harlowtown, Mont., and Avery, Idaho.

Eventually and perhaps in the quite near future, the C., M. & St. Paul will also electrify the section between Avery, Idaho, and Othello, Wash., a stretch of

about 300 miles, which tranverses a territory already within reach of electric energy produced by water power. This accomplished would give the Milwaukee a continuous electric line of 1000 miles from Harlowton, Mont., to Seattle and Tacoma, for the operation of which all energy could be derived from hydroelectric plants. The completion and operation of that system, as may be readily foreseen, will bring about the advantageous co-ordination of three great power-producing concerns which utilize the mountain streams in generating electricity. These comprise the Montana Power Company, Washington Water Power Company, and Puget Sound Traction, Light & Power Company. When this is accomplished, as it surely will be, the result will be the greatest interconnected hydroelectric system on the continent. It means the conservation of fuel of the most logical and effective kind.

PLANS FOR SOCIETY'S OUTLET CAMPAIGN COMPLETED.

Helpful Sales and Advertising Matter Ready for Distribution to Participants.

The Society for Electrical Development as announced in previous issues, is inaugurating a "Save-By-Wire" Campaign, which commences with the beginning of September. Practically everyone knows that the use of household electrical appliances promotes the saving of war-time essentials—fuel, food, time, money, labor. And those within the industry well know that housewives invested over twenty-one million dollars in such appliances last year.

However, only those who have carefully studied the question realize that the continued enthusiastic use of such appliances by housewives hinges almost entirely upon there being available about the house an adequate number of convenient service outlets. As is pithily remarked in the Society's preliminary broadside announcement, "Women soon grow tired of climbing onto chairs and putting appliance plugs into lamp sockets."

That's the condition which the Society unearthed while seeking a basis for a campaign that would assist the electrical industry to keep business intact. The problem was:

(1) To assist central stations to fill the valleys of their day loads without increasing their "peaks" or occasioning need for new plant equipment and line extensions.

(2) To provide contractors with a plan that would enable them to get business without the result of embarrassing central stations by increasing their "peak" loads.

(3) To assist dealers by stimulating the market for appliances.

(4) To select such measures for the benefit of the foregoing as would also redound to the benefit of the manufacturer and jobber.

(5) To further the work begun by the Society a long time ago to educate the architect to the advisability of specifying plenty of convenience service outlets, separate circuits for appliances, and also to specify the use of ample copper in residence circuits.

(6) To provide that whatever the plan adopted it should be in full accord with war-time necessities and patriotic aims.

The keynote of the campaign is the attractive poster, which is by Vincent Aderente, the famous poster artist, and won the \$500 public choice prize in

the Society for Electrical Development Poster Contest, which was an affair of nation-wide interest a year or two ago. The "Save-By-Wire" message is of course a recent addition. The posters are on sheets 28 by 36 inch and are printed in six colors in an unusually attractive manner; their attention-compelling power is assured by their high artistic qualities.

With characteristic thoroughness, the society has provided for use of co-operators in the campaign a carefully planned and very complete equipment of advertising and selling helps. There are suggestions and materials for two window displays, copy and cuts in abundance for newspaper ads, movie films, mailing pieces, price tags for use in connection with sale of appliances, street-car cards, and so on. Also there has been provided a combination proposal and estimate blank which should prove an acceptable addition indeed to the business-getting equipment of the contractor.

ELECTRICAL COMPANY LICENSED TO USE ENEMY-OWNED PATENTS.

Splitdorf Electrical Company Authorized to Use Robert Bosch Patents on Magnetos.

The Federal Trade Commission announces it has licensed the Splitdorf Electric Company, of Newark, N. J., to use in the manufacture of magnetos certain patents hitherto exclusively used in this country by the Bosch Magneto Company, but found by the Commission to have been owned or controlled entirely by Robert Bosch, of Stuttgart, Germany.

The Bosch company, an American corporation, in opposing the grant of licenses to the Splitdorf company, presented evidence to show that Robert Bosch in 1913 had agreed to sell the patents to the Bosch Magneto Company for \$275,000. From the evidence submitted, however, it appeared that the legal title is still held by Robert Bosch, and the patents stand in his name in the United States Patent Office.

The Commission therefore held the patents are enemy-owned or controlled, and as such subject to licensing to American firms.

The Splitdorf company is manufacturing magnetos for army airplanes and was directed by the War Department to embody the Bosch devices.

INDIANA LIGHT ASSOCIATION HOLDS ANNUAL MEETING.

The annual meeting of the Indiana Electric Light Association was held at the Claypool Hotel in Indianapolis. J. P. Ohmer, Elkhart, Ind., presided. In his opening address, he spoke of the difficulties under which the electric light companies, as well as other utility companies, were working. Governor James P. Goodrich welcomed the delegates. He said that he realized the extreme difficulties which confronted the utilities in war times but added that he felt sure the Indiana Public Service Commission would do all in its power to aid them. Governor Goodrich encouraged the utilities to do all in their power to make the best of great difficulties until the close of the war. Alexander Holliday, of the Indiana Public Service Commission, discussed the coal supply in Indiana and said that the early storing of coal would help the situation in regard to the supply for the large companies. Other addresses were delivered by Charles Stuart, chief of the light and power division of the National Council of Defense, and Thomas A. Wynee, Jr., of Indianapolis.