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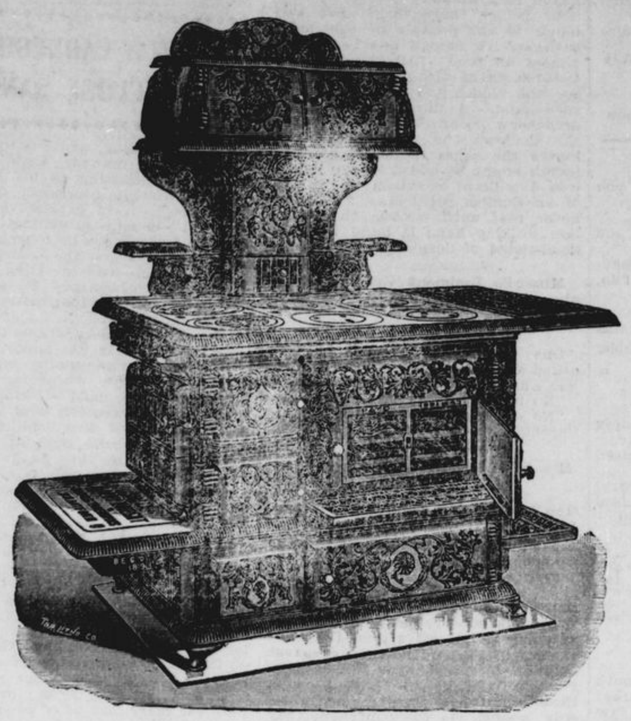

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J. A. HUNTER.

DURHAM'S MAMMOTH CEMENT WORKS.

From Toronto Star May 14.

The Secret of Success.

Carnegie said: "If you want to succeed, surround yourself with specialists smarter than yourself."

It is pleasing to note, without reflection upon the directorate, that they have acted on Carnegie's advice, and have in all departments of the construction work on the Durham mill secured the first men in America.

This is the day of specialists, and the men engaged in the erection of the big plant here are specialists The plans have been so accurately followed out that the heaviest machinery has been set in place without so much as stripping a thread in a bolt.

On W. B. Bogardus, chief engineer, falls much of the mantle of praise. Mr. Bogardus is a young man, but has already crowded more experience into his life than many men do in an entire existence. He is a genius—that's all there is about it. Mr. Bogardus has already erected nine of the largest plants in America. Mr. Bogardus knows the business from the ground floor up, from A to Z, from stem to gudgeon, and has assisting him in the engineering staff M. De Lano, jr., W. J. Maytham, J. Trainor, W. H. Sutliff and A. Laidlaw.

Mr. C. E. Layton has been a valuable aid to the engineering department, and is also an expert by reason of having assisted in the construction of many leading American plants. He has charge of all concrete and foundation work.

Own Their Own Road.

The National Portland Cement Company own their own road, cars, and engine, and have been incorporated under Government charter with full railroad privileges. The line was constructed by Barnabas Gibson, for over 30 years connected with the Grand Trunk Railway, and while the road is not as long as the Trunk, it is, so Mr. Gibson boasts, just as strong and just as wide. It runs out to the marl bed, where the supply is absolutely inexhaustible.

The other specialists who have charge of the various branches of construction are: G. McGrane, machinery; H Weiner, carpenter on buildings; W. Neufer, carpenter on foundations and templets.

The Site of it All.

Nature has been good to the company, and besides giving them sand and gravel for building, she has produced a flow of splendid water, close at hand. Taking advantage of the kindly law of gravitation, and the gentle incline from the marl bed to the mill, the cars of marl will run without appreciable power to their destination, thus at one stroke lopping off a considerable item of expenditure. Gas and oil are distinctly traceable in the company's land, and your correspondent would not be surprised if in the future the entire plant would be run, power generated, and lightgiven, by these natural forces. This would mean an immense saving.

A Modern Marvel.

The way that the cement will be manufactured in Durham is little short of the marvelous. A few years ago it would have been looked upon as incredible, and even to-day, with the most perfected methods on every side, it will rank as the only mill in the world where the marl is scooped up by machinery, and by machinery carried on and conjured with, until it is at last emptied into barrels, and all without the touch of a human hand.

All the human hand has to do with it is tie up the bag, or put the head in the barrel.

Besides a great saving of labor; the cement is in this way made of a uniform grade, for, as one of the leading directors said, machines never tire, they don't strike, don't get moody; they will not neglect their work, and when it is remembered that some Canadian cements have not been uniform in grade, or satisfactory in test, the adoption of machinery is looked upon as a shrewd and successful business move.

In Plain English.

There are many technical terms used in the manufacture of cement, and this is the way the National Portland Cement Company will produce their article. The marl is dredged by special machinery, which can dig up to the length of the hoisting chain, which is 35 feet. It is loaded on cars by specially constructed machinery, in which compressed air plays an important part.

From the marl bed to the works is a fall of 290 feet, and the cars will practically land themselves at the mouth of the receiving hopper, where they are automatically emptied. These cars have a capacity of 70,000 pounds, and from the hopper the marl comes into contract with machinery which granulates it, after which it is again dropped by gravity into storage bins, which each contain enough to make 200 barrels. These bins are again discharged by gravity alone into special mixing mills, where the proper amount of clay is added. On the same trestle on which the marl is received large hoppers are provided for receiving the clay. This is done in a manner similar to which the marl is handled, the clay being discharged by gravity into storage hoppers, and into a disintegrator which granulates the clay. This clay is then dried, and conveyed to the mixing mill, where it first meets the marl. Provision has been made so that chemists can obtain an accurate analysis of the clay and marl, so that a proper amount of each may be determined for each mix. Means are also provided so that analysis of the mixture is checked, to be sure that a proper mixture has been made before it is finally burned. This mixture goes into large storage tanks, which each contain a capacity of 200 barrels. This goes through tube mills, where the material is ground so fine that 98 per cent of it will pass through a sieve of 10,000 meshes to the square inch.

From these special grinding mills the material is taken to another row of large storage tanks, where a storage capacity of 1,600 barrels, besides that already mentioned, is provided. Then the stuff is taken by machinery and fed by automatic feeders into gigantic rotary kilns. From these rotary kilns, in which the marl and clay are united by fusion, at a temperature of 3,000 degrees Fahrenheit, they discharge from the kilns into a conveyer, and are transported to the grinding building, where the clinker is ground in the machines purchased from the Essen Krupp Gun Works, Germany. From there the material is automatically carried to tube mills for finishing, and from there it is taken to the warehouse automatically. These automatic carriages will distribute the cement to any bin in the warehouse, and in the passage from the bin to the car mechanism is again called in use; and so from the time it is marl to the moment it becomes cement, and is placed in the warehouse, no human hand really takes part in the making. The whole process is upon the American line—the elimination of labor.

Electric light is now installed at the plant, and shifts are working night and day. steam being turned on for the first time to-day.

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