

profession, and he was surprised to learn that it now numbered 800 members. This fact showed the enormous development of the material resources of Canada. He spoke of the fine physique of Canadians, and remarked that when introduced to the first member he had to look up in the air to see his face. Engineering was the noblest of the professions, not even excepting law, divinity or medicine; for engineering was founded on horse sense, and this was the requisite of all. The engineer was the great unifier of the human race, for his work joined country to country, brought health to cities in pure water supplies, spanned the widest rivers and bridged the ocean itself by the steamship lines, which joined continent to continent. Mr. Fitzgerald's speech was enlivened with gleams of real Yankee humor, and was warmly received. Mr. McNab then gave a capital recitation from Dr. Drummond describing how Batisse came home from his sojourn in the States, and was followed by Prof. Hollis, of Harvard University, who said he was glad to meet the members of the Canadian Society of Civil Engineers at dinner, and to renew in this meeting the pleasant memories of his visit to Montreal under their auspices several years ago. It was to be hoped that this visit was only the beginning of many others, and that we may become neighbors indeed. Speaking to the toast he thought the words of an old friend would be very apt in this connection. This friend said, "Your profession bids fair to become the great profession of civilized nations. It provides for the homes, the material welfare, and the general well being of all people. The engineer will surely cure the tariff more effectively than the legislator, because he will by his labor saving machinery make tariffs unnecessary, and bring us to free trade." It struck the speaker that his function in modern times is far wider even than this. Mr. Fitzgerald had spoken of the railroads. Have we ever thought that the railroad system is more important in uniting the Atlantic and Pacific coasts of this continent than even a constitution framed by the people who live here? The States are bound together far more effectively by the steel rail and the telegraph wire than they could ever have been by written agreement. The Canadian Pacific is doing for Canada just what the Union Pacific has done for the United States. In contrast to the railroads in this country we have the necessity of marine transportation to Great Britain and her empire. The striking changes which have been effected by the engineer are seen in the readiness with which your country transports to South Africa an army of 200,000 men with their equipment, artillery and horses. This is almost beyond imagination—six thousand miles by sea made possible by the constructors of ships and machinery. It is no exaggeration to say, therefore, that the British Empire, or better still, its vast confederation of colonies, can be held together by means of the submarine cable and the steamships. It is this thought that should make us all proud of our profession and glad to belong to it. The presence in Boston at this time of the Canadian Society impressed him strongly with feelings of deepest sympathy for British people in the trials which war has brought upon them. He held by the English, as he believed that their cause is the cause of the Anglo-Saxon race, which stands as the great bulwark of civilization and individual freedom. He was sure that he spoke the thoughts of thousands of his countrymen when he expressed the deepest grief for our losses and the most heartfelt sympathy for us in this trouble. He for one followed the course of the war from day to day with the same interest and sympathy as he did two years ago that of their own war in Cuba. Time and acquaintance have brought England and America together. In Cambridge, four miles from here, he lived not far from a milestone marked "Eight miles to Boston." It was put up when this was an English colony, and the journey from Cambridge to Boston was made through Charlestown, and by ferry across the Charles River. We have many of the old colonial customs and institutions in Cambridge, and we cherish much of the old affection for English soil. No wonder then that we are drawn together at this time of trial to your people. Concluding, he hoped the two societies would soon meet again. Prof. Hollis' speech was received with much enthusiasm. Prof. Lanza on being called on said it was hard to believe Prof. Bovey was not a Yankee. He emphasized the unity of the two peoples. Referring to the toast he said the day was now past when law, divinity and medicine could monopolize the culture of the country. The great object of the

professions was the best good for man, and the engineering profession stood for absolute truth, therefore, it must stand as the science of all sciences. With this great aim the engineer did not stop to consider party, and was not tied within the boundaries of a country, but aimed for truth and the good of man in general. He remembered how royally the American Society of Mechanical Engineers was welcomed in Montreal some years ago, and was glad such visits as these made the ties between the two peoples closer as time went on. After the singing of "Soldiers of the Queen," by Stuart Howard, of Montreal, F. P. Stearns, chief engineer of the Metropolitan waterworks, was called on and spoke of the work done by the State Commissions appointed by Massachusetts to deal with the water supply of cities and with the liquor traffic. The work of these commissions had been most satisfactory to the public, because the appointments had been kept out of politics, having been made by the governors, who had fortunately been able and upright men.

John Kennedy, harbor engineer, Montreal, then proposed the "Boston Society of Civil Engineers," and spoke in high praise of the hospitality of the Boston engineers, whose thoughtful attentions to the Canadian visitors had delighted them all. He was much struck by the evidences of strength and prosperity shown by the Boston society, which now numbered 500 members, many of whom took such high rank in the profession in the United States. Boston was not only a pioneer in the development of electric lighting and the electric railway, but was to the front in dry docks and other harbor works. These advances were due to the able work of engineers, and he heartily wished every success to the Boston society.

Three hearty cheers were then given for the Boston society, and Lewis Skaife followed with the song "The Absent-Minded Beggar," to which he added the following original topical verses:

When you've feasted at the Brunswick, when you've kept it up o' nights,  
When you've dined and wined the Boston engineers,  
When you've swung around the circle and have seen the Boston sights,  
And have listened to the wisdom of the seers,  
You'll be absent-minded beggars for a day or two at least,  
And your wits will have a tendency to leave you,  
So you'd better stay in Boston with the wise men of the East,  
Who have done a lot o' little things to please you,  
You stay, I'll stay—stay till we sober down,  
Montreal can wait for us till some other day,  
Each of us doing our country's work surveying this Boston town,  
We've found the service pleasant, and we'll stay, stay, stay.

Some day they'll come to see us, these same Boston engineers,  
And we'll find a way to keep them when they come,  
We'll dine them at the Windsor and we'll drink the cup that cheers,  
And we'll make them feel exceedingly at home.  
We will build a solid highway from St. Lawrence to the Bay,  
We'll be brothers in behavior as in blood,  
We will join in an alliance that will never pass away,  
And we'll face the world together for its good.  
We'll join, they'll join, allies forevermore,  
A hundred million freeborn men here and over the sea,  
Each of us helping the common cause (and this shall our motto be)  
Liberty, fraternity, and the world as it ought to be.

Prof. C. Frank Allen replied to the toast, saying it seemed queer for himself and members of the Boston society to be playing the part of guests in their own city, and the situation seemed to show that it was more blessed to give than receive. He spoke of the intimate and pleasant relations of the men of Boston and Montreal, an intimacy that had largely been brought about by the work of engineers, starting with Stephenson, whose achievement in building the great Victoria bridge had opened up direct railway communication between Boston and Montreal. He had not thought it possible to get as much enjoyment out of the visit of the Canadians as he had got, and he hoped this would not be their last visit.

Mr. O'Sullivan, chief of surveys of Quebec, after referring to his very pleasant trips to Boston, the first having been made in 1856, gave a comic song, "The Old Irish Stew" to the tune of the "Red, White and Blue," which was sung with a rousing chorus.

Howard A. Carson, engineer of the subway, was called on and in a thoughtful speech referred to the imaginative faculty of the engineer, who must have in his mind a conception of the structure or work he sets himself to do before it exists in fact. The imagination must of course be bound by the laws of nature, or the engineer would find himself as disappointed a man as the southerner who recently conceived the