

Their recommendations amounted to a general revision of the constitution.

Bro. Robertson explained the scope of the committee's work, and on his motion, seconded by Bro. Edkins, the report was adopted.

On motion of Bro. Edkins, a vote of thanks was passed to this committee for the thoroughness and care with which they had done their work.

The constitution, as now revised, will appear in next issue.

On motion of Bro. Wickens, seconded by Bro. Schofield, it was determined that 7 should form a quorum of the executive council and 5 in the case of subordinate associations.

Revised forms of installation were read by Bro. Robertson, and approved.

Bro. Hunt moved that past-presidents be allowed to speak and vote in future conventions.

It was thought by some members that this might give too preponderating an influence to some of the large branches, and the motion was lost.

It was then moved by Bro. Edkins, seconded by Bro. Sager, that past presidents be allowed to speak in convention but not to vote, and no allowance for travelling expenses be made to them. Carried.

President York being asked to retire, a subscription was made to defray the cost of a past-president's jewel, which had already been made. The collection made exceeded the required amount by \$5, and it was decided, on motion of Bro. Johnson, seconded by Bro. Devlin, to present the surplus to the caretaker of the building.

A vote of thanks, moved by Bro. Ryan, seconded by Bro. Philip, was passed to President York for his faithful services in the chair, and on his being called in, the mayor of Ottawa stepped forward and pinned the jewel on President York's breast, amid hearty cheers.

President York, who was visibly affected, could only thank the members for the magnificent gift. Though he did not deserve it, he assured them it would be fully appreciated and gratefully remembered.

Bros Bell, Lewis, Robert, Nuttall, and B. A. York were appointed scrutineers for the election of officers, which was then proceeded with, and resulted as below.

#### OFFICERS FOR 1895-'96.

President.....W. G. Blackgrove, Toronto.  
Vice President.....James Devlin, Kingston.  
Secretary.....E. J. Philip, Toronto.  
Treasurer.....Duncan Robertson, Hamilton.  
Conductor.....W. F. Chapman, Brockville.  
Doorkeeper.....F. G. Johnson, Ottawa.

The election of the president, vice-president and treasurer was by acclamation.

The president elect then appointed Bros. J. F. Cody, F. W. Donaldson and James Huggett as District Deputies for Ontario, and Bros. Thomas Ryan and O. E. Granberg as District Deputies for Quebec, Bro. Donaldson to be the "Provincial" for Ontario and Bro. Granberg for Quebec.

On the ballot to decide the next place of meeting, the choice fell upon Kingston by a large majority.

The new officers having been duly installed, each incumbent delivered a short address and the business of the convention was declared at an end.

#### THE DINNER.

The convention was pleasantly brought to a close by a dinner given to the members by Ottawa No. 7, at the Windsor Hotel.

Bro. Thos. Wensley, as president of the Ottawa branch, occupied the chair, and on his right sat Mayor Borthwick and president elect Blackgrove, while on his left was past-president York. The dining hall was gaily decorated and an orchestra provided music for the guests. After a good dinner the toast list was taken up, and a very happy evening was spent.

The local committee of management was composed of the following members of the Ottawa branch: J. H. Thompson (chairman), Frank Robert (secretary), Thos. Wensley, F. G. Johnson, Frank Merrill, John Cowan, William Hill, Albert Gault, Napoleon Daoust, and Chas. Schofield, and this committee may congratulate themselves upon the fact that the Ottawa meeting proved to be, all things considered, the best convention yet held.

The *Quebec Telegram* says that John Inkster, of Winnipeg, recently purchased a gold mine at Rat Portage, paying therefor \$500,000. Then he set sail for England, and a week or two ago a cable was received that he had sold the mine for an even half million dollars.

## ABOUT BOILER EXPLOSIONS.

Editor CANADIAN ENGINEER:

SIR,—While reading the daily papers the other day, I was wondering how many more red-hot boiler sheets would have to be despatched by the water method before a law would be passed compelling those in charge of steam boilers to pass some kind of an examination—one that would convince the remaining public that the man in the hole under the sidewalk at least knew what takes place when water comes in contact with red-hot boiler sheets. True, we would have accidents if all were examined, yet there is no disputing the fact that nine-tenths of the boiler explosions can be traced to ignorance, and to a class of so-called engineers who have little or no knowledge of the profession which the word implies.

There is, however, one peculiarity in reference to these fellows. They don't seem to go with the red-hot sheet, but either skip to avoid being lynched, after escaping, or from natural instinct seem to know that it is best to take a walk about a minute before she goes off. It is a pity that so many lives should be lost before such a law will be considered a necessity.

J. G. BAIN.

Bracebridge, Aug. 24th, 1895.

## HORSELESS CARRIAGES.

Editor CANADIAN ENGINEER.

SIR,—Doubtless your readers will be much interested in the article on above subject in your September number. I have just returned from a visit to Paris, and being much interested in motors for launches and carriages, I made it a point to give several days to these, during which time I rode on three carriages. Two of these were made by the winners of the 1st, 2nd and 3rd prizes at the recent race from Paris to Bordeaux. In one of the carriages I travelled at the rate of 16 or 17 miles per hour, and there were four full grown persons in the carriage. The driver has perfect control over the carriage, in fact very much more than with any horse. The horses took no notice of us as we passed or met them on the road. All the carriages I saw were actuated by petroleum essence or some spirit, and this in my opinion is the only drawback on account of the cost and the volatile nature of the spirit. There is a firm in this town, the Britannia Co., who have commenced the manufacture of an engine to run with ordinary petroleum oil. This will be the lightest and occupy the least room of any yet introduced, and will be equally well adapted for carriages or for boats. They also make them in larger sizes for heavy wagons and cargo barges.

Yours truly,

THOS. M. BEAR.

Wellesley House, Colchester, Eng., Sept. 27th, 1895.

C. N. ARMSTRONG is still engaged on matters concerning the Atlantic and Lake Superior Railway, from Sault Ste. Marie to Paspebiac. He says that owing to the false rumors set in circulation by enemies of the project the work was delayed, but that he has succeeded in forming an English and American syndicate to undertake the work.

A LETTER received from Chief Engineer Wheaton, by C. Nunn, Toronto, reports progress on the Coast Railway, of Nova Scotia, as follows:—"We have about twenty-five miles graded, and the clearing of the right of way completed to the Shelburne county line, thirty-five miles. The whole is located to Lockport, with the exception of a piece of about ten miles near Shelburne over difficult ground, on which we shall make an alternative survey. We have over 150 men and teams at work grading. Townsend & Co., of New Glasgow, who have the contract for masonry on the first thirty miles, have completed all the first ten miles except a small portion of the Salmon and Tusket river bridges, which is rapidly nearing completion. Over 7,000 ties have been delivered here for us, and have been distributed on the right of way ready for track-laying. Two schooners are now loading at Moncton with more ties for us, and the sleeper contracts will all be filled this fall. The steamer Loughrigg Holme cleared from Maryport, Great Britain, on Saturday, 14th September, with our first order of rails. When she arrives, track-laying will be immediately commenced. Townsend & Co. have the contract for track-laying and ballasting. We are now receiving tenders for fencing. These tenders will apply to all stations, except Yarmouth station, which will not be commenced till next spring, as we have made arrangements with the Dominion Atlantic Railway to use their terminals at Yarmouth till next June."