

the latest ideas in electrical devices and practice. Although prominence will not be given to the social features of the occasion, they will not be entirely overlooked.

The Committees appointed at the last convention will give a report of their work. Business relating to the progress of the Association and the annual convention of 1893 will call for consideration.

Altogether, the meeting in January promises to be one of interest, pleasure and profit, and the members are urged to assist by means of suggestions and otherwise to make it a success. Especially let every member who can possibly do so make up his mind to attend.

ORGANIZATION OF ENGINEERS AT GUELPH.

ON Wednesday, November 16th, A. E. Edkins, President of the Executive Council of the Canadian Association of Stationary Engineers, went to Guelph for the purpose of organizing a branch of the Association in that town. He was met at the station by Mr. John Angell, engineer at the Ontario Agricultural College, and escorted to several places of interest around town before the time arranged for the meeting to take place, which was at 8 p.m.

Through the kindness of Messrs. W. Bell & Co., the use of their draughting room was offered as a temporary place of meeting. At the hour mentioned the following gentlemen were on hand ready to become members of the new Association:

Messrs. J. Angell, P. Ryan, S. C. Cosford, C. Jorden, J. I. Dixon, L. Thompson, Jas. Fordyce, Jas. Tuck, H. Flewelling, J. Thatcher, H. Littlechilds, J. McRae, J. L. Gould, J. McNeil, E. Moodie, R. Green.

A preliminary meeting was held, at which the following officers were elected: President, J. A. Angell; Vice-President, P. Ryan; Conductor, S. E. Cosford; Recording-Secretary, C. Jorden; Financial Secretary, J. L. Dixon; Door-keeper, L. Thompson.

Bro. Edkins was asked to explain the aims and objects of the C. A. S. E. for the benefit of a few engineers present who had no knowledge of the Association or its work. Bro. Edkins complied, and after doing so read a part of the Constitution, which apparently satisfied everyone regarding the chief objects of the Association and the work it was intended to do. All present having signified their desire to become members, the initiation ceremonies were proceeded with and the officers installed. Bro. President Angell assumed command of the new association, and in a happy speech thanked the members for the honor conferred on him, and assured them that he would with their united help strive to make Guelph No. 6 an association second to none, and one of which the members of the C. A. S. E. might be proud. General business was then disposed of.

Several committees were appointed, one of which was for the purpose of looking after a suitable meeting place. It was resolved that the association should meet on the first and third Saturday in each month, at 7.30 p.m.

Under the head of "Good of the Order," Bro. Edkins was called on by the President for an address, and spoke in substance as follows:

It is a great pleasure to me to come up to Guelph to organize you as Guelph No. 6, C. A. S. E. I have often wondered why the engineers of this city did not band themselves together as a branch of the order, but I am aware of the fact that there is a difficulty in organizing in a place of the size of Guelph that is not met with in a place like Toronto or London, owing to the small number of engineers. There are a number of places in which there are engineers who would like to organize a branch, but unfortunately there are only eight or ten engineers all told in the vicinity, and of these perhaps three or four are unwilling to join, and so for this reason in many cases associations are not formed.

These associations have been the means of doing a large amount of good in other places. By them engineers are brought together for the purpose of assisting each other, and discussing matters of every day interest. In this way each member is sure to gain some information that will help him in one way or another. We are all well aware of the fact that some men did not get the chance to acquire a good education in their youth; this certainly is their misfortune, but as a rule not their fault. An engineer may lack education, but in spite of this he may be a thoroughly practical man, and I am acquainted with many men who are in just this position.

The chief object of the C. A. S. E. is mutual improvement and instruction, and the meetings of associations have been largely devoted to this object, while we have not by any means overlooked the fraternal feature, such as helping a brother engineer in distress and endeavoring to secure employment for our members who are out of work.

I feel sure that your association here in the Royal City will prosper and

be a credit to the order at large, and even though you may be small in number, if you remain true to your obligations and each one does his share of the work in and for the association, you will find that the association will prove beneficial to you all. It will bring the engineers of this neighborhood together as brothers, and be the means of creating a feeling of fraternity such as should be present among any body of men who follow the same employment to gain a living. We have the Locomotive Brotherhood, the Brotherhood of Locomotive Firemen, the Marine Engineers Association, and many others who have organized for the purpose of helping each other, and it has always been a matter of surprise to me that the stationary engineers of Canada have only made a move in this direction during the last few years.

I am glad to say that at the present time there is a strong feeling in favor of organization all over the country. The C. A. S. E. has spent a good deal of time and not a little money in trying to get an act passed in the Local Legislature for the licensing of stationary engineers. So far we have been unsuccessful in obtaining what we asked, but two years ago the Local House passed a permissive act and appointed a Board of Examiners to examine all engineers requiring certificates and to issue the same.

Up to the present time quite a number of engineers have been granted certificates, yet not as many as we could wish. We do not intend to be content with this, as we believe that what is required in Canada is a law to license stationary engineers, and thus give every steam user a guarantee that the man who applies to him for a position as engineer, has had the necessary experience and possesses the necessary qualifications to enable him to properly discharge the duties of the position to which he aspires. We do not think, or at least I do not think, it necessary that in order for a man to be a qualified stationary engineer, he must have graduated from a technical school, but I do maintain that he should at least have served a sufficient length of time in the boiler room as fireman to enable him to thoroughly understand the care of boilers and feeding apparatus, and if he has complied with this requirement he certainly should be able to pass a practical examination. If an engineer has served time in an engine or machine shop, so much the better, and you will invariably find men of this class holding the best positions all over the country and receiving good remuneration for their services.

I am not one of those who maintain that in order for a man to be a good engineer he must have served his apprenticeship in the shop, but what I do maintain is that if a man has served from three to five years in the shop, and in addition to this has had four or five years in the engine room, he certainly must make a good engineer. On the other hand, there are hundreds of men in the country who have worked themselves up from the boiler room by having taken an interest in their work, and while they may have but a limited education, they have the experience, and in my estimation that is what is required. It would not be right or just for any legislature to pass a law for licensing stationary engineers which would shut these men out simply because they could not pass a technical examination or explain the construction of certain parts of an engine or boiler, for there are hundreds of men in charge of stationary engines who have been at the business for years, yet if put to an examination, would fail, simply because they are not versed in the terms and technicalities of steam engineering. These same men, when anything goes wrong with their machinery, know what to do at once, and can do it quickly, but asked an hour before the accident what they would do in such a case, might not be able to answer satisfactorily.

If an act should be passed to provide for the licensing of stationary engineers, it should be similar to the one passed respecting certificates to marine engineers. When the act respecting certificates to marine engineers came into force in 1863 in England, there was a provision made granting certificates to engineers who gave proof of a certain number of years' service in the engine room, &c. These men were entitled to a certificate corresponding in grade to the position they were holding on the boat at the time the act came into operation. They had the experience, yet the authorities knew full well they could not pass the examination.

I believe the engineers on our inland waters in Canada were similarly dealt with, for I know that there are large numbers of them holding third class certificates who could not pass an examination, but who are practical men and had a certain number of years experience, on account of which certificates were granted them.

Looking at the state of affairs in regard to our marine brethren to-day, we find when they come up for examination they have to prove conclusively that they have served as engineers or firemen, as the case may be, on boats of a certain N. H. P. before the Board will examine them at all, and then the examination is severe. The coming marine engineer knows full well what will be expected of him, and consequently he adapts himself to the situation, puts in his time firing or in shop, and prepares himself for examination in his spare time. When the time comes he is ready.

As I said before, if an act is passed providing for the licensing of stationary engineers, it must necessarily, in justice to all concerned, be framed in the manner I have pointed out, and any stationary engineer who can give proof of five years service in the engine room, should be granted a third class certificate. The fatal explosions which have occurred of late prove conclusively that legislation is required to prevent steam users from placing men in charge of steam boilers who have no experience, and as a consequence know little or nothing of the duties they are expected to perform. It is the duty of every member of this association to assist in obtaining this legislation, and we should try and do everything in our power to arouse the public to demand such a law.

It is only a short time ago since I went into the boiler room of a large