

to do, therefore, they are regarded as proper means of the "half a brick" treatment. There has been a legal complication in regard to the law by which insurance companies are in future to be regulated in Kansas, which recalls an incident in the history of the present American tariff, into which a clause was surreptitiously introduced by one or two members of the Tariff Committee without the cognizance of their colleagues. It is now believed, on highly probable evidence, that the insurance law of Kansas passed in 1889 was tampered with after being passed. The discovery of this outrage is likely to have an important bearing upon the dispute going on between the Kansas State Insurance Department and the life insurance companies of New York. It is alleged that, after the Bill was signed by the Governor, there were alterations made, which if proved may invalidate the Act. It would appear that, acting on this law, originally understood, Judge Williams ruled that the Superintendent of Insurance had no right to refuse his certificate, or license, to any solvent insurance company. The New York Companies, of course, desire this judgment to be sustained. Should it, however, be disturbed they are likely to take proceedings to have the Act under which it was given declared null and void on the ground that it was tampered with after being passed. It is reported the Attorney-General is not inclined to believe that the Act was fraudulently altered; in regard to this, however, we doubt whether an Attorney-General would give so decisive an opinion as he is credited with uttering on a question which is to be investigated by the Supreme Court. The question will be raised by proceedings against the Mutual Life of New York. This Company in order to rid itself of the annoyance and persecution of the Kansas Insurance Department announced its intention to withdraw from that State at the close of last year, following in this step the example of the Travelers, of Hartford, and the proposed action of several other insurance companies. A Topeka correspondent of *The Spectator* says: "Although the theory of populism is that their party is most prosperous when business conditions are at their very worst, the people of Kansas are indulging in frequent and bitter criticism against McNall and the State administration for driving these companies out of the State. The right-thinking people of the State, and there are thousands of them, have taken these matters home and will repay the arrogant and unjust officials for their inexcusable conduct in these matters at the polls next year." The misfortune is that "the right thinking people," the people who have sufficient intelligence to form a wise judgment on public questions, are in the minority in the United States, or we should not have such exhibitions of Populism as the American Alien Labour Law and other legislation directed against the expansion of international trade, and inimical to the establishment of permanent friendly relations between Canada and the United States.

CANADIAN SOCIETY OF CIVIL ENGINEERS. WHAT IS A CIVIL ENGINEER.

The annual meeting of the Canadian Society of Civil Engineers was held in this city on the 11th inst. and following days. The title "Civil Engineer" is quite modern. It arose from the profession being at one time almost exclusively comprised of military men, a section of the Army being specially trained for engineering duties, which often take a wide range, both constructive and destructive. There is no work requiring engineering talent, training and experience, which cannot be most efficiently performed to-day by the engineers of the British Army and by the trained staff of European armies. The veteran ex-President of the Canadian Society of Civil Engineers, and one to whose liberality it is much indebted, Colonel Sir Casimir Gzowski, K.C.M.G., A.D.C., to the Queen, received his education as an Engineer when a military student at Warsaw. When civilians entered the profession, they were distinguished from those in the Army by

THE TITLE "CIVIL ENGINEER."

which, as the profession is an open one, is adopted by some whose qualifications are not very pronounced. The practice in Great Britain, up to a recent date, was to article a youth to one in the profession without any preliminary collegiate training of an engineering character. He was understood to be a pupil-assistant, who had to learn his business by actual work, supplemented by private study, the latter of which was voluntary, and therefore only engaged in by those who were ambitious of rising in the profession. With a capable and conscientious principal, a youth or young man so articulated received a practical training of inestimable value, as he had opportunities of watching, and sharing in, the work of the chief Engineer, both in the office and on the ground. He learnt principles by observing their practical application, not merely from books. In later years the system was modified by the prospective Engineer first taking a Collegiate course in science, and then entering himself as

ON ARTICLED PUPIL-ASSISTANT

to a professional Engineer to whom was paid a heavy fee; we have known it to be as high as \$1,500, with only pocket money for several years. The great costliness of such a training made, and still makes, the profession of Civil Engineer a very exclusive one in the old land, where those in this calling hold a high social position. These pupils often are sent to assist in works in foreign lands, by which they acquire a wide knowledge of the world, and are able to learn one branch of their profession which is essential to eminence, that is, the financing of constructive works, their actual cost and their prospects of being a pecuniary, as well as a scientific success. Book learning does not teach these essentials, nor give such experience as is acquired by observations made in various fields of labour, especially in foreign countries