

equipment and finished the job by hand and went back to the Old Country. Some two or three years after that, that same gentleman came back to this country to do some work for us again, and he called to see me and I said: "Are you using the pneumatic tools in the Old Country yet?" On leaving Canada he went to Wales, then to Belgium, and by the time he got back to Scotland, he said that there was a class of hammers out which gave a great deal better satisfaction to them. I think there is a great deal in having someone around to take care of the hammers. I have no doubt that these men will bear me out when I say that when they first started with these hammers they wished them in the bottom of the lake. The case I just cited shows a firm spending a great deal of money in adopting these pneumatic tools and they proved a failure, but since that time the hammers have improved so much that to-day they are a success. I just brought this matter up to show what opinion you can form of tools in their infancy.

I would like to again hear from Mr. Geldart.

Mr. Geldart,—

The remarks of Mr. MacNicol and Mr. Duguid have proven that it is frequently the fault of the operator and not of the machine. Often the operator does not understand just how these tools work and there are so many that do not get a chance to find out this information. The object of my paper to-night was to show how the pneumatic hammer works. It is certainly a beautiful and ingenious tool and it is well worthy of any mechanic's careful attention and study. What Mr. Duguid has said is quite true, we frequently find a piece of the hose line stuck in the valve which stops up the tool. Regarding oiling, you will find the automatic oiler which I showed you, will save you considerable trouble.

Mr. Burrows,—

I have much pleasure in moving a hearty vote of thanks to Mr. Geldart. I have been a pretty regular attendant of the Club since its inception and I do not think we have heard a better paper. As was said at the beginning of the meeting, it is no easy matter for men who are working every day at their various occupations, to prepare a paper, and for this reason we appreciate it all the more, especially as it comes from a practical man. I do not think we should forget about Mr. Patterson, Master Mechanic at Stratford, who so kindly placed at Mr. Geldart's disposal every assistance. Also we have to thank Mr. Larmour for getting up these fine drawings. I again take very much pleasure in moving a very hearty vote of thanks to these gentlemen.

Seconded by Mr. Baldwin and carried.