

of stock watering through which the Bell Company has gone render it impossible to pay dividends and give a service to be compared with that furnished by independent companies with legitimate capital and modern apparatus, the plea of the president that the people of Canada should continue to tax themselves for the benefit of a few stock operators will hardly find justification. Meantime the public will note the effusive hospitality of the company in entertaining the members of a parliamentary committee whose report will affect the future of the company's monopoly. The good taste of members of the committee who accepted such hospitality when on such a mission is questionable, but it is to be noted that some of the more responsible members of the committee absented themselves from these seductive festivities.

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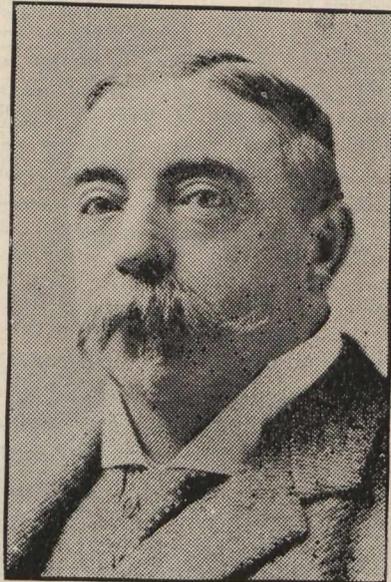
—For the third or fourth time the Ontario Legislature has thrown out the bill promoted by the Ontario Association of Stationary Engineers acting in combination with the Canadian Association of Stationary Engineers, and the rejection of the bill this session puts the two political parties on the same platform with regard to this measure. It must occur to the Associations interested that there are at least grave doubts as to the practical working of a license bill, or that most of the legislators are convinced that some injustice would result from a compulsory license law. The bill if passed would prevent any but holders of certificates from the Association taking charge of any steam plant above a certain horsepower. The claim of the Association is that men who are placed in charge of stationary steam plants have the lives of occupants of factories and office buildings as completely at their mercy as engineers of steam boats who are compelled to pass an examination and take out a license before they can be legally placed in charge of a marine engine. The same arguments that apply to the engineering of a steamer will apply equally well to the management of the power plant of a factory or office building. If we get down to the principle on which medical men and lawyers are authorized to carry on their profession there is as much to be said in favor of a license for stationary engineers as for the license of doctors, dentists, or lawyers. In each case the bill creates a close corporation, but in every one of those fields it must be confessed that the mere possession of a diploma, certificate, or license does not confer upon the holder the gift of any special judgment or common sense which he did not possess before he was enrolled in the corporation. This is the weakness of all close corporations, and it is still a debatable point whether these institutions are not narrowed rather than broadened by a reliance on a paper document which does not of itself confer sense or discretion upon the holder. One argument used in favor of a license is that it would be a safeguard to the public. This is questionable, because such a bill would tend to transfer the responsibility from the owner of a plant to the man who operates it, whereas the responsibility should rest upon the proprietor rather than upon the employee. The British method of fixing this responsibility is the wisest, and the proof of this is evident from the fact that no country has such a large number of steam plants in proportion to its population as Great Britain, and in no country is the ratio of accidents from boiler explosions and mishaps to machinery so small. The British law leaves the selection of an engineer or superintendent entirely to the

owner of a factory or power plant, and when an accident occurs an investigation is held by the Board of Trade, and if the owner is found to be negligent by reason of using unsafe machinery, or by employing an incompetent man, he is assessed damages for the loss of life and property. This is responsible government carried into the realm of steam engineering and the management of power plants, and it is the only true solution of the chief problem arising out of the bill which has been rejected by the Ontario Legislature. It would be better, however, if legislation on this question were uniformly applicable over the whole Dominion, and hence it would be well if the provinces could unite in relegating this subject to the federal authorities.

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#### MAJOR H. A. GRAY.

Major Henry A. Gray, the Dominion Government engineer in charge of the Public Works Department for Eastern Ontario, died at his home in Toronto on the 23rd as the result of pneumonia, which developed from a cold. He had been ill only a couple of weeks. Major Gray was not only a genial gentleman, but an efficient officer, and his death is regretted by a wide circle of friends in the profession and outside. He was for many years a member of the Institution of Civil Engineers of Great Britain, of the Canadian Society of Civil Engineers, and was for a term president of the Engineers' Club of Toronto, of which he was one of the founders. Major Gray was born at Edgbaston, near Birmingham, England, 1843, and was the son of



MAJOR H. A. GRAY.

Edmund A. Gray, for many years a prominent educationist connected with the Anglican Church, and an artist of considerable repute. He came to Canada in 1866, joining the engineering staff on the location surveys of the Intercolonial Railway, acting on surveys location till 1871 as assistant engineer. He was appointed to the Public Works Department of Canada under Sir Charles Tupper in 1878, and was placed in charge of the Western Ontario division, with headquarters at Stratford until 1886.

From 1888 to 1889 he was resident superintendent for Canada in the Maritime Provinces, and in 1889 he was recalled to take charge of the district of Western Ontario. A widow and three sons and three daughters survive.

J. G. Sing, a member of the Canadian Society of Civil Engineers, and now engineer in charge of the Public Works of Canada in Western Ontario, will succeed Major Gray, whose assistant he was in Toronto for five years. H. J. Lamb, C.E., has been appointed as acting engineer in charge at London. Mr. Sing has been on the staff of the chief engineer of Public Works for a number of years, and has had charge during that time of many important works on