

Mr. J. I. Gulick, Chairman of the Exhibit Committee, is due the credit of reducing the amount of "friction" in connection with the running of the exhibition to a minimum. There were few, if any, "hot boxes."

The Dominion Wire Mfg. Co., of Montreal, had an attractive exhibit to the left of the main entrance, consisting of galvanized telegraph and telephone wire, hard and soft drawn copper wires and stay wire, brass wire, iron and steel wire in bright, annealed, galvanized and tinned.

The Ball Electric Light Co. was a little late in arriving, but their exhibit under the skilful management of Mr. W. A. Johnston and his assistants was soon put in order. The exhibit embraced 4 ampere double armature arc light machines, Bernstock incandescent lamps, Wenstrom generators and motors, and a general line of supplies.

The word "Phillips," composed of 16 candle power incandescent lamps, surmounted the exhibit of wires and cables by the Eugene Phillips Electrical Works, of Montreal. Mr. John Carroll, manager of the Company, was one of the most active personages in connection with the exhibition and Convention.

The Canadian District of the Edison General Electric Co. occupied by far the greatest amount of space allotted to any exhibitor. It was conspicuously located in the centre of the building. Mr. Barr, district manager, assisted by Mr. W. W. Bremer, district engineer, and Mr. W. R. Rosenstengle, represented the Company's interests.

The Fort Wayne Electric Co. was represented by its Canadian agent, Mr. W. J. Morrison. The Company had a very handsome exhibit, consisting of a 750 light, compound wound alternator and a 15 light arc machine, operated by two Armington & Sims engines located in the Windsor Hotel. During the exhibition, Mr. Morrison booked an order for a 60 light plant.

The *Electrical Age* with becoming modesty asserts that "a greater number of those present took more interest in the daily edition of the *Electrical Age* than in any other one thing that brought them to Montreal." With not less becoming modesty it may be said that the Convention Number of the CANADIAN ELECTRICAL NEWS, of which several hundred copies were judiciously distributed at the Convention, met with a very favorable reception.

About fifty of the delegates paid a visit to the city of Quebec on Saturday, under the pilotage of Mr. A. J. Corriveau and Mr. Mohr, of the Quebec Electric Light Co. A very pleasant time was spent in viewing the many points of interest, including the wonderful falls of Montmorency, and the lighting station which receives its power from the falls. On behalf of his friends in the National Association, Messrs. W. J. Morrison, A. F. Mason and W. J. Hammer presented Mr. Corriveau with a gold-headed cane, accompanied by a letter expressive of appreciation of his efforts on behalf of the pleasure of the visitors.

HINTS TO ENGINEERS.

By "EXPERIENCE"

THERE are engineers who are engineers, and engineers who are not. Suppose, for instance, we take a walk around town a little to see some of the steam plants. We walk into an engine room, the floor of which is covered with oil and grease, with waste packing, wrenches, etc., lying all around the place.

Next we take stock of the engine, that is, what we can see of her, for steam is leaking out of every joint, and she is in such a filthy condition, that one cannot discern the (that once was) bright part of the motions from the frame. Along comes the engineer, and he will be in keeping with his surroundings, and will very likely launch out in something after this style. "Pretty dirty hole this, ain't it? Oh, well, it suits the boss, and you can bet your life it will suit me. If he don't care, I don't see why I should." And so this engineer goes on week in and week out; all he looks forward to is shutting-down time and pay night, and in too many cases, a plentiful supply of bad whiskey.

Now for the better side of things. We will suppose that for some reason or other the aforesaid engineer leaves this job and another man comes on to take charge. Now this man, being a go-ahead kind of fellow, takes stock of the place, and sees what a filthy state things are in, and makes up his mind to go to work and clean up. He goes to his employer and asks for an order on the supply man for some waste. Instead of receiving the order he gets something after this style: "What do you want waste for? The engineer who preceded you did not want any, and I don't see why you should."

Now just at this time is where this man scores a point. Instead of sulking around, and saying, "Oh, well, let her rip," he goes home and asks his wife for some old rags (some men have bought waste themselves; the writer himself has, and to-day does not think he lost a cent by so doing), and commences to clean up his machinery, boiler fronts, and the windows around the engine

room, through which little light has penetrated for many a day, being excluded by a thick coat of dust and dirt on both sides.

After he has got so far, he turns his attention to the engine room floor, and scrapes up the dirt and grease and gives it a thorough scrubbing with water and soda or lye.

By this time, things are beginning to look somewhat improved. Bye and bye the boss comes along, and very often he will take in the situation at a glance and think to himself "So this is the kind of man he is. Well, now, that is an improvement, and I guess we will have to give him some encouragement!"

It is possible he may say something after this fashion. "Oh, by the way, engineer, you were speaking about getting some waste the other day. If you will call at the office, I will leave an order there for you to get some."

Of course I am aware that there are some steam users who do not care how their plants are run - whether they are kept clean or dirty - and this kind of employer never gives a thought as to whether his boiler is evaporating a fair amount of water in proportion to the quantity of fuel consumed. Such trifling affairs as these never bother him, because he is satisfied if he can keep his machinery running all day, and can manage to get a man to run his steam plant at a wage less than a common laborer. He has not common sense enough to see a goodly part of what should be his profits are going off up the smokestack, and through leaks, pistons and valves in the engine. But if we take particular notice, we shall, as a rule nowadays, find an employer of above stamp, and an engineer like the first mentioned in this article, in the same establishment, and it is right that it should be so. Thank goodness, this kind of employer and engineer are getting more scarce every year.

The coming successful engineer is the careful, thinking, studious man, who takes a pride in his engine and boiler room, and who makes the best use of his spare time in studying up electricity, for this is a subject that the engineer will have to tackle sooner or later. Even now, the dynamo has found its way into many engine rooms in our factories, and who but the engineer should be called upon to care for it.

Do not get disheartened because your employer does not appreciate your efforts to keep your plant clean and in good order, but rather strive all the more, because, if he does not appreciate your labor some one else will, and your plant will be talked about around town, and bye and bye some firm will be putting in a large and expensive plant, and a good many engineers will be after the situation. The first thing you know, you will be appointed, and all the other fellows will wonder how they got left. The fact was the firm were putting in an expensive plant, and they wanted a man to take charge of it who would take as much pride in it as if it was his own property. They had seen and heard from others how clean and nice you kept your plant, and what an interest you took in your work at Messrs. So and So's, and they decided to engage you and were willing to pay you good wages into the bargain.

Now who will contradict me when I say that in such an instance a man is well repaid for the extra interest he has taken in his work. Such instances are occurring all the time. The go-ahead engineer is at the top of the ladder every time, and will remain there, while the dirty, careless and intemperate engineer will go down from the fine, automatic cut-off to the small, hoisting and portable engine, and sometimes to the pick and shovel. On the other hand, the young engineer who starts on the small hoisting engine may by perseverance, good sense and "sand," obtain charge of the large plant and secure the largest salary.

The motto for every engineer should be "take an interest in your plant, be sober, steady and industrious; post yourself on all the latest improvements in your business, and your day will surely come; nothing can hinder it." The main thing is to be ready to take your chance when the time comes.

The Electric and Mining Co. has been organized at Ottawa, and is seeking incorporation from Parliament.

The Digby Electric Co. has recently been organized at Digby, Nova Scotia, with a capital stock of \$7,000. Mr. H. A. P. Smith is superintendent and electrician. The capacity of the station is 600 incandescents. In use, 300 commercial incandescents, 20 public street incandescents. The company has two miles of street circuits. The plant will be in operation in a few days.