

TORONTO BRANCH NO. 1, C. A. S. E.

At the last regular meeting, which was well attended, the president, Mr. A. E. Edkins, asked the members to accept his resignation owing to the fact that when he entered upon his duties with the Boiler Insurance & Inspection Co., about December 1st, he would necessarily be absent from the city much of the time. Many of them expressed a wish that the president would remain in office until the end of his present term. Finally the Association decided not to accept the resignation.

During the evening considerable discussion took place on the theory and weight of fly wheels, the number, size and strength of cylinder head studs for different diameters of cylinders, &c. A very profitable evening was spent, and when the meeting adjourned at 10.30 there were several questions in the box, which were left over until next meeting night.

Two propositions for membership were received.

EXCHANGE OF IDEAS, CERTIFICATES, ETC.

Editor CANADIAN ELECTRICAL NEWS.

DEAR SIR,—As a subscriber to the NEWS from its first issue, I take the liberty to say a few words in regard to the "Questions and Answers" column. I have seen with surprise how little it is made use of by engineers. Every day engineers meet with problems on which they require information; if they would only jot them down and send them to the NEWS, every engineer among your readers would be benefited as well as the one asking the questions. Every day engineers are looking for formulas which they cannot find. Most of us are unable to buy every book that comes out, and lack time to look around for what we need. The only way to secure it is to write to a mechanical paper such as the NEWS.

When we had no paper printed in the interest of engineering in Canada, engineers were wont to say that they did not care to write to journals on the other side, but would write if they had a paper published here. Now that we have such a paper, it is a shame that more interest is not taken in it. If every one would lend a hand to help to build up the paper, assist to make it of interest to all engineers, to widen its circulation and to fill its columns, we would have a paper that would be of inestimable value to us.

I would also like to say a few words, if I am not taking up too much of your valuable space, on the subject of certificates. The engineers have always been clamoring for a licence law, and now that we have one, and can get certificates, the men who did the most talking are the most backward in coming up for a certificate. Certainly we are not compelled to get a certificate, as the law is not compulsory, but that is all the more reason for getting one, as under such circumstances it is an honor to hold one.

I believe we will have a compulsory law in the near future. It is what we want, and what the country needs, but if we do not take advantage of the law as it stands, it will never be made compulsory. Let every engineer go up for examination and get

as good a certificate as he can and as good as he deserves; it will be better for us all in the near future.

Yours, in the interest of engineers,

E. J. P.

RESOLUTION OF CONDOLENCE.

43 Brant St., TORONTO, Nov. 24th, 1891.

Editor ELECTRICAL NEWS.

SIR,—At a regular meeting of Toronto No. 1, C.A.S.E., held Nov. 13th, the following resolutions were unanimously adopted.

"Whereas it has pleased an all wise Providence to remove from our midst, Sarah, beloved daughter of Brother F. Bills, therefore be it

"Resolved—that this Association tender its heartfelt sympathy to the bereaved father and mother in this their sad hour of affliction, and be it

"Resolved—that this resolution be spread on the minutes of this Association, and that a copy be sent to Brother and Mrs. Bills, and to the ELECTRICAL NEWS AND STEAM ENGINEERING JOURNAL.

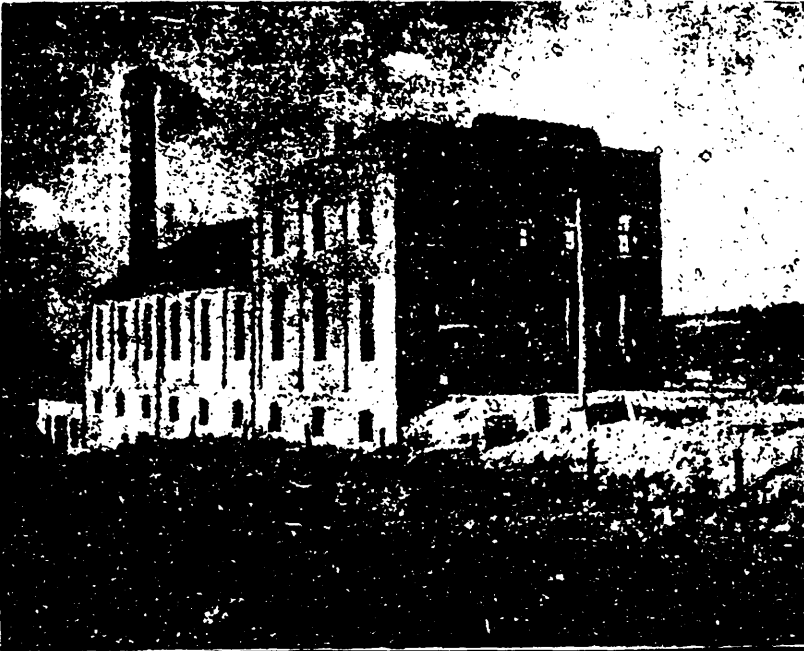
W. G. BLACKGROVE,
J. A. WILLS,
G. MOORING.

} Committee.

A GOOD SUGGESTION.

PERHAPS the following suggestion may be of use to some who have the care of water power. It is given to the *Wood-Worker* by Mr. Gardner Morse, Eaton, N. Y., who writes

Something more than six years ago, I was aroused about midnight, by the announcement that the creek was very high, that it was raining furiously; a dam above had given way, and it would be impossible to save my dyke and dam. I found the water rising rapidly, and that every effort to stop the break in the dyke with stones, plank and sod had proved useless. A big washout seemed inevitable, and



POWER HOUSE AND CAR STATION, WINDSOR AND SANDWICH ELECTRIC RAILWAY.

that great damage would be done to the village below. By one of those inspirations that will sometimes come in great emergencies, I remembered the plan pursued to protect the levee of the Mississippi. I hurried a man off for all the grain bags that could be found. These were rapidly filled with sand and piled upon the break and weak places. In an hour the danger was over and no great damage done.

Again: A few weeks ago I was making some repairs in my dam, and found great difficulty in holding back the water long enough to do the work. The sandbags were once more resorted to, and they made a cheap and effective coffer dam.

These hints may help someone on a dark, stormy night, where high water has almost got the mastery, and only the most prompt and vigilant measures will avert a catastrophe.

PERSONAL.

Mr. P. G. Leigh, manager of the Kingston Locomotive & Engine Co.'s works, was married on the 28th of Oct. to Miss Maud Wilson. Mr. Leigh and his bride spent their honeymoon in Boston.

Col. C. F. Size, of Montreal, President, and Mr. Chas. Brown, Superintendent of the Bell Telephone Co. of Canada, and Mr. W. J. Morrison, agent of the Fort Wayne Electric Co., were visitors to New York last month.

Kingston will have an all-night electric light service after January 1.