

Toronto Reaper & Mower Works, the Massey Company's Works, the Toronto Bridge Works and the Standard Woolen Mills. For the last nine years he has been in the employ of the Methodist Book Room, as engineer of their large printing and binding establishment. His father was also an engineer.

J. G. Robertson, executive secretary of the C. A. S. E., was born in St. Johns, Que., and on reaching the age at which he felt able to make his own way in the world, went to Chicago and apprenticed himself to Crane Bros., the large valve makers of that city. After living in the United States in various cities, as machinist, for about 17 years, he returned to Canada about twelve years ago and settled in Montreal. He was appointed engineer of the Montreal General Hospital, a position he has ably filled ever since.



WM. BEAR, CONDUCTOR, C. A. S. E.

William Bear, conductor of the C. A. S. E., is a native of the State of New York, but came to Canada at the early age of 3 years, and may therefore be considered a Canadian. Mr. Bear has been fourteen years an engineer, all of which time he has served in Dresden, where he is now chief engineer of O & W. McVane's spoke and hub works.



JOHN L. WENDELL, DOORKEEPER, C. A. S. E.

John L. Wendell, doorkeeper of the C. A. S. E., is a native of the thriving town of Waterloo, Ont., and represented the Waterloo branch of the C. A. S. E. at this year's convention. Mr. Wendell has been about six years an engineer, and is now assistant engineer at Seagram's large distillery in Waterloo.

Thomas Ryan, engineer of the Federal Government buildings, Montreal, who was presented with the past president's jewel at the Hamilton convention of the C. A. S. E., was born in Quebec 62 years ago, and his father and mother before him were both born in the same city. Mr. Ryan served his apprenticeship as a machinist in the shops of Calvert & Tweedall, of Quebec and after serving his time obtained his first engagement as engineer on the steamer "Blue Bonnet," running from Montreal to Cornwall. He was then less than 20 years of age and was the youngest engineer of his time on any large Canadian boat. After having charge of the engine at the dry dock works of Milln & Milne, Montreal, he was appointed engineer of a dredge under the Public Works Department. After remaining there several years, he was taken into the service of

the Ottawa River Navigation Company as engineer of the steamer "Prince of Wales." After remaining with that company for 16 years he entered the service of the Quebec, Montreal & Ottawa Railway Co., now a part of the C. P. R. system. For the past 16 years he has had charge of all Federal Government buildings in Montreal, which responsible position he



THOS. RYAN, PAST-PRESIDENT, C. A. S. E.

has filled with eminent ability. His ripe experience, good judgment and sound practical engineering knowledge have won the confidence of each successive Government. While Mr. Wickens is looked on as the founder of the Toronto branch of the C. A. S. E., Mr. Ryan may be called the father of the organization in Canada, having formed the pioneer association in Montreal about 1883. He, with George Hunt and Harry Wilson are, so far as known, the only members of the original association still remaining. In response to a circular issued by Mr. Ryan, about a dozen engineers gathered in the old Sunderland House, St. Lambert's Hill, in the year mentioned, and there formed the first Association of Stationary Engineers, the constitution being based largely on the National Association of Stationary Engineers of the United States. Mr. Ryan also took part in founding the first association of engineers for the benefit of French Canadians, who from lack of knowledge of the English language, were unable to reap the full benefit of the English Association. Mr. Ryan is a prominent member of St George's Lodge, No. 10, A. F. & A. M., and is a past officer of the Grand Lodge of Quebec.

ANSWERS TO CORRESPONDENTS.

A. W. E., Lennoxville.—We have advised you privately as to the makers of acetylene lamps.—Ed. Can. Eng.

G.—In answer to your question about the fairness of the specifications upon which tenders were called for an electric lighting plant, it appears to us that the specifications of an individual make of apparatus, as the lamp for example, would naturally shut out from tendering the makers of rival appliances.—Ed. Can. Eng.

MECHANICAL STOKER TEST.

The General Engineering Co., of Toronto, Ltd., successors to the Weeks-Eldred Co., are installing six of the Jones Underfeed Mechanical Stokers in the mills of the Laurentides Pulp Co., of Grand Mere, Que.; twelve in the pulp mills of the Maritime Sulphite Fibre Co., of Chatham, N. B.; twelve in the power house of the Toronto Railway Co.; two in the new C. P. R. station at Dalhousie Square, Montreal, and a second order for the Windsor Hotel, Montreal.

A commercial test was made recently on two boilers at the power house of the Toronto Railway Co., for the purpose of determining the saving in fuel effected by the Jones Underfeed Mechanical Stoker. The boilers tested were of the cylindrical, return-tubular, internally fired type, 9 feet 9 inches diameter by 14 feet long, each boiler having two corrugated flues 39 inches inside diameter and 80 tubes 4 inches diameter, 14 feet long. The report of the test published by the company shows a saving in fuel effected by the stoker for equal evaporation of 15.2 per cent., and increased evaporation for equal fuel equal to 17.93 per cent.