

Responding in French, M. Rivet, M.P., for Hochelaga, expressed pleasure at being present at this public and solemn affirmation of professional organization. The freedom of organization was one of the dearest of our liberties. In viewing those countries that claim to have reached the pinnacle of civilization, one finds liberty restricted by all kinds of ordinances, and that made him feel still more proud to be a Canadian and a British subject. Referring to the Lemieux Act he said it was destined to render great service in preserving harmony between employers and employees. He believed the present financial crisis would be of short duration.

Letters of regret at non-attendance were read by the secretary, Mr. Lauer, from Sir Wilfrid Laurier, Earl Grey, the Hon. Lomer Gouin, the Hon. W. Pugsley, the Hon. L. A. Tachereau, Maurice Perrault, M.P.P., Mayor Ekers, Mr. Godfrey Langlois, M.P.P., Mr.

years of age were allowed to work in factories nor under sixteen years, unless they could both read and write, was in advance of anything of the kind in the United States. Technical schools had been established, which would fill a long felt want in the province. The Lemieux Act went a long way in the right direction, appealing, as it did to common sense or public opinion in the settlement of disputes. He believed that before long we should have compulsory arbitration, as they have in New Zealand, not only in public utilities, but in every branch of industry. While defending the right of unions to organize, he considered that a fatal defect of trade unionism was the principle that all workmen, whether skilled or not, must receive the same wage. This defect, he believed the workers themselves would remedy. Mr. Weir spoke strongly on the need of a thorough system of education, which, he

D. Rolland, who pointed out the close relationship existing between the manufacturing and building industries, and technical education, and also by Mr. C. H. Catelli, president of the Chambre de Commerce.

"Our Architects, Dominion and Provincial," was proposed by Mr. W. T. Castle and responded to by Mr. Alcide Chausse, secretary Canadian Institute of Architects and by Ad. Brossard, Provincial Architect.

The programme of toasts was enlivened by the interspersing of songs and recitations. Much credit is due to the energetic secretary, Mr. J. H. Lauer, and to the chairman of the evening, Mr. James Simpson, for the excellent way in which the whole programme was carried out.

The Schebler Carburetor.

John Millen & Son, 321 St. James St., Montreal, have just acquired a new agency, being that of Wheeler & Schebler, Indianapolis, Ind. Manufacturers of special carburetors. A sectional view is shown herewith of model F.

The bowl design combines compactness with practicability, it serving for reservoir, as well as having mixing chamber embodied therein. The float is made of cork, heavily shellaced and hinged as shown in sectional view, letter J. Attention is called to the size of gasoline valve, it being much larger than ordinarily used. Gasoline is supplied through a reversible union which permits the feed pipe to run in any direction desired. The throttle is made interchangeable with automatic air valve so that they can be used on either top or side of bowl as occasion may require. A drain cock is placed in bottom of bowl for cleansing purposes.

The air valve can be adjusted and locked without aid of tools. Attention is called to the location of spray nozzle. Its being in the centre of the chamber eliminates the changes in quality of mixture when ascending and descending hills, such as occurs in carburetors where nozzle is located to one side of oil reservoirs. Neither does the mixture change while making turns. For boat work the Schebler has been found highly satisfactory, especially on speed boats in which multiple cylinder engines are used. Owing to the design of these carburetors, they occupy very little space and can usually be mounted where other makes can not find room. One of the great disadvantages of many carburetors used heretofore has been the lack of a satisfactory method of securing a uniform mixture of gas and air at different engine speeds. The regulation of the composition of this mixture either had to be effected by hand or was accomplished by more or less automatic devices that were far from satisfactory. The Schebler perfectly performs this function, it being based on the following principles: When the motor is running at its minimum speed, the air is drawn through an aperture of fixed dimensions. As the speed is increased and consequently the flow of gasoline becomes greater, more air is required, and this additional supply is furnished by the compensating



MR. JOHN H. LAUER, Secretary Montreal Builders' Exchange.

G. W. Stephens, M.P.P., Mr. C. C. Ballantyne, Mr. J. Perrault, Mr. Geo. Caverhill, Mr. Geo. Hadrill, Mr. A. F. Dunlop (Canadian Institute of Architects), Mr. N. Turcot (President Plumbers' Association), and the secretaries and presidents of the Builders' Exchanges of Quebec, Ottawa, Toronto, London, Hamilton, Chatham, Winnipeg, Vancouver and Victoria.

The toast, "Our Province—Quebec," coupled with the name of the Provincial Treasurer, Hon. W. A. Weir, was proposed by Mr. N. T. Gagnon, Past-President, and drunk with musical honors.

After expressing his regrets at the absence of the Premier, who at the moment was engaged in the contest at Chateauguay, Mr. Weir turned to matters legislative. The Government, he declared, had the confidence of the people, and had worked hard to merit that confidence. The recent factory legislation, by which no children under fourteen

said, Canada must have before she can take her place among the great industrial factors of the world. Thought power must be developed. Another need was community of sentiment. Each province, section, and individual should learn to appreciate the needs and the sentiments of others. To rise superior to sectionalism was to create the factors of future national greatness.

The toast, "Our City, and Technical Schools," was proposed by Mr. J. W. Hughes, the father of the technical school movement in Montreal. He reviewed the disappearance of the old apprenticeship system, and showed the need of a system of technical education for the training of skilled workmen. Mr. Hughes was thoroughly at home in his subject, and outlined the growth of technical schools from personal knowledge. Much had been accomplished, but much remained to be done.

The toast was responded to by Hon. J.