

INAUGURAL ADDRESS.

The following inaugural address was given by Captain Gamble, president of the the Engineers' Club of Toronto, on Thursday evening, February 25th:

Gentlemen,—I feel much diffidence in occupying the position I do this evening, and, as I consider our membership, I feel how high an honour you have conferred upon me, one in no wise eminent professionally, and wanting too, I fear, in that galvanic force of attraction that often places comparatively unworthy persons in prominent positions.

All that I can say for myself is that I have had the interests of the Club at heart since its opening, and I hope that while I occupy the chair those interests will be furthered so that our rooms may become a more pleasant rendezvous for our members, and may offer scientific attractions to lead others of our profession to desire to be identified with us.

Chiefly owing to the assiduity of our untiring Secretary our Club is prosperous and shows a slightly increased membership; financially we are, if not affluent, at least in easy circumstances.

Many works of great scientific importance are occupying the attention of the profession throughout the world. Here it is proposed to construct a new line of railway from the Atlantic to the Pacific to open up the more northern portion of the country, and to encourage the settlement of vast portions of fertile land hitherto lying unoccupied, and also to facilitate the development of the many natural resources of the Dominion.

The completion of the British Pacific Cable from Vancouver to Australia has made it possible for the first time to girdle the world astronomically; and the various cable stations, which can now be located with great accuracy, will be of immense service to the Admiralty in their hydrographic surveys. This work, which forms another link binding the various portions of the Empire together, has, I am happy to say, been undertaken by the Canadian Government, and foremost amongst the names of those employed on the work are to be found those of Sir Sanford Fleming and Mr. Otto J. Klotz, men well known and highly esteemed amongst us.

The construction of a transisthmian canal will probably soon be "un fait accompli" owing to the indomitable energy and unabashed perseverance of our neighbors to the south.

In latter days so many questions have arisen regarding international boundaries and such great difficulties have occurred in defining them, owing to culpable indifference in the past, that I feel the definition of our northern limits should not be lost sight of. A bountiful Creator has bestowed many blessings on the Dominion, and remembering this with gratitude, we should seek by every means in our power to hold fast those territories that have been committed to us in trust.

I thank you sincerely, gentlemen, for the honour you have done me in electing me President of this Club.

O. Deguise and Octave Lemay have registered the business of Deguise & Lemay, contractors, Montreal.

The city quarry of Winnipeg was operated at a loss during 1903, and as a result the price of crushed stone was recently advanced from \$1.10 to \$1.25 per yard. The total expenditure was \$59,655.67, while the earnings were \$56,313.22. The loss was \$3,492.34. This was caused by the lateness of the season, which prevented the quarry's opening until a month later than usual, while the shortage of cars also caused the new machinery to run at a loss. During the season 2,488 cars were shipped

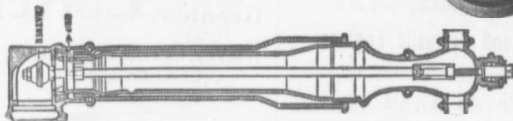
at a cost of \$56,313.22, while in 1902 the cost aggregated \$77,259.10. The cost of stone was set at \$1.10 per yard in 1898 and since that time the laborer's wages have increased five cents per hour, while other expenditure has also increased.

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