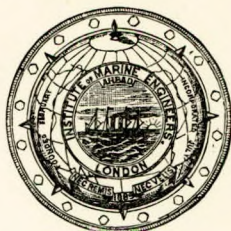


INSTITUTE OF MARINE ENGINEERS
INCORPORATED.

SESSION



1897-8.

President :—J. FORTESCUE FLANNERY, ESQ, M.P.

Proceedings

AT THE

ANNUAL DINNER

HELD IN THE

HOLBORN RESTAURANT

(KING'S HALL)

On Wednesday, June 2nd, 1897.

THE PRESIDENT IN THE CHAIR.

PREFACE.

58, ROMFORD ROAD,

STRATFORD, E.,

June 2nd, 1897.

THE ANNUAL DINNER in connection with the Institute was held this evening in the King's Hall, Holborn Restaurant, presided over by the PRESIDENT.

There was a large attendance of members and friends. The list of guests included the leading representatives of important National and International interests. The presence of the Premier of New Zealand--whose opportune arrival in London was due to the celebration of Her Majesty's record reign--added more than a passing interest to the proceedings, especially in view of the act of courtesy which he had been desired to discharge on behalf of the Marine Engineers of New Zealand.

JAS. ADAMSON,

Hon. Secretary.

INSTITUTE OF MARINE ENGINEERS INCORPORATED.

SESSION



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President—J. FORTESCUE FLANNERY, ESQ., M.P.

SEVENTH ANNUAL DINNER.

CHAIRMAN ·

THE PRESIDENT.

THE Seventh Annual Dinner of the Institute of Marine Engineers was held on Wednesday, June 2nd, 1897, in the King's Hall at the Holborn Restaurant, when the President of the Institute (Mr. J. Fortescue Flannery, M.P.) occupied the chair, and was supported by a large and distinguished company, which included representatives of no fewer than six foreign navies. The guests who had accepted invitations were the Right Hon. C. T. Ritchie (President of the Board of Trade); the Hon. R. J. Seddon (Prime Minister of New Zealand); Mr. W. G. Ellison Macartney, M.P. (Parliamentary Secretary to the Admiralty); Mr. Jesse Collings, M.P. (Under Secretary of State for the Home Department); Sir Thomas Sutherland, K.C.M.G., M.P.; Sir Wm. H. White, K.C.B., F.R.S. (Assistant Comptroller, Royal

Navy); Sir Edwyn S. Dawes, K.C.M.G. (Immediate Past President, Inst. Mar. Eng.); Sir E. J. Reed, K.C.B., F.R.S.; Lieut. Colwell, U.S.N. (Naval Attaché, American Embassy); Mr. Edmund Robertson, Q.C., M.P.; Sir Edward H. Carbutt, Bart.; Mr. A. J. Durston, C.B., R.N. (Engineer-in-Chief, Royal Navy); Commander L. von Sztranyavszky (Naval Attaché, Imp. Austro-Hungarian Embassy); Mr. Alderman Marcus Samuel, J.P.; Capt. J. Grigerovitch (Naval Attaché, Imperial Russian Embassy); Rear Admiral E. Richard (Naval Attaché, French Embassy); Capt. A. J. G. Chalmers (Nautical Adviser to the Board of Trade); Mr. Benjamin Martell; Mr. J. T. Milton; Sir Benjamin Stone, M.P.; Mr. W. T. Doxford, M.P.; Mr. W. R. Bousfield, Q.C., M.P.; Mr. Wm. Petersen; Mr. W. Lund; Mr. Stuart Hall; Mr. Duncan Mackinnon (Chairman, British India S.S. Company); Mr. Walter J. Howell (Assistant Secretary, Board of Trade); Mr. Thos. Richardson, M.P.; Mr. E. Windsor Richards (President, Institute Mechanical Engineers); Mr. Thos. S. Cookes (Past President, Institute of Average Adjusters); Capt. Tomioka, Capt. Yendo, and Capt. Miyabara (Imperial Japanese Navy); Mr. Peter Samson (Engineer-in-Chief, Consultative Dept., Board of Trade); Mr. John Cory, J.P.; Mr. J. H. Cornish; Mr. Alderman A. Govier (Mayor of West Ham); Mr. John Boraston; Professor A. C. Elliott, D.Sc. (President, Bristol Channel Centre); Mr. Chas. S. Du Sautoy (President, Southampton Centre); Mr. Asplan Beldam and Mr. G. W. Manuel (Past Presidents).

The Vice-Presidents present were:—Messrs. J. M. Gray, A. W. Robertson, and W. C. Roberts, R.N.R.

The Members of Council present were:—Messrs. J. H. Thomson, J. Bigmore, A. Blair, A. G. Crichton, J. T. Smith, S. C. Sage, W. I. Taylor (Convener), and Jas. Adamson (Hon. Secretary).

There were also present several of the Engineers of the Royal Navy.

TOAST "THE QUEEN."

The PRESIDENT: Gentlemen—Amongst the privileges of the citizens of Greater Britain there is none more valued than the opportunity for public demonstrations of loyalty. Never in the history of the world has such a sight been possible as is presented by London—the centre of the British Empire—this jubilee year. The citizens of the mother country and of her colonies are assembled together rejoicing at the zenith of the life of a good wife, an affectionate mother, and a great Queen, and at the splendid increase of the Empire under her rule. I give you "The health of Her Most Gracious Majesty the Queen, God bless Her!"

The toast was honoured with much enthusiasm.

TOAST "THE PRINCE AND PRINCESS OF WALES AND THE OTHER MEMBERS OF THE ROYAL FAMILY."

The PRESIDENT: The Prince of Wales, as we all know, is one of the most hard working of men, in connection with various movements for the public good, and next to him in the direct line of succession to the throne is that Sailor Prince who is so popular with marine engineers, I ask you to receive this toast with acclamation, "The Prince and Princess of Wales and the other Members of the Royal Family."

TOAST .. "THE NAVY, ARMY, AND RESERVES."

The PRESIDENT: Gentlemen—I have now to ask your attention to the toast of "The Navy, the Army, and the Reserve Forces." In this toast is concentrated the patriotism of the English people. Surrounded as we are by the sea, we have ever cause to be thankful to Nature for the protection that she has given to us. Every English child learns at its mother's knee the love of country, and gets the instinctive belief, without doubt and without reflection, that Britannia rules the waves; and it is only in periods of threatened international difficulty that definite public attention is called to the detailed circumstances of the Navy. Then the

great truth is emphasized that the Navy, whilst a defence against aggression, is the link that maintains uninterrupted connection between this mother country and her food producing centres—between the mother country and her colonies; and then there is the knowledge that that patriotic feeling, which like a great wave of music vibrates across the ocean from shore to shore, finds its responsive and harmonious echo in the hearts of Englishmen all over the world. At no time in the history of the country has there been more attention directed to the affairs of the Navy, excepting perhaps at the time of Trafalgar, than at the present moment. Thirty years ago the scientific era of naval construction was inaugurated by one who is the honoured guest of the Institution to-night, my old master and friend, Sir Edward Reed, and the principles enunciated then have produced increasing perfection of form and practical construction ever since. In 1888 the Naval Defence Act added seventy ships to the fleet, everyone of them designed by a past president of this Institute, my friend Sir William White, and every one of them shaped and proportioned to hold her appointed place in a carefully devised scheme of the order of battle, of naval tactics, or of a strategical plan for the defence of the whole empire. To that fleet we have been adding ever since, and in the current financial year we have no less than 107 vessels with a total displacement of about 380,000 tons. Our Navy estimates for all purposes are nearly twenty-two millions of money for the current financial year. One pleasing feature, that is not always noticed in connection with this toast, is the international courtesy and friendship which bind together shipping men and scientific men from all the nations of the world. To-night at our board this Institution is honoured with the presence of no less than six representatives of Foreign Navies. I do not know if I mention them in the proper order of courtesy, arising from the seniority of their Ambassadors in this country, but if not, I hope I may be forgiven. We have the French, the Russian, the Austrian, the

Spanish, the Japanese, and the United States Naval Attachés honouring us with their presence at our gathering this evening. Upon the Army great responsibility rests, and great popularity is given to the Army by the people in return. When I remind you that for every commission which Her Majesty has to bestow there are five candidates, you will recognise how popular the Army is as a service, and when you reflect upon the large number of trained soldiers that have been established by the short service system, you will see that our Army, small as it appears on paper, is really more important, and has a larger reserve, than some of those who criticise would credit. The last item of the toast is the Reserves, and I cannot find words to express my humble appreciation of the men who sacrifice their leisure for the purpose of training themselves in the bearing of arms for the service of their country—a gratuitous training, with a very inadequate recognition by the State. This applies not only to Volunteers on land, but to the officers and men of the Royal Naval Reserve. Something has been done to remove the disabilities under which the Reserve, and particularly the engineer officers of the Reserve, have laid. My friend on my left, Mr. Macartney, has been the mouthpiece in Parliament of declaring one reform which the Admiralty have recently enunciated, namely, that engineer officers in the reserve of mercantile engineers shall have the opportunity in future of training themselves for warship practice by attendance at the dockyards. A step forward and a step further is necessary, and that I believe will come, namely, that engineer reserve officers shall have the same privilege as other reserve officers of going to sea in Her Majesty's ships and making themselves fully acquainted with the duties that will fall upon them in time of battle. I can assure my hon. friend that there are many connected with this Institution who will help in the good work that he has started. Mr. Durston, the engineer-in-chief of the Navy, and a past president of this Institute, will help; my gallant friend, Mr. Manuel, the engineer-in-chief of the P. & O. Co., whose name I have to couple with this toast, will help; the Institution

and all its members will help, and when my hon. friend reaches that state of happy domestic felicity towards which we see by the newspapers he is hastening so speedily, I can assure him that among his friends there are none who will wish him every happiness more cordially than his friends of the Institute of Marine Engineers. Gentlemen, I couple with this toast the name of Mr. Ellison Macartney, M.P., the Parliamentary Secretary to the Admiralty, and the name of Mr. Manuel, for the Royal Naval Reserve. We, in drinking this toast, have our minds fixed again, I say, most upon the Navy, and upon the patriotic feelings which the Navy arouses, and which are shared by every Englishman, whether he be resident in this country or in the colonies. Loving peace, we, as Englishmen, do not fear war, confident in the patriotism and courage of our people to maintain the safety of our homes, and to hand down to our children, in all their unsullied splendour, the honourable traditions of the great and glorious Empire to which we are all proud to belong.

MR. ELLISON MACARTNEY, M.P., in responding to the toast, said it was only quite recently that the officers and men of Her Majesty's Navy were engaged side by side in perfect unity and concord with the navies of those great foreign powers, which were now our allies, in preserving the peace of Europe. That was a task of great difficulty which required the utmost circumspection in its execution, and no one could doubt that, but for the perfect confidence and extraordinary unanimity of opinion which prevailed among the commanding officers of the different fleets, the task in which those fleets had recently been engaged in the Mediterranean could not have been carried out. The President had alluded to that increasing interest in the Navy which was evidenced every day in the papers and in public discussions, and he (Mr. Macartney), ventured to say for everyone connected with the Navy, that they valued this increased interest as an indication of the desire of the country to see that arm of our national defences placed upon the soundest basis. Mr. Macartney continued: But my

principal duty to-night is to express the great regret of the First Lord of the Admiralty that it was not in his power to accept the courteous invitation you had extended to him. It would have been a great pleasure to him if his health had permitted him to be present, especially as this dinner is held under the presidency of your distinguished chairman, whose valuable criticism and support Mr. Goschen and those who are connected with the Admiralty have often to congratulate themselves upon in the House of Commons. I would desire to take this opportunity of saying how anxiously we had looked forward to, and how gladly we took, the opportunity in this session of making some suggestions, which have been accepted by Parliament, for affording to the engineer officers of the Royal Naval Reserve the opportunity which has hitherto been denied them of making themselves more closely acquainted with the duties which they may have to perform on board Her Majesty's ships. These proposals which we have laid before Parliament are of a tentative character, but when I use that adjective I do not for one moment mean to imply that those who are responsible for these proposals have made them with any hesitation as to the results which they hope will flow from them. But we considered that it would be desirable in the first instance to find out how far the officers of the Royal Naval Reserve would be able to avail themselves of these proposals, or how far we might calculate upon their being able to avail themselves of more extended proposals in the future. I had, by the courtesy of the Secretary of this Institute, an opportunity of reading with careful attention that interesting debate which took place last year on the position of the engineer officers of the Royal Naval Reserve in relation to Her Majesty's Navy; and if I say that there appeared to me to be a considerable divergence of opinion amongst speakers on that occasion as to what might be the most necessary and most useful steps that could be taken, I do not in any way make that observation in a critical or reproachful spirit, for it is perfectly natural that in a great service like this, and having regard to the other important duties which the officers of the Royal Naval Reserve

have to carry out, that the difficulties that have to be solved should be many, and such as cannot always be looked at in the same light by every naval officer. But what the Board of Admiralty believe they have done is to afford a stepping-stone and an opportunity to those who desire to carry further their energy in regard to their services in the Royal Navy; and if we are encouraged by the results which flow from the proposals that have now been made, I have no doubt that more extended proposals will be made in the future to enable every officer of the Royal Naval Reserve to carry out that ambition which so many have expressed themselves desirous of exhibiting, and obtaining a closer and more perfect knowledge of those important duties which fall upon all engineer officers of the Royal Navy. It would be unbecoming of me if I did not recognise the very great services which in regard to this question have been performed by one of your past presidents, Mr. Durston, who has taken the deepest interest in this subject, and has offered to the First Lord of the Admiralty and his colleagues every possible information which his experience could suggest. I can only say on behalf of those who are now responsible for the administration of Her Majesty's Navy, who are so closely connected with the members of the Institute by the relation which so many of them hold to the Board of Admiralty as officers of the Royal Naval Reserve, that from the very moment we took office we have had our attention directed to this particular question, and that if there has been some delay in making these proposals it has been only because we desired to lay what we believed to be practicable proposals before Parliament, and that we shall lose no opportunity which may flow from the results of these proposals of increasing the efficiency and taking advantage of the zeal of the engineer officers of the Royal Naval Reserve.

MR. G. W. MANUEL, R.N.R. (Past-President), in responding for the "Reserve Forces" said: Mr. Chairman and Gentlemen—On behalf of the officers and men of the Royal Naval Reserve I thank you for the hearty

manner in which you have received this toast, and I also thank the President, Mr. Macartney, M.P., the Parliamentary Secretary of the Admiralty, and other members, on behalf of the engineer officers of the Reserve, for their endeavours to obtain their desire to have an opportunity of becoming more acquainted, and so more efficient, for their special duties in Her Majesty's Navy when suddenly called out in time of war. Gentlemen, I need hardly remind you that the officers and men of the Reserve are volunteers in every sense, and fully deserve all your interest and that of the British nation. For they fulfil two most important duties to the nation. In their daily labours and at the risk of their lives they greatly assist in building and maintaining the commercial prosperity of Britain and her great colonies in every part of the world. Also when war approaches they are ready again to risk their lives and to fight, defending them against their enemies. 'Tis true their position in war may be in the second line of defence, but in peace their position is in the first line of maintainance of its commerce by sea. As a number of the members of this Institute are engineer officers of the Reserve, and some are here to-night, I congratulate them on the opportunity soon to be afforded them of a short period of training in Her Majesty's Navy, and when the terms have been formulated by the Naval Authorities, I have no doubt but that the shipowners will give them the same facilities for doing so as they have done to the deck officers in their training for their reserve duties. One word to the Reserve Engineers when serving for training: I trust you will do your utmost to maintain the record you have won in the mercantile marine, and I am sure that your associations with your brother officers and men in Her Majesty's Service will be of an instructive and agreeable character. Gentlemen, I again thank you for the hearty manner you have received this toast.

TOAST .. "THE HOUSES OF PARLIAMENT."

Sir WILLIAM H. WHITE (Past President): Mr. President and Gentlemen—I have to propose for your acceptance the toast of "The Houses of Parliament."

It has been my fortune—as no doubt it has been yours—to hear this toast proposed a great many times, and, so far as my own observation goes, we are accustomed to hear it given with a good many allusions to what the Houses of Parliament have been, or what they might be. We have heard of the good old times, or of the times which may be better than are yet to come. I am going to propose to you to-night the Houses of Parliament as they are, and I am sure that in proposing it in that sense it will secure a very hearty welcome. I suppose that in this assembly we may speak of the Houses of Parliament as corresponding, more or less, to the propelling machinery of the Ship of State. The Ship of State, if we may trust to history, did not originally have this form of propulsion; but long ago it was discovered that the Anglo-Saxon race required some relief in the form of speech. Matters have been going on in that way now for some centuries, and, I suppose, we may all agree that on the whole they have been going on fairly satisfactorily. No doubt there has been great need for change. The machine is an old one, and it has had to undergo many modifications in order to meet the new conditions of the State, and the ever increasing responsibilities, but so far it has never failed to work. We do not believe that it is ever going to fail to work, and so long as there can be found men who are prepared to give their services to the State, as the members of both Houses do, from patriotic motives—men who give their time and abilities to assist the Government of this great Empire—so long this machine must work with a will, and the Empire will be the better for it. We do not forget that there have been times when there have been proposals to pluck out part of this machine and start afresh. Experiments of the kind have been tried in other countries, but I am not aware that these attempts at radical change and entirely new departures have always been completely successful; and I think that we here will be content to go on as we have been accustomed to go on. Sometimes the machine will work with a little less lubrication than it used to have. Sometimes the rate of progress has been

slow; but I have sat below the gallery on other occasions and had the pleasure of hearing votes for four millions passed in five minutes. That was forced draught undoubtedly. To follow out the engineering simile, if the motive power is applied from the Lower Chamber, I suppose it may be a good thing sometimes to have a governing arrangement in the Upper Chamber; and, on the whole, that has not worked badly either. We do not forget this evening—when we have the pleasure of the company of the Prime Minister of New Zealand—that this great Ship of State, which the Houses of Parliament propel, has associated with it other smaller and younger members of the great flotilla which go to make up the British Empire, and that they all, without exception, have followed the pattern they found at home in constituting their own legislative assemblies. There is one feature of the House of Commons as at present constituted, which we must all view with satisfaction. I remember the time when there were very few ship builders or marine engineers who were members of the House of Commons. I remember the time when my friend, Sir Edward Reed, made his first appearance in the House of Commons, not as a member, but at the bar; he afterwards “crossed the bar,” and I am sure we all hope that he may once again become a member of the House of Commons. Since then things have improved. Ship owners, ship builders, and ship engineers are now all singularly well represented in the House of Commons, and I am sure I express the feelings of the members of this Institution when I say that we are all delighted to know that our President has won his way into that Legislative Assembly. I have to associate with this toast two names. One is that of the Right Hon. Charles T. Ritchie, the President of the Board of Trade. I first had the pleasure of becoming associated with Mr. Ritchie when he was Secretary to the Admiralty, now nearly twelve years ago, and I have to thank him in a great measure for the fact that I was invited to go back to the Admiralty and take up my present post. I speak with knowledge when I say that

from that date when Mr. Ritchie first assumed responsible office he has continued to make his way as a public servant of repute, going on from strength to strength until at last, as we saw last night, some of his admirers are quite confirmed in the belief that the Board of Trade, over which he now so ably presides, ought to be presided over by a Secretary of State. Therefore we may hope that if Mr. Ritchie continues in his present office, and is not promoted to a higher post, we may have the pleasure of greeting him at some future date as Secretary of State for Trade. The second name I have to couple with this toast is that of the Right Hon Jesse Collings, the Under Secretary of State for the Home Department.

The Right Hon. C. T. RITCHIE, M.P. (President of the Board of Trade), in responding said: Mr. President, Sir William White, and Gentlemen—I have to return you my sincere thanks for the way in which you have received this toast of the Houses of Parliament, and before proceeding to make a few remarks on this particular toast, let me say that it has, in my opinion, an added value for myself personally, in that it has been proposed by my friend, Sir William White. I have always looked back to the time when I was Secretary to the Admiralty, as one of the most pleasant periods of my public life. At that time the First Lord of the Admiralty (Lord George Hamilton), and myself, had to consider the question of many reforms and of some alterations, and while I think we are justified in congratulating ourselves upon the success of the changes which we made at that time, there is nothing upon which we can congratulate ourselves and the country more than upon having secured the services of Sir William White, who has not only added lustre to the position he has occupied, but has performed a public service to the country which I don't believe the country yet realises, but which those who know the work he has done appreciate. They know that for the satisfactory position in which the Navy at present stands we owe very deep thanks to Sir William White, a man who would have made a distinguished

position for himself wherever he had taken his services, but who was content to devote those services to the public interest, and sacrifice, I fear, all his own private interests. These are men of whom the country may well be proud, and we appreciate the services they have rendered to the nation. But I must not forget that my task now is to acknowledge the toast of the Houses of Parliament, and it is a matter of profound satisfaction to think that the Houses of Parliament occupy such a position as they do in the opinion of the people of this country. Whatever may be the political constitution of the Houses of Parliament, or of the company in which this toast may be proposed, there is but one feeling with regard to the way in which they perform their duties—a feeling of entire confidence that those duties are performed in the public interests. We may differ—we do differ—some of us, as to the conclusions at which the legislature sometimes arrives, but upon this point there is no difference of opinion, that in the decisions at which they arrive they are actuated by no unworthy motives, no personal animus, but with regard only to what they believe to be the public interest, and so long as that opinion is prevalent and is justified by the action of the Houses of Parliament, so long will they retain the position which they now occupy of confidence in the public mind. The two Houses of Parliament are very differently constituted. The one is an elected assembly, the other is a non-elected assembly, and I am not prepared to say at this moment in which of the two assemblies the public of this country repose the greatest confidence. But I say this with confidence—that sometimes, at least, the assembly which is not elected represents the feeling of the country more accurately than the assembly which is elected, and there have been more than one illustration of that fact. I do not propose to enter into particulars, but there can be no question that in performing one of the most important duties that devolve upon a second chamber like the House of Lords, namely, in securing that the country shall have time to consider and express its opinion upon important changes that may be proposed, the House of Lords has been

found to be more in accordance with the views of the people of the country than the other Chamber. With regard to the House of Commons, I confess that at one time I thought it stood in great peril of forfeiting the confidence of the public. I remember the time, not very far distant, when the House of Commons instead of devoting itself to the forwarding of public business, after due and proper consideration, seemed to think that its business was to prevent legislation, and make it impossible for the business of the country to be proceeded with. There can be nothing in my opinion more likely to damage the good opinion which the public held of the House of Commons than proceedings of that kind. The public expect that the House of Commons shall devote itself to the business of the country, with the view of endeavouring to proceed with due deliberation, as speedily as possible, to the work it undertakes, but at one time it would seem that members of the House of Commons, instead of considering how best to do their work, considered how best not to do their work. That was a time of peril for the House of Commons, but happily there has been a great change. The House of Commons, especially during the present session, has devoted itself to public business, like men of business. There have been discussions, but those discussions have always been to the point. There has been deliberation, but justifiable deliberation. Men have spoken, sometimes very frequently, but they have spoken about matters that they understood, and not with any view of wasting the time of the country. The consequence has been that the business of the country has proceeded in a manner that must be satisfactory to the general feeling of the people of the country. The result has been that instead of men sitting in the House of Commons bored to death, they have listened with interest and attention to the debates that have gone on, and they have had a feeling of satisfaction in being members of a House which, having the country's business to do, is determined to do it in a business-like way. So long as the House of Commons proceeds on those lines so long will it retain the

confidence of the country, whatever be its political constitution, and if we have regard to the proceedings of the House of Commons at the present time, we have every reason to believe that they will be not only business-like, but industrious. This year the House of Commons has not only refused to go to the Derby, but it even refused to consider a proposition that it should go to the Derby, and if you want any greater illustration of virtue in the House of Commons, I should be glad if you would kindly supply it. Before I sit down I should like to say how pleased I am to be present at this gathering to-night, and how grateful I am for the opportunity of being present. As President of the Board of Trade, I have a peculiar and very heavy responsibility with regard to our mercantile marine, and it is a matter of great satisfaction to me that I have been able to take part in this most interesting gathering. I have the pleasure to congratulate you on the progress which this Institute is making, the progress which is being made by the marine engineers of this country, and the great addition which we are glad to think has been made to their status and position of late years. The marine engineers are, it is true, and must be, mechanics, but they are no longer simply mechanics. They are men of high scientific attainments, rendered necessary by the great development and the increasing complication of the machinery with which they have to deal. That of itself has made the profession infinitely more interesting than it was before. It has attracted to the science year after year larger and larger numbers of the best of our middle-class families, and they, in order to undertake the duties which lie before them, do not hesitate to undergo the hardships which must always be attendant upon apprenticeship to such a profession as this. The Institute has, I am glad to think, done much to secure the increased status of the engineers of our mercantile marine. The various technical institutions which have also been established have likewise done much. The Board of Trade, with their examinations, both voluntary and compulsory, have also helped towards the increased status

of the profession, and I believe, myself, that it has before it, and that this Institute has before it, a very considerable future. Every year, I think, the services performed by this branch of the profession will be more and more appreciated by the general community. I congratulate the profession upon the fact that we have in the House of Commons the President of your Institute. Something has been said about the number of shipbuilders and shipowners in the House of Commons. In my opinion nothing can conduce more to the efficiency of the House of Commons, nothing can give the people more confidence in the House of Commons, than the fact that there are within its precincts men who are able to deal with all the problems connected with our shipping and our various industries, and who are able to instruct the House of Commons, and give it the benefit of the experience they have gained. It is a great pleasure and satisfaction to me to sit next to the Prime Minister of New Zealand. As representing the Legislature here to-night, I give to him a cordial welcome as the representative of the Legislature of New Zealand. As a member of the Government I give him a cordial welcome as the head of the Government of New Zealand. There was a few years ago some talk about the coolness between the mother country and her colonies. I should like to see the man who would stand up now and talk about coolness. So far from that, the feeling of Imperial patriotism is growing by leaps and bounds, and, strong as that feeling is now, my firm conviction is that we are only at the beginning of a great wave of Imperial patriotism which will bind the colonies and the mother country closer and closer together, to the great interest and advantage of both.

Mr. JESSE COLLINGS, M.P., also responded to the toast, and claimed for the English House of Commons that with all its faults it was the greatest representative assembly in the world. Sir William White had said that the rate of progress in the House of Commons was slow, but the progress, if slow, was sure; and where they went they stayed. They were not like some

countries, taking two or three steps forward to-day and two or three backward to-morrow. The House of Commons was really an epitome of the world outside—a distinctly representative institution—and although composed of men strongly opposed to each other in political matters, they could yet meet in friendship and harmony on occasions like the present. Personally it had afforded him great pleasure to attend this gathering. He was very pleased to have had the opportunity of meeting so many distinguished scientific men and of becoming acquainted to some extent with the value and importance to the country of the work carried on by the members of the Institute of Marine Engineers. It was owing to the contrivances of marine engineers that their distinguished friend and fellow subject, the Prime Minister of New Zealand, had been able to come some 16,000 miles in order to say “How do you do?” to the people of the parent country. In his conversation with Mr. Seddon, he had been reminded that the House of Commons had not only to deal with domestic matters. The House of Commons had also to deal with matters concerning that Greater Britain of which we were all so proud. They did well to remember that one-sixth of the whole surface of the land in this world, and one-sixth of the human beings in the world were under the British flag and connected with this country. He thought we owed it as a duty to ourselves and to our children to become more and more familiar with that grand story of the making of England. Sir William White had alluded to the fact that both he and the speaker were Devonshire men. In that county they had had some great men who had no appliances such as marine engineers could furnish now, but who nevertheless went a long way towards the making of England. That story of the men who made this country great should be told in our schools. It was more fascinating than any romance, more interesting than any novel—how our colonists, our explorers, our navigators, and our missionaries went forth and, through trouble and trial and even death, made an empire such as the world had never seen. These men made the English nation the mother of nations, and

the Parliament, of which they had just been speaking, the mother of Parliaments, and he believed that however much men on both sides of the House of Commons might differ in politics, they were all agreed in this, that they would do their best and make every sacrifice to hand down this empire to those who came after them unshorn of its glory and its power.

TOAST .. "OUR SHIPS, COLONIES, AND COMMERCE."

Mr. EDMUND ROBERTSON, M.P., proposed the toast of "Our Ships, Colonies, and Commerce." He said the supremacy of Great Britain was unchallenged and unchallengeable. Not envy could deny, and not ignorance could be excused for doubting it. Not very long ago, when he had the opportunity of seeing the latest statistics on the subject, he found that the mercantile marine of Great Britain was the equal, if not the superior, in all its parts, not only of that of any other nation in the world, but of all the other nations in the world put together; and he had no reason to doubt that that state of things still prevailed. Turning from the mercantile marine to that portion of British shipping with regard to which he had some knowledge, and with respect to which he had had some responsibility, he remembered that he was speaking in the presence of those who were at the Admiralty before him, of those that were at the Admiralty with him, and of those who had been at the Admiralty since his time. He was speaking also, he understood, in the presence of some six representatives of foreign nations Naval attachés—whom they were glad to welcome. In these circumstances he was not going to let out any Admiralty secrets, especially when his friend and former mentor, Sir William White, was so near; but perhaps he would be forgiven if he expressed a doubt as to the wisdom of any combination which might challenge the fleet of Great Britain as it was now and as it would be. The commerce of the country was bound up with the shipping of the country; and its supremacy was equally a matter of course. The Prime Minister of New Zealand had not come to London

to fulfil the prophecy of Macaulay, and to go down to one of the bridges and sketch the ruins of St. Paul's. On the contrary, he came there to see the British people at the acme of prosperity, and glad to welcome him and the representatives of many other colonies. He was reminded by Sir William White that Mr. Seddon had an additional claim upon the sympathy of that audience, because he was himself a practical engineer. He (Mr Robertson) had pleasure in coupling the respective branches of the toast with the names of Sir Edwyn Dawes, the Prime Minister of New Zealand, and Mr. Alderman Samuel. Long might the strong ties between Great Britain and her colonies continue, and long might this Institute live to welcome the Prime Ministers not only of New Zealand, but also of other British colonies.

Sir EDWYN S. DAWES, K.C.M.G. (Past President), in responding for "Ships," said: Mr. President and Gentlemen—I feel the honour you have done me in calling upon me to respond to this toast; but before proceeding to the toast itself, I wish to make a few remarks about a change that has taken place in our toast arrangements which has weighed rather heavily upon me. It is a digression for which I owe you all an apology, but I feel the change is one that should not be repeated, and therefore I hope you will pardon what I am now about to say. When I had the honour of being elected President of this Institute, a year or so ago, I was introduced to you by the previous President, and I remember with very much pleasure the exceedingly kind remarks which he made upon that occasion. That apostolic succession is now weighing upon me. I conceived it my duty to faithfully hand that over to my successor, and until I can divest myself of it I shall not be quite happy. I am bound, therefore, to discharge that duty before I go any further, and to wish for your President all health during his year of office. I only hope it will be as pleasant an office for him as it has been for me. Of this I am quite sure, that he will fill the office with great credit to himself,

and with distinction to the Institute. I now pass to the toast. Happily my words need be very few, because, like all of you here present, I am impatient to give a warm reception to the Prime Minister of New Zealand. At the present time, no matter what may be the subject brought before us, we connect it with the reign of Her Majesty the Queen, and I can conceive nothing more interesting than to take stock of the extraordinary developments that have taken place in shipping, in the colonies, and in commerce during the sixty years of the Queen's reign. Personally I cannot go back quite so far as this, but I have been connected with ships, colonies, and commerce for forty-three years, and I will just mention some changes which have taken place in my experience. It was my fortune to go to China in the first screw steamer that ever went to the East--a steamer belonging to the P. and O. Company, whose chairman is here this evening, and who ought to be replying to this toast, for not only is he chairman of the grandest shipping company in the world, but it is mainly owing to him that that company has risen to its present magnificent dimensions. This screw steamer was only 650 tons. She was a full-rigged ship, and took twenty-two days to beat up the China Seas to Hong Kong. At that time there was only a monthly communication with China. At the present time, I venture to say, there are not less than 3,000 tons of steam shipping leaving Europe for China every day. The only other steamers east of Suez belonged to the company I have named--old wooden paddle-boats running from Calcutta to Suez, and connecting at Aden with Bombay. I am within the mark, I think, when I say that there must be 10,000 tons of shipping now leaving Europe for the Indian ports every day. It is almost impossible to realise such an extraordinary development in a comparatively short lifetime, for I may hope that my day is not done yet. The progress of our colonies has been quite as great as that of our ships, but the progress that pleases me most is the closer unity which has taken place in the last four or five years. Instead of looking coldly upon our colonies,

instead of receiving their advances in a spirit of callousness, we now realise the spirit of brotherhood, and the hand that is stretched out is warmly clasped. Can there be anything more pleasing to us as Englishmen than to see the ties between the mother country and the colonies so closely united as they are at the present time. I listened with the greatest satisfaction to the splendid words which fell from the President of the Board of Trade, which were echoed by Mr. Jesse Collings, and which were taken up and emphatically supported by Mr. Robertson. Gentlemen, I am pleased and proud to have the opportunity of responding to this toast of "Ships, Colonies, and Commerce," and I never took my seat with greater pleasure than I shall do now, knowing that I shall be immediately followed by the Premier of New Zealand, and I join with you in giving him a most hearty welcome.

The Hon. R. J. SEDDON (Premier of New Zealand) : Mr. President and Gentlemen—There are occasions when one cannot find words in which to express one's feelings, and I do assure you that the cordial reception which you have given me to-night, the kind words spoken by your President, followed by the kind expressions of welcome from the President of the Board of Trade, supplemented by my friend on my right (Mr. Jesse Collings), and further by the gentleman who proposed this toast, are such that I feel quite unable at the present moment to do justice to what they have said, or to acknowledge adequately your kindness on this occasion. I assure you I feel to-night that I am with friends. Otherwise, possibly, I might feel nervous on such an occasion, it being the first time that I have publicly spoken in my native land for the last thirty-four years. I had only arrived here in this metropolis a few hours before, when, as a stranger, I was invited in here to the banquetting chamber, but I little thought when I accepted the hospitality of the Institute, that I should be called upon to respond to any toast. I thought that by coming here I could listen to speeches delivered upon subjects in which I take a lively interest, but I did not

think that I should be called upon to say anything myself. However, Prime Ministers, whether in the mother country or in the colonies, must be equal to any emergency. I have been called upon to respond to this toast on behalf of the colonies. I do not suppose that I shall be able to do justice to the colonies, but I will do my best. First of all let me say that when the invitation sent by the Secretary of State to the various colonies was received, it was accepted in the spirit intended, one and all endeavouring, as far as they could, to comply with the request of the Colonial Secretary, feeling that in so doing they were only doing justice to the great empire to which we belong. It was felt that those who are now responsible for the government of that empire were desirous that on this great occasion every part of Her Majesty's dominions, no matter how far away or how humble they might be, should take part in this glorious celebration. It will be pleasing to those here assembled to learn that all party strife was set aside and that all parties in the several colonies joined in sending representatives to take part in the proceedings on Jubilee Day. Speaking of my own colony of New Zealand, I may say that the leaders of the opposition rendered every reasonable assistance, and when I tell you that in order to enable me to come here a special meeting of Parliament had to be called, and the whole business of the country postponed, you will appreciate the reality of the feeling that your humble servant, as representing New Zealand, should be here to do justice to the occasion. Well, sir, I have crossed the Pacific and I have crossed the Atlantic, and so far I feel fairly well. I do not know, however, that I shall feel so well if we go through that stupendous programme which has been prepared for us. Reference was made by one of the speakers to the words of Macaulay as regards the wrecking of the empire. I am afraid that if there is to be a wreck at all it will be of the individual who is now addressing you. Let me carry you back to the state of affairs, as regards our trade, at the commencement of Her Majesty's reign. When I tell you that the trade of Great Britain and India at that time did not equal

the trade of the British colonies at the present time, it will show you how vast, how great, are the interests involved in dealing with those countries, and how necessary it is to the mother country and to the colonies that we should go hand in hand, working out the advance of a great nation, and for the good of the people. I have been told that fears are constantly being expressed as to the curtailment of the food supplies of this country, and that even in London it is feared that there will not be sufficient food for the number of persons who will be assembled in the City on the day of the Jubilee celebration. I am only sorry that intimation of that fact was not sooner sent to New Zealand and the other colonies, as we would have met the difficulty. In regard to food supplies your colonies can do that for you, the colonies desire to do that. It is their wish. They are striving to do it, and what is more, despite difficulties which for the moment seem almost insurmountable, I have no hesitation in saying that the time is not far distant when any uneasiness under this head will be once and for ever removed. Then as to the feelings of the colonies towards the mother country. I have read with the deepest pain that because the colonies go in for progressive legislation, or because the colonies are going a little faster than the mother country, that that means that separation is their goal. Other persons go further and say that their actions tend towards anarchy. I say that such expressions of opinion are calumnies upon the good people of the colonies. They recognise that they are living under the greatest and the safest constitution that was ever framed. They love and revere, not with fulsome adulation, but with a steady and firm devotion, the head of that constitution, and come what may, in the hour of peril we are behind you—we are with you. In the hour of sorrow our hearts will beat in unison, and our sympathies will be with you; and in this great period of rejoicing we are together. I have heard from one of the speakers that the British Parliament is the propeller of the Ship of State. I demur to that doctrine, and contend that the people are the propelling power.

Might I say how I classify them? I simply say it is like comparing the high pressure with what we now have, the triple expansion—there has been a waste of fuel. Looking at the progress which has been made, the legislation which is under consideration, and the legislation which I hope may become law, I say that the mother country is going in the direction in which the colonies had long been going, namely, towards minimising, as far as possible, the sufferings of humanity. In New Zealand we have placed upon the Statute Book a measure known as the Shipping and Seamen's Act. We have there said—it is a matter in which we hope that the Imperial Parliament will not lag behind—that engineers should be classed as officers. The President of the Board of Trade has told us that the status of engineers has been improved of late years. I say, let that status be placed upon the Statute Book of this country, and let justice be done to that class who have the lives and the property of the nation in their hands. Let justice be done them, and I feel sure that every marine engineer will feel that he must do his duty fearlessly to his country, and must go onward in the march of progress. I might add that not only has New Zealand done this—and I hope I am not saying a single word that will cause discord—but we have said that whenever any steamer whatever comes to our ports the engineers should receive what was fixed and determined as being the current salaries payable in our colony of New Zealand. That has been brought about in the Act of last session, and we claim that it has been for the protection of the commerce not only of the colony but of the Empire. That more than any other reason has weighed with the colonists. I do not think I shall be justified in saying anything further beyond this: I wish you to bear in mind that with the commerce of the country we must inevitably consider the question of defence. The commerce of the colonies with the mother country is increasing, but I wish you to notice that it is also increasing with foreign nations. I am not at all pessimistic, neither are we, as a whole, in the colonies, but there is at the present time

a state of things existing which gives us the greatest concern, and which we believe ought to engage the attention of the Imperial authorities. As a result of the extension of our colonies in Africa and elsewhere, is there a commensurate increase of business with this country? Or did we find the representatives of other enterprising nations, order-books in hand, carrying on the trade which in my opinion should be carried on by the mother country? In conclusion, I wish to say that although the marine engineers of New Zealand had not anticipated that such an opportunity would be afforded as the present,—they requested me to present to the President of the Institute of Marine Engineers the Associate's badge of the Marine Engineers of New Zealand. Speaking to the President, and to the marine engineers of Britain here assembled, I convey to you the hearty good wishes of the engineers of New Zealand—I might go further and say, of Australasia. I trust that the good feeling which now exists may ever continue, and should it ever happen that your President shall visit the colonies he will be received by his brethren in the profession with open arms. When I return to New Zealand it will be my duty to inform them of the kindness extended to me, and I feel sure that the marine engineers of New Zealand will find themselves placed under an obligation which will give them some trouble to repay.

Mr. Alderman SAMUEL, who responded for "Commerce," said he felt that at that late hour of the evening a long speech from him would be entirely out of place, but he hoped they would not interpret his brevity as indicating any want of appreciation of the great subject of the commerce of the Empire. He would only say this, that the continued progress and expansion of our commerce to-day was proof that the spirit which animated our ancestors lived still; and, so long as that spirit lived and continued, so long would our commerce prosper. There were some fields for trade which our ancestors failed to discover, and it had been left to us to witness the commercial awakening

of the Japanese and the wonderful commerce that had been developed by that remarkable people.

TOAST ... "THE INSTITUTE OF MARINE ENGINEERS."

Sir EDWARD REED, K.C.B., F.R.S. (Vice-President), proposed the next toast—"The Institute of Marine Engineers." He said: Speaking nationally, I do not think that we have been over modest this evening, particularly having regard to the fact that we have so many distinguished foreigners amongst us. But speaking from the point of view of the Institute of Marine Engineers, and in proposing success and prosperity to that Institution, I shall assume an appearance of modesty even if we do not all feel it. I hardly know how to propose this toast, because I notice that my right hon. friend (Mr. Ritchie) made a very handsome speech with reference to marine engineers and to their Institution. But I do propose the toast with very great satisfaction indeed, for two reasons. In the first place I think that the work which this Institute carries out is good and excellent work. The progress of the Institute has been most remarkable, and I think we may now assume that it has reached a position which can hardly be surpassed when it assembles at its board such men as we have seen at this table to-night. It is in the highest degree gratifying to me to know that men so busy and so much engaged in other ways as the Director of Naval Construction and the head of the engineering department of the Admiralty are willing to take the opportunity of coming among us on an occasion like the present. The second reason I have for proposing this toast with much satisfaction is, that you have in the chair to night a marine engineer of the greatest possible distinction, who has worked his way up from boyhood, when I first had the pleasure of presenting an innumerable series of prizes to him when he came up as a student at a Liverpool college many years ago, until he has advanced to his present position and presided in such a remarkable manner over the Institute of Marine Engineers. Reference has been made to-night to the desirability of having in Parliament men acquainted with technical questions. I most heartily

congratulate this Institute upon having not only a Parliamentary president, but a marine engineer president who is in every way able to do them honour and win for them additional distinction. This toast is coupled with the name of Mr. James Adamson, the Honorary Secretary, but seeing that there is no other toast which would bring the President to his legs, I venture to couple with the toast the name of the President as well as that of the Honorary Secretary. I am sure that the toast will be received with great approval and passed with acclamation.

The Hon. R. J. SEDDON, rose at this stage and asked to be allowed to present to the President the Associate's badge that had been forwarded for his acceptance by the marine engineers of New Zealand. The badge, he said, was made of New Zealand gold, and bore an inscription indicating that it was a presentation from the marine engineers of New Zealand to the President of the Institute of Marine Engineers. He (Mr. Seddon) trusted that the distinguished president would be blessed with long life to wear the badge and that he would think well of those kindly spirits across the seas who thought that this would be a nice way of showing him honour and of acknowledging the high position he held as the President of the Institute of Marine Engineers.

The PRESIDENT: This is an item that was not upon the programme, an item which leaves me quite unfitted to respond, but I do wish to say on behalf of this Institution, that the feelings of brotherhood towards our kith and kin beyond the seas will be promoted, fostered, and intensified by acts such as that which had just been so generously and so gracefully performed by our brother engineer. I have not to respond—it would not be fitting that I should—to the toast of success to this Institute. That toast will be responded to, very briefly I know, very eloquently I know, by the Honorary Secretary, who has done so much for the prosperity and progress of the Institute. For myself, let me say that this is in reality the proudest moment of my life, when my brother engineers have shown me their confidence and have

recommendations which we have placed on record for the good of all concerned. The wisdom of the recommendations becomes more manifest every day. We welcome the presence of our brethren in the Royal Navy, who are present, and by the interchange of courtesies more frequently than has hitherto been the case, and by a comparison of our experiences of machinery and methods, we hope to derive much and great advantage mutually; and in connection with this remark Sir A. B. Forwood's article in the "Contemporary Review," for June, is full of suggestion. In closing, I again thank you. Our desire is to carry on the work of the Institute of Marine Engineers in full recognition of the duties and obligations of life, viewed from the highest point of vantage, not from the narrow valley of dry bones. Should we commend ourselves to you as discharging our responsibilities with credit to ourselves and you, we shall be satisfied with your endorsement at our next annual dinner.

TOAST.. "THE VISITORS AND KINDRED ASSOCIATIONS."

MR. A. J. DURSTON, C.B., R.N. (Past President): Mr. President and Gentlemen—The pleasant duty has been entrusted to me of proposing the toast of "The Visitors and Kindred Institutions," and I only wish I had the power of speech to express on behalf of the members of the Institute how heartily we welcome them here to-night, how much we thank our visitors for the kindly interest they take in our proceedings and welfare; and to the representatives of kindred institutions, how much we are indebted to them for the help they have given and are still giving to our Institute, in their treatment of matters affecting the marine engineers. This present period is one in which each class or section of our community takes more interest in, and has more sympathy with, every other section than formerly was the case, and we have evidence of this to-night in the presence here of distinguished foreign officers, of politicians, both in and out of office, and of all shades of political opinion. Then we have kindred societies represented by their presidents and past-

presidents; we have also men of the highest positions in their respective professions, and to these we are indebted for many acts of kindly advice and help. The time is late and I will not go into any detailed mention of these eminent gentlemen, but as this present year has brought many of our colonial brethren to our shores I will venture to say we welcome in a special degree the Honourable R. J. Seddon, Prime Minister of New Zealand, who, I understand, is a member of the Institute of Marine Engineers of his colony, and to whom we are so much indebted for the interest he has taken in passing through the New Zealand Parliament a Bill of such importance to marine engineers. It is an instance, gentlemen, of that "girdling of the world" in the bonds of commerce and peace in which we marine engineers are playing, and are destined to play, so important a part, *i.e.*, if only we progress with the requirements of our time. Gentlemen, I beg to propose to you the toast of "The Visitors and Kindred Institutions," coupled with the name of Mr. Windsor Richards, President of the Institution of Mechanical Engineers.

MR. WINDSOR RICHARDS (President, Institution of Mechanical Engineers) briefly responded. He said the visitors and representatives of kindred institutions had much enjoyed themselves, and heartily thanked the Institute for its hospitality. As President of the Institution of Mechanical Engineers, which was now celebrating its jubilee, he congratulated this younger Institution on the success that it had already achieved, and he hoped it would enjoy a career as long, as useful, and as successful as that of its elder brother whose best wishes it was his pleasant duty to tender on the present occasion.

This concluded the toast list, and the company adjourned for coffee.

During dinner a selection of music was performed by the Imperial Blue Hungarian Band, and in the

intervals of the speeches several songs, &c., were pleasingly rendered by Mr. Franklin Clive, Miss Lydia Care, Madame Isabel George, and Mr. Herbert Emllyn. Mr. William I. Taylor was the convener of the committee that had charge of the arrangements, which proved adequate and satisfactory in every respect.

