

than 60 per cent. of that which we could furnish on the proposed scheme.

"We, therefore, decided to build south of Wellington Street between Albert and Queen, in a central location, an ordinary nine-story office building, which, we believe, could be completed by the 1st of July, 1919, and, while it would cost more than it would in peace times, yet, if the architects could get down to earth and design an ordinary business building, we estimate that we would obtain about 140,000 square feet of office space at a cost, including everything, not exceeding 70 cents per foot. The erection of this building in no way interferes with the city of Ottawa."

The report of the Federal Plan Commission was summarized in our issue of April 20th, 1916. The members of the commission were Sir Herbert Holt, chairman; Sir Alexander Lacoste, K.C., of Montreal; Frank Darling, of Toronto; R. Home Smith, of Toronto; and the mayors of Ottawa and Hull. The commission selected E. H. Bennett, of Chicago, as town planning expert, and E. L. Cousins, general manager of the Toronto Harbor Commission, as chief engineer. A number of assistant architects and engineers were engaged for a considerable period, and the cost of the plan is said to have approximated \$70,000.

A public statement by Messrs. Cousins and Darling whether the proposed 700-room office building interferes with the Federal Plan or not, and if so, how seriously, would be timely and should be secured and published by Mr. Carvell. Their advice in this matter would appear to be almost invaluable.

ENGINEERING PRESTIGE

LAST year the executive of the Toronto Branch of the Canadian Society of Civil Engineers appointed a committee to investigate how the prestige and influence of the branch might be promoted. In this issue we publish the draft report written by the chairman of that committee. This report covers a great field for consideration. It refers to the part which was taken by engineers in the past and what will be expected of them in the future in connection with the immense business of reconstruction of the commercial, industrial, political and social organizations of the civilized world. The relation between the engineering societies and the public is dealt with in a comprehensive manner.

The personal phases of the problems which confront the branch, and indeed the whole of all engineering societies, demand serious attention. These include papers which might be read and discussed, the question of registration or licensing of engineers, organized bureaus for employment, rate of pay, benevolence and other matters of importance. These will all be discussed at a general meeting to be held soon, when resolutions will be submitted for the members to accept, reject or amend.

The questions which are reported upon do not pertain to the Toronto branch alone. They are common to all engineers in Canada. The information collected, the arguments presented and the criticisms offered should induce engineers throughout the country to take an active interest in the whole subject. Isolated action by the Toronto engineers will fizzle out like a squib in the dark unless other engineering bodies help to light the path.

Engineers should occupy the national position to which they are entitled, not only by virtue of their work and achievements, but also on account of the fact that the community depends upon them for almost everything that it enjoys. Lawyers have attained a national status of

great importance, but the community could exist without lawyers. Without engineers it would soon starve, yet the engineers apparently do not hold the esteem of the public so fully as is their due.

We urge that this report, though long, be read by the engineers, and hope that the discussion at the meeting will lead to something tangible and beneficial.

PERSONALS

R. O. WYNNE-ROBERTS has been appointed consulting engineer by Sault Ste. Marie, Ont., in connection with the construction of a new pumping station.

WILLIAM NEWMAN, naval architect and works manager of the Polson Iron Works and Steel Shipbuilding Co., Toronto, has resigned and is considering an offer from Hugh Mackenzie, of the United States Fleet Corporation, of Hog Island, Philadelphia, the largest shipbuilding company in the United States. During his connection with the Polson Company Mr. Newman, who received his early training with the Bertram Shipbuilding Co., of Toronto, supervised the launching of fifty-four vessels, all of steel construction, which is about one-half the total number of vessels of all kinds launched in Toronto during the past half-century. Probably the greatest shipbuilding feat supervised by Mr. Newman was accomplished a few years ago, when a 24-inch hydraulic dredge for government service in Hudson Bay was constructed in eighty-seven days. He also established a record when a lighter for service in the Hudson Bay district was constructed in thirty days.

EDWARD DE V. TOMPKINS, M. Am. Soc. C. E., consulting and constructing engineer, who has for the past seven years had offices in the Professional Building, New York City, has moved to Chicago to take the general agency of the Cement-Gun Co., Inc., of Allentown, Pa., in charge of their mid-west territory. During the past twenty-five years Mr. Tompkins has designed and built many important water-front developments, including bulkheads, piers, power houses, factory buildings, conveyer systems, etc. He has also executed many contracts of magnitude for federal and municipal governments, including piers, bridges and sewers. He was bridge engineer of New York City for six years, and during the past administration was deputy commissioner of the Department of Docks and Ferries of that city. His previous commercial experience was as manager of the New York office of the Trussed Concrete Steel Co., manager of the Philadelphia office of the Columbian Fireproofing Co., and manager of the New York office of the Maine Electric Co.

ENGINEERS' CLUB SMOKER

About seventy members of the Engineers' Club of Toronto were present at the annual smoker, last Thursday, April 11th. Lieut.-Col. McKendrick related some of his experiences while at the front, especially road building. L. V. Rorke, president of the club, acted as chairman.

ENGINEERING INSTITUTE OF CANADA

Sir Herbert Ames' bill changing the name of the Canadian Society of Civil Engineers to "The Engineering Institute of Canada," was adopted last Friday by the Private Bills Committee of the House of Commons. The bill must now be approved by the Commons and by the Senate before the new name is officially adopted.