

the Club of the utmost interest, and our meetings would gain in popularity.

On the other hand, Sir, ere the Club commits itself, due consideration should be shown for the wishes of the strictly professional members. Their efforts have brought the Club to its present position—a fairly comfortable position, indeed, from a very modest beginning. It is not so difficult to put one's self in the shoes of some of these. Quite a few of them, before the days of the Engineers' Club, already belonged and still belong to one of the large social clubs where they meet many who would join our Club under the "Associate" head. But to them the advantage in the Engineers' Club membership lay and lies in the opportunity for absolute freedom of discussion upon any subject to the fore, and entirely from the engineering side. Would the formation of an "Associate" class result in the resignation of any of these? There are times when an engineer does not feel free to discuss his present undertaking with his contractor. Perhaps there are evenings when he has a disinclination to talk shop at all, and feels moved to journey down town to enjoy a paper on some attractive topic or other far removed from his everyday employment.

Again, Sir, it is for the members to adjudge whether the present Constitution is not broad enough. For, many of our members, although wholly eligible under one or other of the present clauses, belong to manufacturing or contracting firms, and there is no disposition on the part of the Qualification Committee, or the Executive, or the Club to bar such out.

Would students of all years at the School of Practical Science be eligible as "Associates?" Would their presence en masse at our meetings be desirable? Would it be wiser to stall the motion for a year, or until it were decided that we incur the expense of larger club rooms?

Besides these, there are many other questions that should be asked by members about this lifted lid amendment. In considering the matter, it is a time for width-awake. The pill which Mr. Sommerville asks the Club to swallow is sugar-coated. Is the "business end" of it a sure, real, good tonic? Does our "Constitution" require, at present, ever so good a pick-me-up? It would never do for the at-present-eligible engineer to be "hoist with his own petard."

Let there be a bumper meeting to intelligently and fully sift out Mr. Sommerville's amendment.

Yours truly,

Toronto, Jan. 22, 1908.

C. M. Canniff.

ENGINEERING SOCIETIES.

CANADIAN RAILWAY CLUB.—President, W. D. Robb, G.T.R.; secretary, James Powell, P.O. Box 7, St. Lambert, near Montreal, P.Q.

CANADIAN STREET RAILWAY ASSOCIATION.—President, E. A. Evans, Quebec; secretary, Acton Burrows, 157 Bay Street, Toronto.

CANADIAN ELECTRICAL ASSOCIATION.—President, R. S. Kelsch, Montreal; secretary, T. S. Young, Canadian Electrical News, Toronto.

CANADIAN INDEPENDENT TELEPHONE ASSOCIATION.—President, J. F. Demers, M.D., Levis, Que.; secretary, F. Page Wilson, Toronto.

CANADIAN MINING INSTITUTE.—413 Dorchester Street West, Montreal. President, Frederick Keffer, Greenwood, B.C.; secretary, H. Mortimer-Lamb.

TORONTO BRANCH OF THE CANADIAN SOCIETY OF CIVIL ENGINEERS.—96 King Street West, Toronto. President, C. H. Mitchell, C.E.; Secretary, T. C. Irving, Jr., Traders Bank Building.

ENGINEERS' CLUB OF TORONTO.—96 King Street West. President, J. G. Sing; secretary, R. B. Wolsey. Meeting every Thursday evening during the fall and winter months. February 6th, 1908, annual dinner.

CANADIAN SOCIETY OF CIVIL ENGINEERS.—413 Dorchester Street West, Montreal. President, W. McLea Walbank; secretary, Prof. C. H. McLeod. Meetings will be held at Society Rooms each Thursday until May 1st, 1908. January 28th, 1908, annual meeting of the Society.

SOCIETY NOTES.

Toronto Engineers' Club.

At the regular business meeting of the Club on February 6th, 1908, a motion to change the constitution of the Club will likely be discussed, and since the matter interests not only the Engineers' Club, Toronto, but will likely, indirectly, lead to discussion in other engineers' clubs we give in full Clause 3 as it stands, and following it the suggested amendment.

Clause 3. The Club shall consist of members and honorary members.

The following persons shall be eligible for membership:

(a) Those who have been engaged in any branch of engineering work or applied science for at least three years.

(b) Graduates in applied science or in civil engineering from any Canadian, British or Foreign University, or of the Royal Military College of Canada, Kingston.

(c) Members of the Association of Ontario Land Surveyors.

The amendment is as follows:

1. To add to second line of Clause 3 the words **and associates.**

2. To add to Clause 3 the following: An associate shall be one who is not an engineer by profession, but whose pursuits, scientific requirements or practical experience qualify him to co-operate with engineers in the advancement of professional knowledge and he shall possess all the rights and privileges of members except the right to vote or hold office.

3. To alter Clause 8 by inserting after the word member **associate.**

At the regular meeting of the Club on the twenty-third inst. Mr. F. L. Sommerville, C.E., presented a paper on "Water Transportation from the North-West." Three routes were described, the Hudson Bay route being favored, because of its short rail haul and because the climatic conditions were favorable to transporting farm produce, the chief export of the North-West.

The discussion was continued by Messrs. J. E. Walsh, W. Chipman, C. H. Mitchell, A. L. Hertzberg, and others.

Toronto Branch of the Canadian Society of Civil Engineers

Held their annual meeting on the twenty-third inst., Mr. E. H. Keating, president, in the chair.



Mr. E. H. Keating,

The Retiring President of the Toronto Branch of the Canadian Society of Civil Engineers.

The reports were received and adopted and officers elected for 1908-9 as follows: President, C. H. Mitchell, C.E.; Secretary-Treasurer; T. C. Irving, Jr., Executive Committee; Messrs. M. J. Haney, N. McLeod and F. Simpson. Auditors, Messrs. Parke and Clark.