

engineering profession in his province, and he would not be entitled to practise as an electrical engineer until he was so recognized.

The J. C. T. O. bill may have decided advantages as compared with the E. I. C. bill and it should receive the careful attention and close study of all members of the Engineering Institute of Canada. If, upon discussion, it appears to present better chances of being adopted by the provincial legislatures, and if it is fair to all engineers and fulfils the need for protection through legislation, then it is the bill that is wanted and the E. I. C. should not hesitate to support it in lieu of their own draft. The report has been forwarded by the J. C. T. O. to the officials of the various technical organizations represented on the J. C. T. O., and should now be discussed by the members of those organizations.

In his letter of transmissal accompanying the report, Mr. Acres says:—

"This report has been prepared at the cost of a considerable amount of discussion and research, and is the result of a number of meetings of the committee which were held from time to time throughout the past summer and early autumn. Owing to the season it was, of course, very difficult to get the members of the committee together, and in stating that the bulk of the committee work was done by Messrs. Hynes, McEvoy, Chipman and Le May, which is a fact, there is no hint of reproach, as I know personally that most, if not all, of the other members of the committee were out of town for practically the whole of the period above mentioned.

"Whatever value this report may have in the estimation of those for whom it has been prepared, it has been the result of the active and sympathetic interest taken in the matter by the gentlemen above named, and the thanks of the Joint Committee of Technical Organizations is due them in full measure."

It will be observed by those who read the proposed bill, that Part Two is an ancillary act covering only structural engineers. The committee's idea is that Parts Three, Four, Five, etc., would be other ancillary acts exactly the same as Part Two excepting that Part Three could cover architects; Part Four, electrical engineers; Part Five, mining engineers; etc. An ancillary act would be passed for each profession in which the majority of members petitioned for registration; also for those professions in regard to which the minister of education might deem registration to be in the public interest.

The Status Committee does not appear to lay claim to any credit for originating the legislation which it advocates, as it is explained that the whole has been patterned largely upon legislation now in force in some parts of the United States.

It is understood, moreover, that the conclusions arrived at by the Status Committee as a whole do not necessarily represent the opinions of all of the individual members of the committee, but have merely been put forward in order to pave the way for discussion of controversial points upon which an agreement must be reached before any united stand can be taken by the various technical organizations interested in the proposed legislation.

## PERSONALS

WALTER SIDNEY HARVEY, who resigned last week from the engineering staff of the Toronto Harbor Commission in order to accept a position with Alexander Potter, consulting engineer, New York City, was born December 16th, 1880, at Swansea, Wales. Mr. Harvey was educated at St. Andrew's College, Swansea, and at the Swansea Technical



College, and was then articled for three years to T. J. Scoones, consulting engineer, of Bristol and London. After completing his term as articled pupil, Mr. Harvey remained with Mr. Scoones for a further 2½ years as assistant engineer on the design and superintendence of construction of the following works: Gravity water system at Cheddar, Somerset; sea defence works at Barry, Wales; dry dock reconstruction at Bristol; and coaling station at St. Vincent, Cape Verde Is-

lands, West Africa. From 1904-7 Mr. Harvey served as contractor's engineer for the British Insulated & Helsby Cables, Ltd., in charge of track work and street paving in connection with the Chesterfield electric tramways. Upon completion of this work he remained for a time with the Chesterfield corporation as chief assistant to the borough engineer in carrying out some double-tracking, road widening and sewer construction. He resigned from this position in order to become contractor's engineer for Robt. H. B. Neal, Ltd., in charge of the construction of sewerage

works and pumping station at Weston-super-Mare, and of the widening of the William Wright dock at Hull. In November, 1910, Mr. Harvey came to Canada and joined the staff of the main drainage department, city of Toronto, on the design of storm sewers and interceptors. Six months later he went to Lethbridge, Alta., as assistant city engineer, subsequently becoming city engineer. In March, 1914, Mr. Harvey returned to the department of works, Toronto, as designing engineer of the sewer section. He resigned in May, 1918, to accept the position of construction engineer for the Leaside Munitions Co., Ltd., and was engaged in the construction of a 12-in. shell plant for the United States government. Although this plant was practically completed, it was not operated owing to the signing of the armistice. Last January Mr. Harvey completed all outstanding work for the Leaside Munitions Co., Ltd., and joined the engineering staff of the Toronto Harbor Commission as engineer of sewer design, and was engaged under the direction of Geo. T. Clark, designing engineer, in the preparation of schemes for storm and sanitary drainage for the water front development, and of designs for outlet extensions to the city's overflow sewers. Mr. Harvey's first work on Mr. Potter's staff will be at Warren, Ohio, where he will investigate the relative merits of several sources of water supply, appraise the present system and prepare plans and specifications for a new system. Mr. Harvey is an associate member of the Institution of Civil Engineers of Great Britain, and was the recipient of the 1908 Telford premium awarded by that institution. He is also an associate member of the Engineering Institute of Canada and for the past year has been secretary-treasurer of the Toronto branch and secretary of several of that branch's most important committees.

J. W. NELSON, who has been a member of the Board of Control of Ottawa, Ont., for many years, has resigned in order to accept an appointment as superintendent of streets, succeeding George Little, who gave up the position owing to ill-health.

NORMAN M. CAMPBELL, who has been associated with the Canadian Ingersoll-Rand Co., Ltd., for the past twenty years, has resigned his position as sales manager of that company, to take effect December 31st. He has been appointed managing-director of the General Combustion Co. of Canada, Ltd., manufacturers of industrial furnaces, with headquarters in the New Birks Bldg., Montreal.