

but one or two exceptions would not allow their names to appear with their letters; therefore we have thought it wise not to publish any of the opinions expressed anonymously.

One of the engineers employed by a Canadian railway writes:—

In connection with applications of the various rural telephone companies for approval of overhead wire crossings, we receive many drawings which might be quite appropriately described as pictorially diagrammatic. In many cases they almost require a cipher code to make them explanatory. These works of art certainly never came from the pen of a draftsman, and are done in this way simply to save the expense of having some local engineer prepare them. At times we receive pencil sketches and are asked to furnish plans, which, of course, we do not do. We inform the applicant to have the plans prepared by some local engineer. The above is, perhaps, not a parallel case to that referred to by Mr. Scott, but it simply goes to show that the general attitude prevailing is to try to eliminate, if possible, the engaging of professional help.

A city engineer in the West finds that the inquiries from outsiders are so numerous that he has not the time for outside work, and writes:—

It seems to me that engineers in the employ of municipalities usually find that the nominal office hours are not sufficient to do the work incumbent on them, and depend on the time when the day's routine work is over to solve the really difficult engineering problems. And so, while professional ethics demand that "visiting or corresponding engineers be treated with every courtesy," to all other enquirers my reply is a polite but firm refusal.

A county engineer who has had wide experience on drainage work relates a story of a laborer who came up to where he was working with the level and said: "Where can I get one of those machines to look through. If I could get one I could make lots of money."

Evidently he did not realize that the mechanical doing of work was a very small part of engineering.

Another engineer tells of an interesting experience in municipal work, and, although it does not come under the head of "Free Engineering Advice," yet it is worth giving, illustrating, as it does, the mistakes many municipalities make in not employing engineers.

I recall one instance, he says, where the council deemed it advisable to place a farmer in charge of the construction of concrete abutments and piers. A local contractor on the work juggled the mixture of the ingredients, resulting in poor concrete elevation of the top of piers, and the bridge seats were all wrong. I asked why a township engineer had not been instructed to lay out and look after the work, and was informed that they did not consider the proposition would warrant having their engineer look after it. This case resulted, I understand, in the rebuilding of all the work and the ultimate supervision of the township engineer, so I feel certain that the township council will not in future launch out for themselves in such matters.

Although there is not in the eyes of the law any such person as an engineer, yet gradually the community is learning to appreciate their work and status.

## The Engineers' Club of Toronto

96 KING STREET WEST

TELEPHONE MAIN 4977

### Programme for October, 1909

THURSDAY, 7th, 8 p.m.:

Opening Meeting of the Season.

Informal Smoker and Discussion on Club Affairs.

THURSDAY, 14th, 8 p.m.:

"Engineering Laboratories and Workshops in Europe."

Paper by Prof. R. Angus.

(Illustrated by Lantern Slides).

THURSDAY, 21st, 8 p.m.:

"The Air as a Medium of Transportation."

Paper by Mr. J. F. d'Almeida.

THURSDAY, 28th, 8 p.m.:

Meeting of Toronto Branch of Canadian Society of Civil Engineers.

THE EXECUTIVE MEETS EVERY THURSDAY AT 7.30 P.M.

A. B. BARRY,  
President,  
City Hall.

L. J. STREET,  
Treasurer,  
37 Melinda St.

R. B. WOLSEY, Secretary,  
25 Lowther Ave.

### PERSONAL NOTES.

MR. JOHN GALT, C.E., of Galt & Smith, Consulting Engineers, Toronto, who has been in the West for over a year is again in Toronto, on a short visit. Mr. Galt expects to return to British Columbia shortly.

MR. RAOUL MONSERAN, of the Department of Public Works, in France, arrived in Montreal this week with instructions to make a study of the harbor works with a view to applying the knowledge to the improvement of seaport towns in France.

MESSRS. CHAPMAN & WALKER, who have lately formed a partnership and located at 69 Victoria St., Toronto, Ontario, are representing a number of large Old Country firms. The following are some of the companies: Messrs. Dick-Kar & Co., Preston, Eng.; Crossley Bros., Manchester, Eng.; Henley's Telegraph and Cable Co.; Messrs. Pritchett's & Gold, manufacturers of storage batteries; Messrs. Holder Bros. & Thompson, electrical instrument manufacturers; The Z. Tungsten Lamp Co., etc., etc. Messrs. Chapman & Walker have the sole Canadian agency for all of these firms.

The School of Mining, of Kingston, Ontario, recently made the following appointments: Mr. W. O. Walker, M.A., who had been offered the professorship of chemistry in a western college was advanced from the position of lecturer to that of Associate Professor. The positions formerly held by Dr. Firth and Dr. Dickson have been filled by the appointment of Walter D. Bonner, M.A., and Rodger J. Manning, M.A. Mr. Bonner graduated at Nebraska, Wesleyan University, where he obtained the degree of M.A. During the past year he has been completing his work for the Ph. D. degree, as well as assisting with the teaching at the University of Toronto. Mr. Manning is a Canadian and received his education in Chemistry at the University of Toronto. Since graduation in 1906, he has been teaching the subject, as well as working for the Ph. D. degree, at his Alma Mater. He comes to the School of Mining with the best of recommendations. The Fellowship in Chemistry established by