

CANADIAN SOCIETY OF CIVIL ENGINEERS.

The sixteenth annual meeting of the Canadian Society of Civil Engineers opened in the rooms of the Society in Montreal on January 17th, Mr. E. H. Keating, Toronto, presiding. Among those present at the meeting were:

Jas. C. Kennedy, Owen Sound, O. Arcand, Three Rivers; W. McLea Walbank, Andre Loignon, Jas. Ewing, R. Bickerdike, Jr., Ernest Marceau, R. E. Hunter, L. G. Papineau, Geo. Holland, Henry R. Lordly, J. M. Nelson, J. W. Heckman, J. L. Michaud, P. E. Amiot, J. E. Hardy, D. Macpherson, Prof. Bovey, Dean of the Applied Science Faculty, McGill University, and Jno. Kennedy, Chief Harbour Engineer, Montreal; Willis Clipman, Frederic L. Gagnon, Toronto; C. B. Smith, Niagara Falls, Ont.; W. G. Matheson, New Glasgow, N.S.; C. H. Pinkey, R. Sterkel, Ottawa; Jno. Irvine, Harriston; C. E. W. Dodwell, Halifax; W. C. Traffer, St. Johns, Que.; O. C. Macpherson, Cape Town, South Africa; Alex. S. Grant, Coteau Landing.

The first business was the submission of the report of the Council by the secretary, Prof. McLeod. It showed that there had been elected to membership ten members, fifteen associate members, three associates, and eighteen students, a total of forty-six. Resignations had been received from two members, one associate member, and one associate. There had been struck off the roll for non-payment of dues seven members, eleven associate members, one associated and twenty-five students, in all forty-four. Four students had been removed from the roll. During the year the society suffered the loss of seven members by death; E. J. Duckeney, H. C. Symmes, A. B. Tower, John Hyslop, A. L. Husband, J. Isbester and B. B. Osler. The membership of the Society was at present 892, as compared with 900 a year ago. Fifteen ordinary meetings had been held during the year, at which papers on interesting engineering subjects were read. The addition to the building fund during the twelve months amounted to \$379.

It was stated that the resolution proposed at the last annual meeting asking for special railway privileges for members was

not favorably entertained by the railway officials.

The report of the treasurer showed the general receipts for the year to have been \$5,788, while the expenditure was \$4,846.52, leaving a total balance on hand of \$941.48.

The reports of the secretary and treasurer were adopted.

Mr. J. G. Kerry called attention to the lack of interest manifested in the Society by engineering students. Mr. Duggan suggested that the word "civil" be dropped from the Society's name, so as to put an end to confusion in students' minds which kept the mining, electrical and mechanical students out of the Society. Mr. Irwin pointed out that if the organization was simply called the Canadian Society of Engineers, it would be confused with locomotives and machinists. After further discussion the general subject of interesting students in the Society was referred to the council, with power to act; and, on the motion of Mr. Kerry, it was decided that committees should be appointed to prepare and submit to the meeting reports on matters of interest in connection with engineering.

From 4.30 to 6 o'clock luncheon was partaken of in the rooms of the Society, to which a large number of friends were invited.

The evening session, at which the room was filled, was occupied with the delivery of an interesting lecture by Mr. Wallace C. Johnson, on the Shawinigan water and power development. Mr. Johnson explained that the falls were located about midway between Montreal and Quebec, and about seventeen miles north of the St. Lawrence, and said that the natural beauty of the falls had not been interfered with by the work that had been done in developing the water power. The drop of the falls was about 150 feet, and the water was that of the St. Maurice River, the third in size of the tributaries of the St. Lawrence. The volume of water was 20,000 cubic feet a second, capable of yielding an effective power equal to 200,000 horse power. When the lecturer first visited Shawinigan Falls, with a view to outlining a plan of development in the summer of 1898, there were no waggon

roads and no railroads, and no actual work was done until May, 1899, so that all the improvements that had taken place were the result of about two and a half years' work. A number of views were exhibited, showing improvements at various stages of their construction, and some interesting

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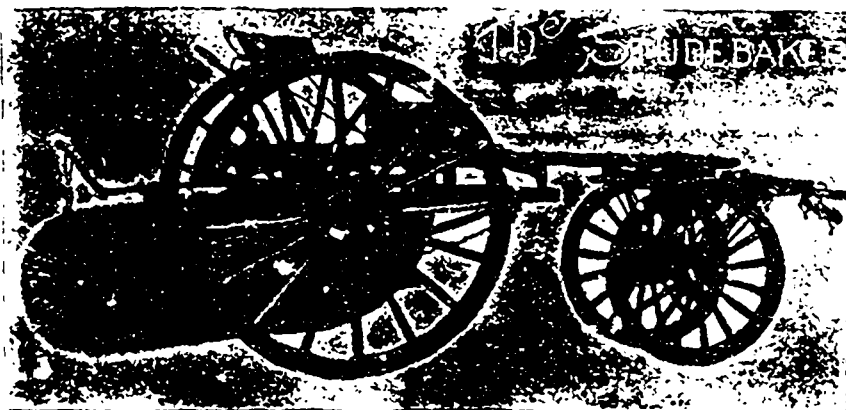
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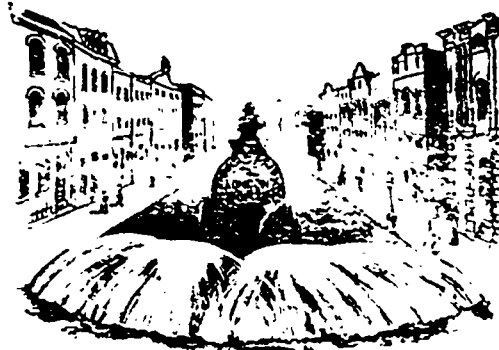
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