

never uttered a truer statement than when he said that the nineteenth century belonged to the United States, but that the twentieth century was Canada's; no longer do young Canadians have to go across the border to find a field for their brains, there is a field right here at home. Mr. Emmerson concluded by saying that he was willing to lend his aid to the engineers in the planning and carrying out of great works for the benefit of the Dominion.

Mayor Coatsworth greeted the engineers on behalf of the City of Toronto. He drew attention to the engineering problems of the city, and said that in Engineer Rust the city had a servant competent to carry them out. Canada's engineers had faith in the future, and were prepared to build, not for a day, but for years to come.

F. W. Campbell, Deputy Minister of Public Works of Ontario, spoke at some length, stating that while the Hon. Mr. Emmerson was looking after the great trunk lines—railways and canals—the Hon. Dr. Reaume and himself were giving their energies to developing and extending the tendrils which fed the railways and canals—the common waggon roads. After the visit to Niagara, said Mr. Campbell, it was difficult to realize the immensity of their possibilities, and predicted that within ten years every railway in Ontario would be operated by electricity. He paid a high tribute to Engineer Rust, and remarked humorously that if that gentleman carried out all the important projects promised by Mayor Coatsworth before the election he would rank as the greatest of living engineers.

Samuel Nordheimer thanked the society for the invitation extended to him, briefly and humorously.

In responding to the toast of "The Sister Professions," J. W. Tyrrell, president of the Ontario Land Surveyors' Association, said that since his first visit to the Hudson Bay territory he had been convinced of the great possibilities of that body of water as a route to Europe, and he rejoiced to know that the carrying out of contemplated railway projects would bring Canada's wheat fields one thousand miles nearer Europe by that route. F. L. Scmerville, speaking as president of the Toronto Engineers' Club, welcomed with open arms the proposal to establish in Toronto a branch of the Society of Civil Engineers. Edmund Burke responded on behalf of the Ontario Association of Architects.

The toast of "The Society," proposed by M. J. Butler, Deputy Minister and Chief Engineer of the Dominion Department of Railways and Canals, brought responses from C. E. Jennings, Dr. John Galbraith, of the School of Practical Science, and M. J. Haney.

E. Marceau and W. B. McKenzie spoke to the toast of "The Retiring President and Council." C. E. W. Dodwell and G. J. Desbarats replied for "Our Visiting Members." Songs were rendered by A. Blight, A. Bowman and C. E. W. Dodwell.

Hearty singing of the National Anthem terminated this enjoyable social event.

#### Friday, February 2nd.

The final day was spent in visiting the larger engineering works of the city, among which were the following:

- Transformer Station, T. & N. P. Co.
- Canada Foundry Company.
- Polson Iron Works.
- Canadian Ship Building Co.
- Pumping Station.
- Street Railway Power House.
- Electric Light Co.
- Consumers Gas Company.

At Davenport works of the Canada Foundry Company, Limited, a luncheon was served in their fine new office building, designed by Beaumont Jarvis, the famous Toronto architect; and constructed almost entirely of concrete.

In concluding this account of the first annual meeting of this important organization of Canadian civil engineers held outside Montreal, we must not omit to mention that, through the courtesy of the Toronto Street Railway, persons wearing the society button were carried free over the com-

pany's lines. On the whole, the arrangements for the various social events were carried out with marked success by the local committee, of which C. H. Rust was chairman, and C. B. Smith, secretary. The cordial spirit in which inspection privileges were granted by the great corporations and the courtesies and privileges extended on every hand during the four sessional days was a striking testimony to the public importance and technical standing of the Canadian Society of Civil Engineers.

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#### PRESENTATION AT SYDNEY, C. B.

On Friday evening, January 26th, 1906, Mr. Edward Holth, designer of the new rail mill of the Dominion Iron & Steel Co., was the recipient of a handsome testimonial by the engineering staff on the occasion of his leaving the company after nearly five years' service; for a trip around the world, via Mexico, to California, Honolulu, Japan, China, etc., to England, and to Norway, his native land. The following is a copy of the presentation address: "We, the remaining fragment of the staff, who have been associated with you in this office while conducting the engineering de-



Edward Holth, M.E.

velopment of the plant to its present stage, wish to express our pleasure in having known you and in having had your guidance and instruction in our profession. We recognize that you have carried to completion a great task, in a manner so quietly and harmoniously that those associated with you could not fail to appreciate it. Having been a draughtsman for many years you have not failed to accomplish the work in a manner most satisfactory to both the company and those who have helped you to carry out your ideas; and in parting with you, we very sincerely express our regret, and take pleasure in presenting you with this souvenir, which will serve as a memento of your harmonious relations with all, and of our appreciation of your many estimable qualities."—Sydney Post.