

He at once entered on his chosen field in which he was to achieve such distinction. Beginning with railway work as resident engineer on the Northern and Pacific Junction of Ontario (now a section of the C.P.R.) he took work on the construction of the St. Catharines and Niagara Central Railway, and then, attracting the attention of the late W. T. Jennings, was offered work on the C.P.R. at London, Ont. He was next appointed locating engineer of the Toronto, Hamilton and Buffalo Railway in 1888-9. Having in the meantime done some work on the Welland Canal, under the late Thomas Munro, and on the Montreal harbor works under John Kennedy, Mr. Smith sought a wider field of railway experience in the United States, where, between 1889-93 he was divisional engineer of the C.C. & C.R. of Tennessee; chief assistant engineer of the Roanoke Southern Railway of North Carolina, and assistant engineer of the Baltimore and Ohio, in charge of construction, at Morganstown, West Virginia. Returning to Canada in 1893, he was appointed assistant professor of civil engineering at McGill University, being a lecturer on engineering and having charge of cement testing and strength of materials. In the following year he received the degree of Master of Engineering, and in 1895 he began a series of articles on railway work in *The Canadian Engineer*. These articles were in such request that they were reprinted in book form in 1899, under the title "Railway Engineering." This work won immediate recognition by being adopted as a text book in various universities and technical colleges in Canada and the United States. Mr. Smith's ambition could not be confined within college walls, and in 1899 he came to Toronto as assistant city engineer in charge of the sewage system. In 1901 he entered the hydro-electric field, having been appointed construction engineer of the Canadian Niagara Power Co., then one of the three greatest power installations of America. His clear insight into the problem of electric power and its distribution for public use led him to outline plans which, through the courage of Hon. Adam Beck, brought about in later years the Hydro-Electric Commission, which made Ontario the pioneer in legislative experiments in electric transmission. Mr. Smith himself became chief engineer of the Hydro-Electric Commission, and, though not personally in favor of the whole programme afterwards carried out, was a member of the commission through which electrical power was furnished to municipalities in Ontario under government auspices.

Upon the defeat of the Ross Government *The Canadian Engineer*, joined by many men of practical experience, advocated the abolition of political appointments in the control of the Ontario Government railways, and Mr. Smith was happily appointed to take charge of the Temiskaming and Northern Ontario Railway. Here his grasp of problems of railway operation, as well as of construction, were demonstrated, and he soon brought order out of confusion and established this road as the first profit-making government railway in Canada. In 1905 he was appointed chairman of the commission formed to manage this line, and held the post till 1907.

Mr. Smith's services were now in wide demand in hydro-electric work, and he was chosen by the council of Winnipeg to lay out the 60,000 horse-power transmission plant for that city. Having in the meantime formed the engineering firm of Smith, Kerry and Chace, Toronto, he and his associates laid out and, in some cases, financially organized various power plants, among which may be mentioned the Trenton Power Co., the Seymour Power Co., Sydney Power Co., Nipissing Power Co., British Canadian Power Co., supplying power to mines in Cobalt region; the Calgary Power Co., the municipal power plants at Lethbridge and Revel-

stoke, and other places. He also organized the Mount Hood Railway and Power Co., of Portland, Ore., of which he was general manager and vice-president; and the Crane Falls Power and Irrigation Co., of which he was president, and by which a great tract of heretofore arid land in Idaho is now being converted into a garden by irrigation, while urban comforts are distributed through the new settlement by electricity. Mr. Smith was managing director of the Calgary Power Co., and president of the Nipissing Power Co., as well as a director of other companies.

He was a member of the Institution of Civil Engineers of Great Britain, and a member of the American Society of Civil Engineers. He was a past vice-president of the Canadian Society of Civil Engineers, and among his contributions to this society was a paper describing the Canadian Niagara Power Co.'s plant, which was awarded the Czowski medal of



The Late Cecil B. Smith, Ma.E.

the society. Mr. Smith was not a voluminous participant in the discussions of the society, but his contributions were marked for their pertinence, simplicity of language and clearness of statement. He was president of the Engineers' Club of Toronto, but did not seek the presidency of the society as he held that such honors should be reserved for the elders of the profession.

In 1887 Mr. Smith married Miss Mary M. Dempsey, of Hamilton, whose grandfather was the first settler at Milton, Ont., in 1818. He is survived by his widow and two sons, now growing to manhood. His only brother is Mr. E. D. Smith, formerly M.P. for South Wentworth, who has attained a distinction in the Canadian fruit industry corresponding to that of his brother in the engineering field. Mr. Smith leaves also four sisters, Mrs. Shortt, wife of Dr. Adam Shortt, chairman of the Civil Service Commission, Ottawa; Mrs. H. Coon, Weston, and the Misses Gertrude and Violet Smith, of Hamilton.