

The Canadian Engineer

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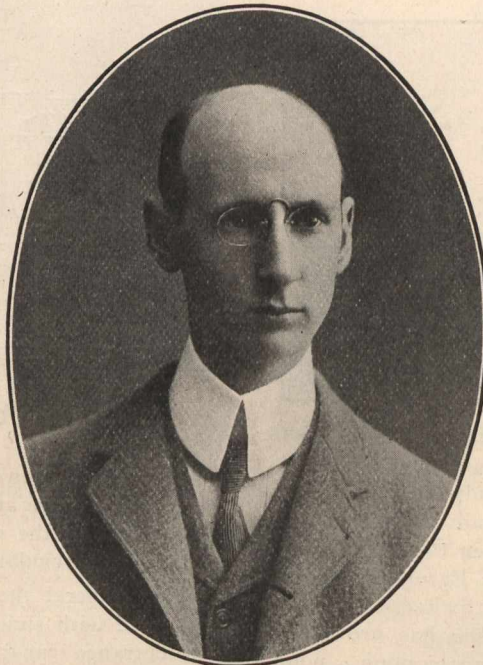
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We judge ourselves by what we feel capable of doing; but the world judges us by what we have already done.

Longfellow.



ARTHUR K. SPOTTON,
Chief Engineer, Goldie & McCulloch Co., Galt, Ont.

Canada is fortunate at the present critical stage of industrial development, in having—along the lines of engineering in most demand at the moment: Railroading, irrigation, grain elevator design, hydro-electric development, and steam engineering—men at her call who are the peers of the best designers and constructors in any land. In the branches of engineering indicated, the following names readily occur: Cecil B. Smith, J. S. Dennis, J. A. Jamieson, Charles H. Mitchell, and the able mechanical engineer whose portrait appears above. Toronto University is to be congratulated upon being the Alma Mater of the last two: who are making a place for themselves in the industrial annals of the country. In economic steam engine design and practice, this country has for many years held its own. The large, vertical compound Corliss engines, described and illustrated in "The Canadian Engineer," July, 1906, shows that even in stationary engines of magnitude, and for the severest service, it is not necessary to go outside our borders. These powerful engines were designed by Mr. Spotton, and are only one example of the notable work he is doing in the important domain of steam engineering in Canada. Hence, his inclusion in our gallery of men who have "done things."

Arthur K. Spotton was born March 22, 1874, in Barrie, Ont. He received his scholastic education at the Public Schools and Collegiate Institute of that town. In 1891, he matriculated and entered the School of Practical Science, Toronto University, graduating 1894. The same year he entered the employ of the Watrous Engine Works Co., Brantford, as draughtsman. Here, at the outset of his technical career, he had the advantage of being a pupil of Mr. Joseph Fux, Chief Engineer of that Company, to whom he attributes his early realization of how limited was his foundation knowledge of the technics of "real engineering," and to whose generous treatment and helpfulness at this—the initial stage of his life work—he feels deeply indebted.

In 1898, he became chief draughtsman to John Inglis & Sons Co., Toronto, and for four years, had a varied experience in the design and construction of stationary and marine engines. At this place a fortunate circumstance was, his association with Mr. James Smith—now Manager of the Collingwood Shipbuilding Co.—in the building of the machinery for the SS. "Huron," the largest and fastest of the Northern Navigation Co.'s fleet. Mr. Spotton says: "It was from study of his designs and methods that I became convinced that, in so far as appearance goes, simplicity of outline and absence of decoration are the true bases of good machine design." With the "Excelsior" idea before him, he engaged in 1902 as engine designer with the Goldie McCulloch Co., Galt. After three years of distinction with this Company, he was appointed by them in 1905 as chief engineer, and has been very successful in the designing and installation of some of the largest direct-connected sets in Canada; in fact, he has made a specialty of large engines for direct connection to high frequency alternators. Among the more prominent installations are the Victoria Avenue sub-station of the Hamilton Cataract Light, Heat and Power Co., Hamilton, Ont.; the Winnipeg Street Railway, Winnipeg, Man.; the Power House, Dominion Iron and Steel Co., Sydney, C.B., and the Power House for the Windsor and Essex Rapid Railway—now in course of construction.

Mr. Spotton is still eight years short of the "Osler period"; but in the twelve years of effort in his chosen profession, has achieved a distinction which comes to most men much later in life. The secret of his success has been largely due to the fact, that he did not step out of school into the practice of engineering, with the air of knowing it all; the trait which characterizes so many of our modern University graduates. He was willing to sit at the feet of men of wide experience and trained judgment; hence, has had little to unlearn, and has gone forward conquering and to conquer, until to-day, he is recognized as a high authority in Steam Engine practice in the Dominion of Canada.