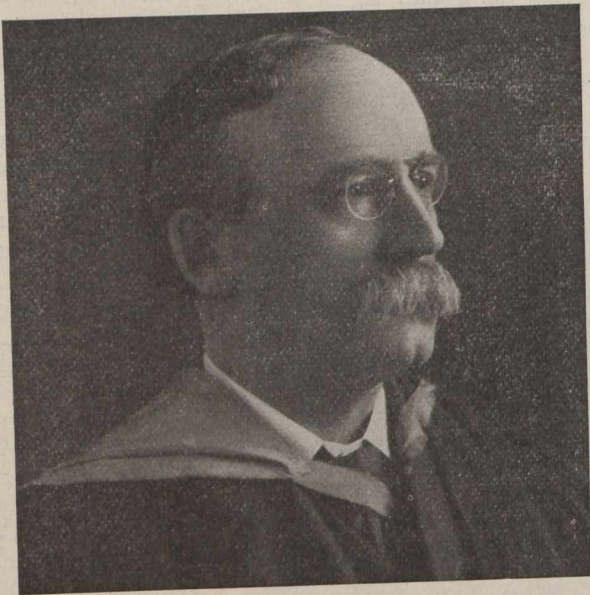


vice-president of the company. He is a member of the St. James Club, the Engineers' Club and the Royal St. Lawrence Yacht Club of Montreal. Mr. Johnson was vice-president of the Society in 1907 and was also a councillor for two terms of three years each. What is probably Mr. Johnson's most notable work was in connection with the design of the new Quebec Bridge, which will be an enduring monument to his ability as an engineer.

His successor as President of the Society will be Mr. M. J. Butler, of Montreal. Mr. Butler, like Mr. Johnson, will be elected by acclamation, as he was the sole choice of the nominating committee. Mr. Butler is well known as the former general manager of the Dominion Steel Corporation. Prior to that he was chairman of the board of management of the Canadian Government railways, and previously deputy-minister and



**Prof. C. H. McLeod, Ma.E.**

*Secretary of the Canadian Society of Civil Engineers since 1891*

chief engineer of the Department of Railways and Canals of the Federal Government. He is a member of several engineering societies and of a number of clubs, and has been engaged in some notable engineering projects in various parts of the Dominion. Mr. Butler is now the executive head of Armstrong, Whitworth of Canada, Limited. It was largely through the efforts of Mr. Butler and of Sir Percy Girouard, who is an honorary member of the Society, that there is now being erected at Longueuil, Que., a million-dollar Canadian branch of the well-known English steel-makers, Sir W. G. Armstrong, Whitworth Company, Limited. Mr. Butler was a vice-president of the Society in 1906 and 1907. He had previously been a councillor for two terms of two years each.

The nominees for vice-president are Mr. R. A. Ross, of Montreal, and Mr. A. F. Stewart, of Toronto. The retiring vice-president is Mr. J. G. Sullivan, of Winnipeg, who was a councillor in 1910 and a vice-president in 1911, 1912 and 1913. Mr. Sullivan is the well-known chief engineer of the Canadian Pacific Railway. Mr. H.

H. Vaughan, of Montreal, and Mr. F. C. Gamble, of Victoria, will remain as vice-presidents during 1914, Mr. Vaughan having served two years and Mr. Gamble only one year of their three-year terms of office.

Mr. R. A. Ross was a councillor in 1903, 1906, 1907 and 1909. He is a consulting electrical engineer who has built up a national reputation, having been connected with a large amount of very important work.

Mr. A. F. Stewart was a councillor in 1911, 1912 and 1913. He is chief engineer of the Canadian Northern Ontario Railway and one of the chief men to whom credit is due for the success and rapid growth of the Mackenzie, Mann railway systems.

Either Mr. Ross or Mr. Stewart would, together with Messrs. Vaughan and Gamble, make a trio of excellent assistants to Mr. Butler in an effort to make 1914 a notable year in the history of the Society.

#### COMMITTEE REPORTS.

Among the committee reports which will be considered at the annual meeting, the report of the Committee on Reinforced Concrete is especially notable. The members of this committee are Mr. Walter J. Francis, chairman, and Messrs. S. Baulne, E. Brown, E. Brydone-Jack, J. Galbraith, P. Gillespie, H. M. MacKay, E. S. Mattice, C. N. Monsarrat, Michael Morssen, P. B. Motley and H. Rolph. They present a draft of standard general specifications for concrete and reinforced concrete as follows, certain subsequent modifications being noted at the end of the specifications:

#### MATERIALS.

##### 1. CEMENT.

"Cement" shall be Portland cement complying in every particular with the "Specification for Portland Cement and Standard Methods of Testing" adopted by the Canadian Society of Civil Engineers.

As far as practicable the same brand shall be used throughout each piece of work.

##### 2. SAND.

"Sand" shall be natural or artificial silicious material having particles graded from fine to coarse. It shall be free from dust, soft particles, vegetable loam or other foreign matter. The particles shall be of such a size that all will pass through a circular hole  $\frac{1}{8}$ " in diameter in a thin plate and that none will pass through a circular hole  $1-100$ " in diameter in a thin plate.

##### 3. CRUSHED STONE.

"Crushed Stone" shall be silicious or calcareous material having fragments graded from fine to coarse. It shall be made by crushing natural rock or boulders having a crushing strength of at least 6,000 pounds per square inch, and be free from flat pieces, dust, soft particles and foreign matter. It shall be clean, hard and durable. The fragments shall be generally uniform in shape and of such a size as to pass through a circular hole  $2\frac{1}{2}$ " in diameter in a thin plate and that none will pass through a circular hole  $\frac{1}{8}$ " in diameter in a thin plate.

##### 4. GRAVEL.

"Gravel" shall be the naturally produced material corresponding in every particular to the requirements of crushed stone.

##### 5. CINDERS.

"Cinders" shall be hard, clean, vitreous clinker, thoroughly vitrified, crushed to such a size that all will pass through a circular hole  $2\frac{1}{2}$ " in diameter in a thin plate and none will pass through a circular hole  $\frac{1}{8}$ "