

The Death of Cecil B. Smith.

Cecil Brunswick Smith, M. E., M. Can. Soc. C.E., one of the most active and prominent engineers of Canada, died at his home in Toronto, on July 1. Two weeks before, he had been engaged in his customary professional activities on the Pacific coast. At that time he consulted a specialist in California, who warned him that he was suffering from an internal cancer and had not long to live. He returned to his home in Toronto, to close up his affairs as soon as possible. Until the specialist's examination, Mr. Smith had no knowledge of his serious malady.

He was born at Winona, near Hamilton, Ont., 48 years ago. He was educated at the Collegiate Institute at Hamilton and the School of Applied Science of McGill University, Montreal, Que., where he graduated in civil engineering in 1884, when but 19 years of age. For his high standing in scholarship he was awarded the Governor General's Gold Medal for that year.

Following his graduation he was Resident Engineer on construction of the Nipissing and Pacific Junction Ry., now part of the Grand Trunk Ry., and later of the St. Catharines and Niagara Central Ry. From 1887 to 1888 he was Resident Engineer on the construction of C.P.R. between Woodstock and Windsor, Ont.; and for a year was Locating Engineer of the Toronto, Hamilton and Buffalo Ry.

After two years in the United States, spent as division engineer and chief assistant engineer of railways constructed in North and South Carolina, Virginia and Maryland, he returned to Canada to become Assistant Professor of Civil Engineering at McGill University, a position he continued to hold for five years, until 1898. During this period he made a special study of the characteristics of Portland cement and was the author of several papers dealing with this subject. He also wrote a text book on railway engineering.

In 1898 he was appointed locating engineer of the C.P.R. on the line between Toronto and Sudbury, Ont. The following three years he served as Assistant City Engineer of Toronto. In 1901 he was appointed Resident Engineer on construction for the Canadian Niagara Power Co., and between 1901 and 1905 built the present plant of that company at Niagara Falls, Ont. At the close of this work he became Chief Engineer of the first Hydro-Electric Commission of Ontario and organized the very complete water power surveys which were conducted in 1906 and 1907. The reports of this work have formed the basis of all water power developments in the Province since.

During the same period he also served as Chairman and Consulting Engineer for the Timiskaming and Northern Ontario Ry. Commission. In 1907 he retired from both commissions and established the firm of Smith, Kerry & Chace, consulting engineers, etc., of Toronto. As senior member of this firm he had the supervision of planning and constructing some of the largest hydro-electric power plants in the Northwest, among them the 60,000 h.p. development on the Winnipeg River, near Winnipeg, Man.; the 19,000 h.p. plant for the Calgary Power Co., on the Bow River in Alberta; the 24,000 h.p. development of the Mount Hood Ry. & Power Co., near Portland, Ore., and the 15,000 h.p. plant on the Snake River in Idaho for the Crane Falls Power and Irrigation Co. He served these enterprises not only in an engineering capacity, but largely directed their organization and financing. In this connection he served as president, manager or vice president of several of these large development companies.

He was ever active in promoting the welfare of his profession and was a mem-

ber of the Institution of Civil Engineers of Great Britain, of the Canadian Society of Civil Engineers, of which he was a member of the Council and a past Vice President; the American Society of Civil Engineers, the Engineers' Club of Toronto and the Oregon Society of Civil Engineers.

He was one of the busiest of men, and his early death may perhaps be attributed in some degree to the pressure under which he worked, taking him back and forth across the continent many times in the course of a year. It was a well considered plan of his to retire to a strictly consulting practice as soon as the last of the great works which he had under way was completed; but apparently he had miscalculated his strength and was denied the termination for his career, which he had so earnestly desired.

He is survived by a widow and two sons.

The Section Foreman Problem.

By P. J. M. Woslyng, Roadmaster, C.P.R.,
Lethbridge, Alta.

I would advise the following measures to improve the situation facing us regarding the scarcity of good section foremen:—

1. Give the section men a fair and square deal. Let them understand that they are just as important as any other class of railway employees and show them that it is recognized that their service is important.

2. Pay all regular laborers the highest local laborers' wages, so that they will be encouraged to remain and work steady on the track.

3. The foreman should show his men how to do different kinds of work, and explain whenever convenient why it should be done in such a way. When a laborer is far enough advanced, give him a show to do different kinds of track work under the foreman's supervision, and if he does wrong, the foreman should be prompt to rectify him. Before he gets any promotion, move him to some section, in a yard, or extra gang, where some heavy work is going on under a good practical foreman; and let him work long enough to get familiar with heavier work than he would be able to practice on an ordinary section.

4. When the roadmaster calls a meeting of his foremen to discuss track work, the men that are nearest in line for promotion should, if possible, be present and be encouraged to take an active part.—
Railway Age Gazette.

Canadian Car Service Bureau.—At the annual meeting in Montreal July 11, representatives of the Canadian Pacific, Central Vermont, Grand Trunk, Quebec Central and Toronto, Hamilton and Buffalo Railways were re-elected members of the executive board. M. Magiff, Superintendent Telegraphs and Car Accountant, Central Vermont Ry., was re-elected Chairman. The Manager is J. E. Duval.

Brockville Roundhouse.—We are officially advised that there is no foundation for the press report referred to in our last issue, stating that work was about to be started on an addition to the roundhouse at Brockville, Ont.

L. J. Papineau has been appointed Supervising Engineer of the power development works in course of construction by the Dominion Public Works Department, on the St. Lawrence river, in the vicinity of Montreal.

L. D. Oakley has been appointed Line Auditor, Western Lines, Dominion Express Co., for the inspection of offices west of, and including, Port Arthur, with office at Winnipeg; J. Richardson, Line Auditor, Eastern Lines, continuing the inspection of offices east of Port Arthur, Ont., with office at Toronto.

Grand Trunk Terminal Warehouse Co., Ltd.

A company with this title has been incorporated under the Dominion Companies Act, with a capitalization of \$10,000,000 (1st mortgage, 30 year sinking fund bonds), of which \$5,000,000 are issued, and \$6,500,000 are issued. The bonds which \$5,500,000 are issued. The bonds have been offered to the public at 95 with a bonus of 50% of common stock.

In view of the appreciable benefit to be derived by the railway companies from the establishment of the proposed warehouses, the organization of the G.T.T. Warehouse Co., has been carried through with the co-operation of the Grand Trunk and G.T. Pacific Railways, and the Warehouse Company has secured an operating contract with these railways, extending over 30 years. The railway companies undertake to provide sites for the establishment of the company's warehouses at various points, at nominal rentals, during the first period of the leases, and for the balance of their term at extremely low rentals.

The ultimate policy of the company is to provide warehouses at all the important commercial distributing centres in Canada, such plants to be situated upon, or accessible to, the lines of the G.T. and G.T. Pacific Railways, and their subsidiary companies. Plans have been prepared for the acquisition of property and the construction of warehouses at Montreal, which will give the company available warehouse space of 465,000 sq. ft. A warehouse will also be immediately established at Toronto; construction will be begun in the various other cities so soon as the question of location, capacity and other details finally decided upon. The warehouses will be of the most modern fireproof construction, and the most up to date labor saving devices will be installed. Cold storage facilities will also be installed at certain points.

As before stated, it is proposed to provide at Montreal warehouse buildings which will have a total rentable space of 465,000 sq. ft. This figure is arrived at after making conservative allowance for that portion of the total space which will be occupied by elevators, posts, passageways, heating, etc.

The income which the company will derive from the rental of this space for warehousing and storage purposes is estimated at 60c. per sq. ft. per annum, thus giving annual gross receipts of . . . \$279,999.00
From this is deducted the total expenses of operating the warehouses, including taxes, heating, labor, office and other general expenses, which will not be in excess of 15c. per sq. ft. of rented space or . . . 69,750.00

Leaving an annual net revenue of . . . \$209,250.00

It is estimated that for the construction of the Montreal buildings, and the purchases of the land, bonds will require to be issued to the amount of . . . \$1,500,000.00

With the issue of a total \$5,000,000 of bonds, and the construction of additional warehouses at Toronto and other Western points, the net revenue of the company would be proportionately increased, and based on the above estimate would be . . . 697,500.00

Deduct:—
Interest on \$5,000,000 bonds . . . \$ 300,000.00
1% sinking fund . . . 50,000.00
\$350,000.00

Leaving a total amount applicable on the common stock of . . . \$347,500.00
Or at the rate of over 6% per annum.

The directors are W. Wainwright, J. E. Dalrymple and R. S. Logan, three of the G.T.R. Vice Presidents; J. N. Green-shields, President, Quebec Savings and Trust Co., and G. Bird, General Manager, International Bank.