

Table 4.—Branches in Order of Establishment and Membership Therein Each Year (Exclusive of Students).

Year Founded	Sydney 1905	Toronto 1906	Manitoba 1907	Quebec 1907	Ottawa 1909	Vancouver 1909	Kingston 1911	Victoria 1912	Calgary 1913	Edmonton 1914	Regina 1915	Total Branch Members	No. of Branches
1905	14	0	0	0	0	0	0	0	0	0	0	14	1
1906	15	58	0	0	0	0	0	0	0	0	0	73	2
1907	0	108	43	41	0	0	0	0	0	0	0	192	3
1908	0	142	64	44	0	0	0	0	0	0	0	250	3
1909	0	155	70	43	108	32	0	0	0	0	0	408	5
1910	0	154	91	51	140	45	0	0	0	0	0	481	5
1911	0	123	106	52	157	89	13	0	0	0	0	540	6
1912	0	152	124	56	183	108	11	58	0	0	0	692	7
1913	0	180	144	70	185	128	11	53	41	0	0	812	8
1914	0	192	175	75	197	137	21	53	51	44	0	945	9
1915	0	211	132	89	210	111	14	63	55	40	23	948	10
1916	0	200	141	89	221	117	15	65	48	42	28	966	10

80.5%, and the district west of Port Arthur, column "F," only 7.4%. In 1902 Montreal had dropped to 17.4%; the district column "E" to 36.7%; the district Port Arthur to Montreal to 34.7%, while the district west of Port Arthur had increased to 13.7%.

Comparing 1887 with 1916, Montreal has decreased from 30.4% to 17.4%; the district represented by column "E" from 65% to 36.7%, and the district Port Arthur to Montreal from 80.5% to 65.5%. The district east of Montreal has remained practically stationary, being 12.8% in 1887 and 11.9% in 1916, but the district west of Port Arthur has increased from 7.4% to 23.4%.

It will thus be seen that Montreal, on account of members alone, would naturally have been chosen originally as the headquarters of the Society, but there were additional considerations in that Montreal was also the headquarters of a number of large corporations employing engineers, and that it was conveniently reached by the majority of the membership at that time. Although Montreal's percentage of membership of the whole Society has dropped from 30.4% to 17.4%, it still easily maintains its lead in actual numbers over any other city, having 367 corporate members against 168 in Ottawa, which has the next largest number; it remains the head office of the large railway companies and of large engineering corporations, and it is only a few hours run from anywhere in district "E," still containing 36.7% of the membership; more convenient than any other large city to the eastern district containing 11.9% of the membership, and convenient to the district from Port Arthur to Montreal containing 65%. So that it may be said to have 77% of the membership tributary to it, and to all appearances it will continue to be the headquarters of the Society for a long time to come.

While there has been a large increase in the number of members in the district tributary to Montreal, there has been a much larger percentage of increase in the number of members west of Port Arthur so situated that they can only reach Montreal at much expense and with consider-

able loss of time. I think one would be pretty safe in saying that many Canadian engineers have never even seen the Society's building or know anything of the work of the Society beyond its publications and the activities of the local branch to which they belong. It is to be expected that members so situated should feel that they are best served as regards their daily work by their local associations, and have little interest or sympathy in the general work of the parent society as it exists to-day. My personal impression is that this attitude has increased largely of late. Its tendency under our present organization is to still further increase, and that, if we are to build up a strong national Society representing the whole profession in Canada, it is a factor to which most earnest consideration should be given.

The charter members, although so compactly situated, apparently foresaw the spread of our membership and made provision in By-law No. 31, now No. 54, for the formation of branches. The idea grew. It was discussed and encouraged in my early days on the council, and I was interested in the first branch formed at Sydney, N.S., when resident there in 1905, but, unhappily, that branch did not survive the stress of heavy and rapid construction work in which all of its members were engaged. It will be seen that in 1906 there were only two branches, one of which is not now in existence, with a total membership of 73, or 5.3% of the whole; while in 1915, the last year for which we have completely verified records, there were ten branches with a total membership of 948, or 31% of the whole.

Incidentally I may say that the Society and the council have not been inactive in providing headquarters worthy of the Society as it grew, in revising our by-laws, in altering the grades of membership as occasion arose, in providing for examination of candidates and generally in elevating the requirements for membership so that membership in the different grades might have a more definite meaning to the profession.

Table 5.—Geographical Distribution of Corporate Members.

Year	Total Corp. Membership	A Toronto	B Ottawa	C Montreal	D Area inclosed in lines drawn around Toronto.	E Ottawa, Montreal	F District west of Port Arthur	G District Port Arthur to Montreal	H District east of Montreal
1887	251	18	37	76	163	18	201	32	
		7.4%	14.8%	30.4%	65.0%	7.4%	80.5%	12.8%	
1902	562	38	61	165	311	77	195	118	
		6.8%	10.8%	29.5%	55.4%	13.7%	34.7%	21.0%	
1916	2,120	153	168	367	777	495	1,383	252	
		7.4%	7.9%	17.4%	36.7%	23.4%	65.5%	11.9%	