

COAST TO COAST.

Steveston, B.C.—The cost of engineering ventures, road and sidewalk extension, during 1912 was \$70,000, and is divided up into the wards as follows: Ward I., \$7,595.23; Ward II., \$7,605; Ward III., \$10,705; Ward IV., \$11,962.50; Ward V., \$23,193.65.

Fort William, Ont.—The first two car loads of structural steel to be used in the construction of the plant of the Canada Car and Foundry Company, arrived in this city recently, consigned to the Dominion Bridge Company. There will be 3,000 tons of metal in the buildings of the Car Company's plant here.

Prince Albert, Sask.—The new council of this city decided to erect a market building, appoint a parks board to take charge of the Prince Albert annual exhibition, to push forward as quickly as possible the erection of an isolation hospital, and to take immediate steps towards the erection of an incinerator.

Regina, Sask.—A material reduction in the cost of power to the citizens of Regina has been recommended owing to the large surplus of \$70,000 having been obtained by the power plant last year. It is the intention of the officials to charge a rate that will only be sufficient to pay the cost of producing power and provide a slight surplus each year.

Halifax, N.S.—The plans providing terminal facilities that will make Halifax the best equipped port on the continent, while it will enjoy the advantage of being the nearest of all the ports to Europe, were discussed by Senator Wm. Dennis, who is on his way to Ottawa. It is understood that the development and equipment that is to provide for Halifax's present needs and its wants in the immediate future will involve an expenditure of at least \$20,000,000.

Moose Jaw, Sask.—Evinced the progressive tendencies of Western Canadian municipalities, Leonard W. Rundlett, former St. Paul city engineer, now city commissioner of Moose Jaw, cites the fact that this city is installing a high pressure system of fire protection. The method is used in but few cities of the United States. Winnipeg, Toronto and Moose Jaw are the only Canadian cities with high pressure systems. As a starter for the work \$600,000 has been appropriated.

AMERICAN INSTITUTE OF CONSULTING ENGINEERS.

The annual meeting of the American Institute of Consulting Engineers was held January 14, 1913, at the Engineers' Club, New York City.

Mr. Henry Holgate, of Montreal, Canada; Mr. Daniel E. Moran, of New York City, and Mr. Charles SooySmith, of New York City, were elected members of council to serve three years, and Mr. F. A. Molitor, of New York City, was elected a member of council to serve one year.

After the routine business of the meeting was transacted, Prof. George F. Swain, of Harvard, addressed the meeting on the question of "Education," which was very ably discussed by Mr. Rudolph Hering, General T. A. Bingham, Prof. Gardner S. Williams, of Ann Arbor, Michigan, and Mr. Frank J. Sprague. Mr. Eugene W. Stern is the secretary.

Mr. Noulan Cauchon, A.M.Can.Soc.C.E., addressed the members of the Ottawa Branch of the Canadian Society of Civil Engineers and their friends on Thursday, December 16th. He chose as his subject "Town Planning and Beautification," illustrating his various statements with lantern projections depicting work of this nature in Europe.

TORONTO UNIVERSITY ENGINEERING SOCIETY MEETING.

On Tuesday, January 21st, Mr. Frederick W. Taylor addressed the Engineering Society of the Faculty of Applied Science and Engineering of the University of Toronto on "Scientific Management." The meeting was held in Convocation Hall, about 700 being present.

"Any scheme that makes for increased efficiency cannot be stopped. History shows this time and again," was the keynote of Mr. Taylor's address. Mr. Taylor illustrated this by referring to the many futile strikes that have taken place on the introduction of means to increase efficiency. The attitude of the workman in "soldiering" was a result of a mistaken attitude of financial men in not paying sufficiently for increased output. "The workman is no fool. He soon learns how little he can do for the money," he said. It was the overcoming of this attitude in employer and employee that was the main problem in introducing scientific management.

PERSONAL.

J. McD. PATTON, superintendent of waterworks, of Regina, Sask., has tendered his resignation to the city commissioners.

CLIFFORD RICHARDSON, M.Am.Soc.C.E., consulting engineer, New York City, on January 17th delivered a lecture on "The Economics of Highway Construction," before the graduate students in Highway Engineering at Columbia University.

C. L. FELLOWES has resigned his position of deputy city engineer of Toronto, which he has held since 1898. Mr. Fellowes, in all probability, will remain with the Works Department and will take charge of the plans for the new mains and services in the Waterworks Department.

F. A. CREIGHTON, of Prince Albert, Sask., who recently resigned his position in that place as city engineer, has been offered the position of manager of construction of La Colle Falls civic electric development project. He will also be retained as consulting engineer in any engineering problem that may arise.

GEORGE POWELL, B.A.Sc., has succeeded Mr. C. L. Fellowes as deputy engineer of the city of Toronto. The former post held by Mr. Powell of principal assistant engineer is abolished. Mr. Powell is a graduate of the School of Practical Science in Civil Engineering. During 1903-4 he was employed with the Canadian Niagara Power Company at Niagara Falls, Ont., on the work incidental to the installation of their new plant. In the fall of 1904 he came to Toronto to act as engineer for a firm of contractors. Mr. Powell entered the service of the city in 1906, and has been with them continuously to date.

ANTHONY D. MacTIER, who was appointed as general manager of the Eastern lines of the Canadian Pacific, with headquarters at Montreal, Que., recently, was born on December 27, 1867, at Blairgowrie House, Scotland, and was educated at Sedburgh school, Yorkshire, England. He began railway work in May, 1887, in the general baggage agent's office of the Canadian Pacific, and was later in the general superintendent's department. He was then in the department of the superintendent of sleeping, dining and parlor car stores, and later in the car service department. In April, 1896, he was appointed general baggage agent, and in November, 1899, became general fuel agent. He was appointed assistant to the vice-president of the Canadian Pacific in June, 1907, and now becomes general manager of the Eastern lines of the same road.