

great man, and one of the most modest whom I have known—"So little done, so much to do."

After safely escaping the crisis referred to, keep on raising the monument of your success. The higher the monument, the broader must be the base, for you will find it indispensable as you are brought in contact with men of greater importance in your day's work to possess a wide knowledge of many subjects that cannot be included in the curriculum of the technical schools.

You should, therefore, complement your technical education by a study of the humanities, since you shall find the possession of a capacious rather than a subtle mind to be of incomparable advantage.

Finally, if you have "taken the current when it serves you," you will obtain that success which will not only prove a gratification to yourself, but a source of pride to your ever-solicitous Alma Mater. But should untoward circumstances intervene to frustrate your endeavors, you will at least find solace in the reflection, "'Tis not in mortals to command success, but we'll do more, Sempronius, we'll deserve it"; or, perhaps, expressed in the sententious, if uncouth, language of the cowboy: "Life ain't in holding a good hand, but in playing a poor hand well."

Now, as to your duties: You have obligations not only to your profession, but to the community in which you live. Fortunately for yourselves and your fellowmen, you do not belong to that pitiable and yet despicable class of idle rich that are born to lead a life of indolent contentment, an existence worse than negative, inasmuch as its example is enervating and demoralizing.

Our condemnation of idleness must not involve our approbation of that spirit of hyperstrenuousness that has obsessed not only our days of toil, but our hours of recreation as well. But that is another story.

We professional men are so much occupied with our technical work that we are inclined to neglect the political and social affairs of the community in which we live, as well as the larger political and social problems of our country. We are not actuated by higher motives, our own self-interests at least should impel us to concern ourselves with these matters, since upon the well-being of the body politic and the welfare of the country in general depends the status of our own vocation.

As engineers, individually and collectively, we should set a high moral standard, not only in our professional ethics, but in our civic relations as well. Moreover, we should not be satisfied with the mere example of negative honesty in our lives, but we should be aggressive against all forms of corruption, especially, of course, in our professional field, where our confreres should be held strictly to account for all transactions that tend to discredit our profession. For we must constantly keep in mind the fact that it is our profession, and that the encomiums we receive because of our labors are valuable only so long as the profession itself is exalted in the esteem of our fellowmen. Therefore, keep its reputation unsullied while doing your utmost to magnify its importance.

Although there are, of course, some black sheep even within our engineering fold, there is, nevertheless, among scientific men generally, an unquestionable predilection for rectitude to an extent that is, indeed, *sui generis*. This is due to the many years spent by them in scientific research, which inculcates a veritable zeal for truth, even to the degree of what Huxley calls a "fanaticism for veracity."

While we must be exacting, as I have said, in our demand for high-grade professional morality, we must not forget that it is also our duty to encourage and to sustain those who are striving to win new laurels for our profession.

The unintelligent, unjust, and sometimes, indeed, dishonest criticism of the work being done on the Panama Canal comes to my mind in this connection.

We engineers can sympathize with our confreres who, despite the importunate demands for greater haste, insist upon a thorough study of the problems presented before beginning operations which otherwise might jeopardize the

ultimate success of this, the greatest engineering work yet attempted by man.

There is a deplorable prevalence in these times of a class in the community to whom President Roosevelt referred as "muck-rakers." These men constantly scoff at public virtue, and feel an ill-concealed gratification in the discovery of scandals affecting men of prominence, especially in Governmental positions.

These degenerates should be treated as social abominations, for they are closely allied to the dangerous class of Anarchists and Nihilists, who are allowed to breed and to hatch nefarious plots with perfect impunity within the borders of our unwisely tolerant country.

Let us rather incline to idealism and to become hero-worshippers than to yield to the tendency to be hypercritical, or to run the risk of being tainted with "muck-rakism." It is so much easier to criticize and to point out the defects than it is to conceive and to elaborate undertakings of importance. As Bacon says: "There are no reports more readily believed than those that disparage genius and soothe the envy of conscious mediocrity." Reform is now the popular theme of our statesmen, and the ban of public opinion is fortunately emphatically against dishonest methods in business as well as in public life.

We should, of course, give our hearty support to these measures of reform, but let us do it deliberately, moderately, and persistently, rather than by hysterical, paroxysmal, and short-lived efforts.

With this final admonition I leave you:

This above all: To thine own self be true,  
And it must follow, as the night the day,  
Thou canst not then be false to any man.

#### UNION STATION PROPOSED FOR TORONTO.

Plans have now been completed by the Grand Trunk and Canadian Pacific Railways for the new union station to be constructed at Toronto, the illustrations and descriptions of which have kindly been sent us by Mr. R. S. Logan, Assistant to the Second Vice-President of the Grand Trunk Railway. A tract of land has been secured on Front Street West, near the present depot, for the building of the new station. This site is bounded on the north by Front Street, west by York Street, and on the south by Esplanade Street, which street, when the station is built, will be closed from the west side of Yonge Street. On the general lay out plan the southerly boundary of the new portion of the land is shown by the dotted lines. It is estimated that this station, including the land, will cost about \$2,000,000.

The proposed passenger train station building, including baggage buildings and service plant, are to be erected on the southerly side of Front Street, between York and Bay Street, and will occupy the entire frontage between these streets. The express building now existing west of York Street will be retained for the express service of the Grand Trunk, and a new express building of similar dimensions and with the same general relation to the passenger building will be erected east of Bay Street for the express service of the Canadian Pacific. The northerly line of the passenger buildings is to be generally 65 ft. from the southerly line of Front Street, leaving a plaza of this width for carriage and foot walk purposes. The station building is generally 100 ft. wide, and between the building and the tracks there is a concourse 90 ft. wide for the general circulation of passengers.

The track layout consists of nine through tracks and two stub tracks, so arranged that there are five platforms for passengers and two platforms for the exclusive trucking of baggage and express matter. The station tracks are connected up at each end with an interlocking switching system so that they properly join the four main tracks on the east and the two main tracks on the west, generally with double-track leads, to give the greatest facility to the train movements. The passenger platforms will be 1,400 ft. long, this distance