

# General Professional Meeting at Ottawa

Combined With Annual Meeting of the Engineering Institute of Canada—Report of Proceedings—Addresses by the Governor-General, the Minister of Public Works and Others—Discussions on Highways, Hydro-Electric Ice Troubles and Railway Electrification

**M**ORE than 100 engineers from Montreal, Toronto and other cities and towns throughout Canada travelled to Ottawa last week and joined two hundred of their Ottawa brethren in a very successful general professional meeting, with which was combined the annual meeting of the Engineering Institute of Canada. It was the first annual meeting of the institute since its change in name and scope, and the papers and discussions were well representative of the wider activities and interests of the society, including much that was of interest to mechanical, civil, electrical and mining engineers, all of whom were present. While the interest displayed in the various papers and discussions naturally varied to a considerable extent, the attendance dwindling to barely a score upon a couple occasions, the meetings generally were very well attended, the greatest interest being shown in President Vaughan's paper on the manufacture of munitions, and in the topical discussion on railway electrification, both of these sessions being attended by fully two hundred engineers. Live interest was also displayed in the papers on "National Highways and Good Roads," by J. Duchastel, and "Design of Hydro-Electric Plants for Combatting Ice Troubles," by R. M. Wilson.

The meetings were held in the palm room of the Chateau Laurier, and the luncheons and smoker were in the dining rooms of that hotel.

## Tuesday Morning's Session

The first session was called to order at ten o'clock, Tuesday morning, February 11th, by the retiring president, H. H. Vaughan. The secretary read the minutes of the last meeting, the report of council and the financial report, each of which was briefly discussed. The balance sheet showed a surplus of assets over liabilities amounting to \$84,000.

It was announced that B. F. Haanel had been awarded the Gzowski medal for his paper, "Fuels of Canada," and that Ross Ross had won the student's prize for a paper describing the Abitibi Pulp & Paper Co.'s plant.

The president stated that 960 members of the institute are or were in active service. This equals 36% of the total number of members of all grades who were eligible for service. Of the 960, no less than 943 were officers, as follows:—

Brigadier-generals, 9; colonels, 9; lieutenant-colonels, 9; majors, 110; captains, 110; lieutenants, 329; non-commissioned officers, 367.

Killed in action or died from wounds, 75.

Although a complete report cannot yet be made of the honors won by members, the following decorations are known to have been awarded:—

Victoria Cross, 2; Knight of the British Empire, 1; Companion of St. Michael and St. George, 9; Companion of the Bath, 1; Distinguished Service Order, 29; Military Cross, 52; Military Medal 1; Distinguished Conduct Medal, 2; Croix de Guerre, 5; Legion of Honor, 3.

## Roads and Pavements Report

George Hogarth, of Toronto, read the report of the Committee on Roads and Pavements. The specifications (for the three grades of asphaltic road oils) that were previously adopted by the institute, were revised; and specifications for asphalt binder (penetration method) and for three grades of refined coal tar, were added to the committee's report.

The reports from the branches were read, and it was announced that Ontario, Alberta and British Columbia now have "Provincial Divisions," although no reports had been received from them. The Quebec Provincial Division is now being formed.

Revisions of the by-laws were submitted to the meeting and were adopted upon assurance by Prof. Haultain that he had had a careful tabulation made of the proposed changes

in order to see just how the old by-laws were being changed, and that the changes were merely matters of wording and really meant nothing at all, and that the "Montreal councilors have not slipped in a joker, as some of the members may think they have, and, indeed, as they might have done amid such a mass of changes in wording." Walter J. Francis also assured the members that there was no joker in the proposed revision of by-laws, and that it was merely an attempt to make them as near perfect as possible. Adjournment for luncheon.

## ADDRESSES BY THE GOVERNOR-GENERAL, MAYOR FISHER AND SECRETARY FLINN

**H**IS Excellency, the Duke of Devonshire, Governor-General of Canada, was the guest of honor at the engineers' luncheon held February 11th, at Chateau Laurier, Ottawa. That he would make no attempt to deliver a technical address, said the Governor-General, was due to his experience—gained in more than 30 years of political and parliamentary life—that when in the presence of experts, one should keep the ears open and the tongue quiet. He referred in glowing terms to the part that engineers had taken in the war and expressed the hope that the great skill and capacity shown by the engineers of Canada would never again have to be turned to work of destruction. That Canada is only at the very beginning of its great future, he felt certain, and what has been accomplished in the past is merely an indication of what can be accomplished in the future.

## Engineers as Viewed by a Lawyer

Another honored guest at the luncheon was Mayor Fisher, of Ottawa, who is a lawyer. In a very witty manner and in legal phraseology, he discussed the engineer's work as a source of revenue for the legal profession.

First there is the item of extras,—additional work not contemplated in the contract. Fortunately there are engineers of various kinds. All estimators are optimists. It is a good thing that they are not prophets instead of estimators, because otherwise the lawyers would lose many a job.

"Then there is the engineer who undertakes to change the plans," said Mr. Fisher. "The proper kind of an engineer, from the lawyer's view point, does this without notifying headquarters or writing the contractor."

"Then there is the engineer who makes up the itemized statement and who passes all extras as having been performed at an economical and reasonable price. If one is lucky, and dealing with governments, there is the engineer who reports favorably on the extras when fyled, and states that they are the result of an act of God. To these men the lawyer owes a great personal debt."

## Water Still a Ticklish Subject

"Then there is the municipal engineer, a wonderful person, particularly if called a Commissioner of Works so that all sorts of duties can be heaped upon him, including garbage collection and even a bit of engineering. His greatest function is making explanations. He must be able to explain to council, and also if he cannot explain to the ratepayers, then the mayor and the aldermen suffer and the engineer goes on his way without interruption."

The mayor urged the engineers not to talk too much about water at the convention, because he said that Ottawa is sensitive about that subject even at this late date. The city has solved the problem so far by doing nothing. It is keeping the sewage out of the water pipes and putting in plenty of chlorine, but, he said, the engineers would have to take the street car and go to Aylmer if they desired to see water that is really clean.