

The Canadian Engineer

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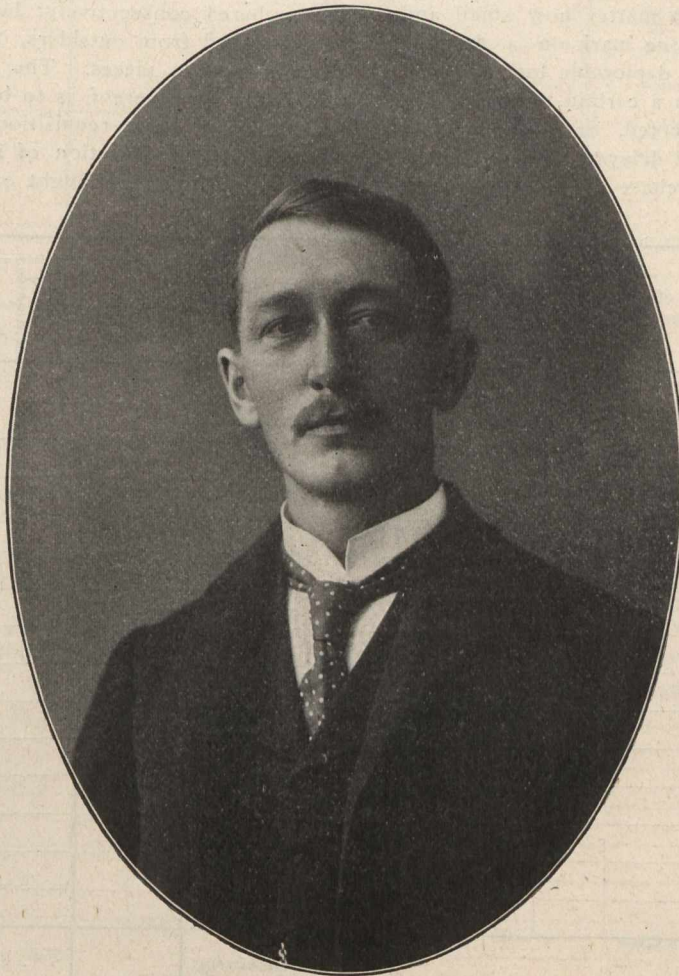
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"We judge ourselves by what we feel capable of doing; but the world judges us by what we have already done."

Longfellow.



CECIL B. SMITH, C.E., Ma.E.

Member American Society Civil Engineers, Member Canadian Society Civil Engineers,
Member Institution Civil Engineers, Author of "Railway Engineering."

Lord Bacon says, that there are three things which make a nation great and prosperous; a fertile soil, busy workshops, and easy conveyance for men and commodities from one place to another. A visitor from Mars to the National Exhibition, Toronto, (September 8th), had only to witness the magnificent review of horses and cattle, and to glance at the remarkable display of harvesting machinery, etc., in the halls, to divine at once that Canada is a great agricultural country: due to "a fertile soil." The recent graphic description in our columns of the imposing workshops at Davenport and Galt—all as busy as bee-hives, may be cited as proofs of Canada's rising prosperity in iron and steel. But these two factors, which make so much for the material progress of a country, would soon find their limitation, if the Civil Engineer was not in evidence with his harbors, breakwaters, docks, highways, canals, bridges, and railways; to enable the farmer, factory owner, and iron-master to transport their produce and manufactures from the fertile fields and centres of industry, to the wide-spread cities, or far distant coast. And what splendid examples of these achievements in Civil Engineering Canada can show!

"These are imperial works, worthy of kings."—*Pope.*

It is our pleasure this month, to add to our portrait gallery a brief sketch of one who stands in the front rank of Canadian Civil Engineers.

Cecil B. Smith was born in Winona, Wentworth County, Ontario, in 1865. He began his education in the public school of his native town, then attended the Hamilton Collegiate Institute, and from thence entered McGill University, Montreal, in 1881; graduating with distinction in 1884—carrying with him the Governor-General Medal. Equipped with a thorough technical education, Mr. Smith in 1884 began his active business career as resident engineer to N. & P. J. Ry., Muskoka & Parry Sound District. After two years he entered the service of the C.P.R., and between 1887-

1893 gleaned invaluable experience on the great railroads of Tennessee, South Carolina, Virginia and Pennsylvania, U.S.A. Having added practice to theory, he accepted the responsible position of Assistant Professor of Civil Engineering at McGill University, which he held from 1893 to 1898. More than one young Canadian engineer with his feet on the ladder of success got the basic knowledge and inspiration for his life work under Mr. Smith's tuition. It was during this Professorate that he published his standard work on "Railway Engineering." But, perceiving the boundless development possibilities of his country, he resigned the professorship in 1898, and returned to the active field of engineering. First with the C.P.R., then the city of Toronto, and in 1901 at Niagara Falls, conjointly as Resident Engineer to Canadian Niagara Power Co., and (1902) Consulting Engineer International Railway Co. With this rich experience he left the "Falls" in December, 1904, and commenced private practice in Toronto as Consulting Engineer. Then came the flood tide.

With the advent of 1905 came the news of the proposed railway electrification in the Temiskaming district, followed by the announcement in March that Mr. Smith had been appointed chairman of the Temiskaming and New Ontario Railway Commission, and subsequently as consulting engineer for same. This honor was not unexpected by his friends, for as man of action he is typically Canadian, combining the steadiness and common sense of the Englishman with the American disdain of tradition.

His still more recent appointment by the Ontario Government, July, 1905, as Chief Engineer of its Hydro-Electric Commission, is a fitting corollary to a strenuous and honorable career. THE CANADIAN ENGINEER is certain that it voices the sentiments of its numerous readers in wishing Mr. Smith continued success in his special field of railway electrification and development of the water power resources of his native Province.