

were turned to the correct diameter at a specially constructed plant at Sarnia, Ont. The shaft of each pillar is 32 ft. high and has an average diameter of 5 ft.

In front of and at both ends of the building is a reinforced concrete retaining wall, permitting access to and from the lower level. The sub-contractors for the wall were the Church, Ross Co., Ltd., of Montreal.

The general plan of the lower level is shown as Fig. No. 5, and Fig. No. 1 is the plan of the ground floor. The whole of the main floor is of reinforced concrete, terra cotta arches forming the upper floors.

The plumbing below ground level and all drainage work was constructed by the Bennett & Wright Co., of Toronto. Wells, Newton & Co., of New York City, were the sub-contractors for the plumbing above ground level and for the heating and ventilating apparatus.

The Trussed Concrete Steel Co. supplied the steel sash for the main section of the building, all other sash being wooden.

Provision is made for twenty elevators, including both freight and passenger, and for an escalator to handle

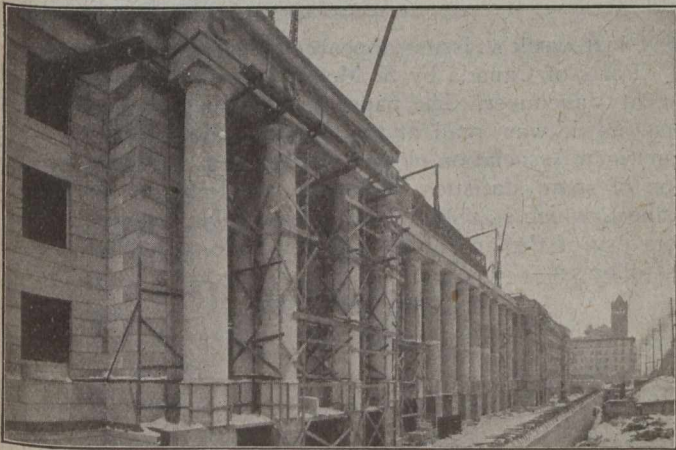


Fig. No. 6—Twenty-Two Big Pillars Add to the Majesty of the Main Entrance

baggage. The Turnbull Elevator Manufacturing Co., Ltd., of Toronto, have the sub-contract in the post-office wing, but the Otis-Fensom Elevator Co., Ltd., of Toronto, are building the equipment for the station contract. Adequate iron stairs also provide ready access from one floor to another, and the main floor and the lower level are connected by ramps.

The electrical equipment was installed by the Canadian Comstock Co., Ltd., of Montreal.

The ceiling over the main ticket lobby and ramp chamber is a feature of the building, and was constructed by the Gustavino Co., Inc., of Boston, Mass.

The architects for the building were the Toronto Terminal Architects, of Montreal, an association formed by the firms of Ross & Macdonald and Hugh C. Jones, with John M. Lyle, of Toronto, as associate. J. R. Ambrose, chief engineer of the Toronto Terminals Railway Co., is in full charge of the design and construction of the entire terminal, including both track layout and station. The capital stock of the Toronto Terminals Railway Company is owned jointly by the various steam railways entering Toronto.

J. C. McIntosh, M.P. for Nanaimo, upon his recent return to Victoria, confirmed the report that the Federal government has decided upon a steel shipbuilding programme for Vancouver Island.

Letters to the Editor

LETTER TO THE EDITOR

No Security of Tenure in Municipal Positions?

Sir,—In reference to your editorial, "Security of Tenure," in the September 19th issue, I may mention two matters which are not only averse to the interests of engineers, but which are also detrimental to the public welfare.

The municipality which Mr. Bennett served was famous for maladministration, and, having squandered its resources, is now under the control of a commissioner appointed by the Provincial Government. The reason may be found, I think, in:—

First,—The system of electing the entire administration annually, and so preventing any continuity of policy.

Second,—The liberty given to inexperienced men to spend vast sums of money without any check as to the necessity or value of the expenditure.

The effect of the first method is much as Mr. Bennett describes. A council may be elected by interests whose policy is against the public weal, and whose schemes may have been thwarted by an engineer desiring to honestly serve the community.

It is quite natural that under these conditions an engineer may become a time-server, for if he attempts to withstand the policy, his resignation will soon be demanded or his position made unbearable. Or, by the power mentioned, the council may determine to spend large sums of money with the avowed object of finding employment for one section of taxpayers, or to secure contracts for interested parties. To do this they often embark upon engineering schemes which cannot be justified, but which, if the engineer objects to carry them on, would mean his dismissal.

If councillors were elected for a period of years there would always be on the council some men who understand the value of the men in charge of the work and the necessity of some continuous policy, and the engineer would be protected in some measure from the machinations of interests whose policy he deemed it best, in the public interest, to withstand.

But far greater protection would be secured to the engineer, and the public would benefit commensurately, if before any scheme involving capital expenditure could be carried out, an enquiry and investigation had to be conducted similar to that provided for under the Local Government Act of England.

Under present methods there is little incentive given to municipal engineers to carry out what is really the chief function of an engineer; that is, to design the work so that it may be executed in the most economical way.

When the engineer feels that the whole scheme is not justified, and that the expenditure is all arranged to benefit certain sections or interested parties, is it likely that he will study and plan to secure the utmost economy in the details?

If, on the other hand, the engineer knew that the scheme would be investigated by a competent authority able to judge the merit of the plan, and with power to appoint an inspector not only to examine the plans, but also the execution and cost of the work, the smallest details would have to receive careful attention.