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NATIONAL ASSOCIATION OF SURVEYORS

AT the annual meeting of the Association of Dominion Land Surveyors held last month in Ottawa, initial steps were taken toward the formation of a national association of surveyors. The opinion of the majority of surveyors appears to be decidedly in favor of the formation of a Dominion-wide association. There seems to be much good work that could be accomplished by the co-operation of all surveyors in Canada, and there appears to be no good reason why such an association should not be formed.

At the present time there are a number of independent provincial associations, but there has never been very much reciprocity between them, and there has been very little concerted action toward improving the general status of the surveyor in Canada. The surveyors in the various provinces have rights and privileges that have been granted to them by various provincial acts, and it is not likely that the surveyors in the older provinces will consent to accept a certificate of membership in other provincial associations in lieu of their own final examinations. This is not regarded, however, as any barrier to the formation of a national association for broad, general purposes.

The trend, in Ontario at least, is toward requiring graduation from a recognized college of civil engineering, to be followed by a year's work with a qualified Ontario land surveyor. In the case of surveyors from other provinces, the preliminary examination is generally waived, but not the year's residence and work. Dominion land surveyors are exempt from the year's apprenticeship, but must pass the final examinations.

These requirements are held to be only just and proper in order to protect the public and to make certain that all Ontario land surveyors are fully familiar with the laws and methods of that province. Continuation of these requirements need not interfere with the formation of a national

body whose entrance standards would be fully equal to any provincial preliminary examination. It is only through a national association that surveyors throughout the country can co-operate to the best advantage.

Besides those who are in private practice and those who are in the employ of the various provincial governments, there are surveyors in the topographical surveys branch, the geological survey, the office of the surveyor-general, the geodetic survey, the water power branch, the reclamation branch and other offices of the Dominion government. If all these men could be induced to join one association, it would probably have a membership of nearly 1,000. It is obvious that such a large organization would have much greater prestige than has any of the provincial associations.

ENGINEERING SOCIETY SETTLES CIVIC DISPUTE

LOCAL organizations of engineers can confer a real benefit upon their communities by active participation in civic affairs. This fact was again demonstrated by the recent action of the Tacoma chapter of the American Association of Engineers in making a report on the types of paving used in Pierce county, Wash., which county recently bonded itself for \$2,500,000 for paving roads. When the first call for bids was issued, a controversy arose concerning the type of pavement to be used. This resulted in a warm argument, although the local newspapers were impartial.

The report of the chapter did not recommend any particular type of paving, but discussed various types from a standpoint of construction cost and depreciation. Comparative data were included in the report, which holds that "power to determine the type of pavement should be vested in the engineer. The engineer alone should select the type, form and thickness of the pavement to be used, and should be permitted to vary the plan of construction even in the several parts of the same highway so as to best overcome difficulties and take advantage of local conditions."

This report resulted in an editorial in the "Tacoma Ledger," favorable to the policy recommended. "We take it," said that editorial, "that they do not advocate that every road be paved with concrete, or that every road be paved with bitulithic, but that all roads be paved with horse-sense. One cannot read the report without feeling that whoever wrote it was doing the work without prejudice.

"If the spirit of this report is carried out, it would not be necessary for any paving trust to attempt to program the entire paving of the county. It would obviate the possibility of one county commissioner going into office predisposed to one type of pavement, and another county commissioner predisposed to still a different kind. It would take the paving question out of the sordid political muddle. It would save the county commissioners the embarrassment which arises from the importunities of their particular political friends. In short, we believe it would bring about the only contention for which the "Ledger" has been fighting in the paving proposition,—that is, that there be good judgment used to the end that the taxpayer gets a dollar's worth of paving for every dollar expended."

HONOR TO DR. W. H. ELLIS

IN presenting to the University of Toronto an oil portrait of Dr. W. H. Ellis, his associates paid an appropriate tribute to his services as an educationist, and to the respect and admiration which his personality has always inspired. As professor of applied chemistry in the School of Practical Science, and recently also as dean of the Faculty of Applied Science and Engineering, the title by which the school was known after its union with the University in 1906, he devoted 33 years to the cause of applied science in Canada, and the inauguration of the School of Engineering Research, established within the faculty at his suggestion in 1917, may be regarded as a fitting climax to his work. Sir Edmund Wal-