

he himself suggested. His paper, 'Motorways—for and against' was read at an RAC Luncheon in 1937. Modest by nature, he had great powers of concentration and shunned the limelight.

A Fellow of the Royal Society of Arts, he was President and Chairman of the North-Western Association from 1935–36, and delivered an address on 'Roads' in October 1935. He was at one time President of the County Surveyors' Society and of Cheshire Surveyors' Association.

He became a CBE in 1944.

For over 60 years he was on the Roll of the Institution: elected an Associate Member in 1903, he became a Member in 1927.

He is survived by his widow, three sons and a daughter.

Edgar Algernon Cross, BSc

who was born on 7 April, 1889, died on 8 September, 1967.

Educated at King Edward's Grammar School, Aston, Birmingham, he studied engineering at Birmingham University and received the degree of BSc(Eng) in 1909.

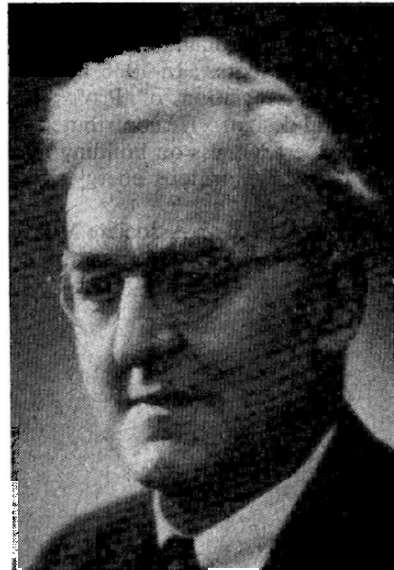
He was to specialize in structural engineering—large buildings and heavy foundations in reinforced concrete: ahead lay a future overseas, particularly in Canada, after service in World War I.

His practical training was in the engineering department of Birmingham Canal Navigations, first under G. R. Jebb (M), then A. W. Willet: surveys and levelling, and preparation of plans for the reconstruction of bridges, whether in timber, brick or steel, occupied the years 1909–14.

During World War I he served in France from 1915–17 with the Special Brigade, Royal Engineers, as Corporal in Section 12 of 'C' Company. He was recalled to England in 1917 to undertake research work at Woolwich Arsenal on armour-piercing projectiles.

After the war he returned briefly to Birmingham Canal Navigations before emigrating to the United States in 1920, to become Superintendent of Construction to W. L. Stoddart, architect of New York City. Two years later he joined Albert Kahn Inc., architects and engineers of Detroit, and for the next five years was engaged on the structural design of many important buildings and plants—the Fisher building, Detroit Trust building, the First National Bank and First State Bank, Ford Hospital Nurses' Home, new plants for the Studebaker Corporation and Hudson Motors (Detroit).

Backed by this massive experience, he moved on to Canada in 1927 to become Designing Structural Engineer with Chapman & Oxley, architects and engineers of Toronto: here he was in charge of structural design plans for



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6- and 10-storey buildings in Montreal and Toronto for Robert Simpson & Co., and for the 20-storey Sterling Towers building in Toronto.

In 1930 he founded his own private practice as a consulting engineer (later known as Edgar A. Cross & Associates), and continued as head of the firm in Toronto until 1967. His practice was concerned mainly with the design and supervision of construction of industrial plants, among which were buildings for De Havilland Aircraft, the Polymer Corporation, the Scarborough plant of Frigidaire, the Western Clock Company, Sieberling Rubber and Dunlop Tyre and Rubber. He was responsible for the structural design of a 14-building hospital, built at Port Arthur for the Ontario Government, and of many apartment blocks and theatres throughout Ontario.

A past President of the Association of Consulting Engineers of Canada, Edgar Cross was a member of the American Society of Civil Engineers and a former Vice-President of the Engineering Institute of Canada. From 1952-55 he represented Canada on the Council of the Institution, and was on the Roll for over 50 years. In 1966 he was awarded the Engineering Medal of the Ontario Association of Professional Engineers for his contributions to structural design. He contributed to technical journals and appeared in court as an expert witness on building failures and appraisals.

A man of enormous energy, his generosity and cheerfulness made him a popular figure.

He was elected an Associate Member in 1915 and became a Member in 1938. He is survived by two sons and a daughter.