

balance of \$263,000,000 a year ago and an adverse balance of \$233,000,000 for the eleven months period of 1913.

We had a favorable balance at the end of every month this year, with the one exception of April. If the present volume of trade is maintained, the balance in our favor at the end of the current fiscal year in March next should be not less than \$500,000,000. High prices for commodities have contributed largely to the record value of Canada's trade as well as increased exports. The figures are cause for much satisfaction but they again bring to mind the problems which must be met after the war in regard to our export trade. Then we will meet keen competition in all our business dealings abroad.

PERSONALS

J. SUMMERHAYES, former superintendent of the International Transit Company, of Sault Ste. Marie, has resigned.

LE ROY FRANCIS HARZA, Sault Ste. Marie, Ont., has been elected a member of the American Society of Civil Engineers.

C. C. WELDON is succeeding Mr. Summerhayes as superintendent of the International Transit Company, of Sault Ste. Marie, Ont.

HOMER MORE HADLEY, Vancouver, B.C., has been transferred from junior to associate membership in the American Society of Civil Engineers.

GEOFFREY PORTER, chief electrical engineer of the British Columbia Electric Railway Company, Limited, of Vancouver, B.C., has resigned to take up private practice as advising and contracting engineer.

COLEMAN MERRIWEATHER, formerly president of the Lock Joint Pipe Co., New York City, is now connected with the engineering staff of the cement products bureau of the Portland Cement Association, Chicago.

R. WINTER, a graduate of McGill University, and son of Mr. W. H. Winter, plant superintendent of the Bell Telephone Company and chairman of the Montreal Electrical luncheon, has joined the Royal Flying Corps.

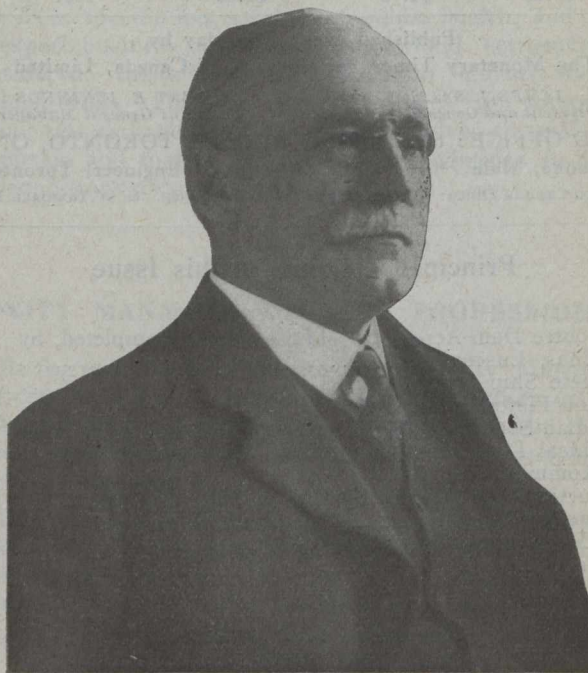
W. R. HARRIS, formerly managing director of the Canadian Lock Joint Pipe Co., Limited, and formerly president of the Harris Engineering Co., Limited, of Regina, Sask., is now connected with the engineering staff of the cement products bureau of the Portland Cement Association, Chicago.

W. E. MACDONALD, C.E., represented the city of Ottawa throughout the construction of the whole Overland Pipe System described last week in *The Canadian Engineer*. The author accidentally omitted Mr. MacDonald's name in mentioning those to whom particular credit should go for the success of the undertaking.

Lieut. M. B. BONNELL, who has been invalided home suffering from an attack of trench fever, was a student of Toronto University, department of Mechanical Engineering, class of 1904. Lieut. Bonnell was also a sapper in the Engineers' Corps of School of Practical Science, which was organized in pre-war days by Lieut.-Col. Lange. After graduating, he was on the staff of the Patent Office, Department of Agriculture, Ottawa, until he enlisted and went overseas with the 3rd Field Company, Canadian Engineers.

PROF. C. H. McLEOD DIES SUDDENLY

Just as we go to press word comes announcing the death of Prof. C. H. McLeod, who from 1891 until 1916 was secretary of the Canadian Society of Civil Engineers. He passed away last night, December 26th, in his office at McGill University, an institution with which he had



Late Prof. C. H. McLeod

been connected for many years, being vice-dean of the engineering faculty there.

News of his death will be a shock to engineers not only in Canada but in many other countries where Prof. McLeod's work, both as secretary of the Canadian Society of Civil Engineers and as an educationalist was well known.

He is survived by wife and two married daughters and four sons, one of whom is lieutenant in the Royal Flying Corps and another is Norman McLeod, a well-known Toronto contractor.

Prof. McLeod was born in 1851 at Strathlorn, Cape Breton, and was appointed professor at McGill in 1888.

More extended notice of Prof. McLeod and his work will be published in our next issue.

JOSEPH HOBSON, one of the best-known civil engineers on this continent, and designer of the Sarnia Tunnel, died December 19th. Mr. Hobson had a splendid record in the engineering world. Some of his achievements were the replacing of the old Victoria Bridge across the river at Montreal, the replacing of the old Suspension Bridge at Niagara Falls, and being engineer in charge of the building of the bridge across the Niagara River at Buffalo. Mr. Hobson was born near Guelph, Ont. In 1873, after a period of railway and bridge work, he was appointed chief engineer of the old Great Western Railway. On the amalgamation of the Grand Trunk and the Great Western in 1882 he was appointed chief engineer of the lines west of Toronto. In 1896 he became chief engineer of the entire Grand Trunk Railway System. Ten years later he retired, but remained as consulting engineer with the company up to his death. The late Mr. Hobson was a member of the Institution of Civil Engineers, and also a member of the Canadian Society of Civil Engineers.