

our manufacturers would undoubtedly be opposed both by our industrial captains and by the public. It would probably discourage initiative and investment of capital, and what is most dangerous, it would tend to create large monopolies. Col. Carnegie's ideas with regard to organization for export trade are far more practical and should receive the consideration of the government and manufacturers. His plan, as a whole, however, looks impracticable, even in these days when we are bound to recognize the necessity of drastic changes in our conduct of affairs. That fact, however, does not remove the necessity for consideration of these important problems, and Col. Carnegie is to be commended for his investigation of them.

PERSONALS

M. V. SAUER, chief engineer of design of the Greater Winnipeg Water District, has resigned to accept a position with the Ontario Hydro-Electric Power Commission. He will leave the district's employ April 30th.

FREDERICK FIELD, engineer superintendent of the Montreal, P.Q., filtration plant, is asking for indefinite leave of absence to take a position under the chief engineer of the Housing Department of the U.S. Shipping Board in Washington.

J. H. LAMB, ex-president of the Alberta Association of Local Improvement Districts and Rural Municipalities, and a member of the Municipal Hail Board, has been appointed municipal commissioner for Alberta, a new office on the staff of the Department of Municipal Affairs.

Lieut.-Col. WILLIAM G. MACKENDRICK, D.S.O., Toronto, who has recently returned from the Front, received his decoration for his work as director of roads with the Fifth British Army. In civilian life, he was president of the Warren Bituminous Paving Company of Ontario. Debarred by his age from the combatant branches of the service, he went overseas and offered his services to the British War Office. He was there able to convince the authorities that his knowledge of road-building would be of practical use to the Allies and was given a captaincy in the Royal Engineers. There his ability in rapidly constructing roads fit for the heaviest traffic, quickly brought him into prominence and he was promoted first to the rank of major and then as lieutenant-colonel, made director of roads for the Fifth British Army. In appreciation of the services which he rendered at the Front and which involved the saving of hundreds of thousands of dollars in road construction, the Imperial Government conferred the Distinguished Service Order upon him. His son, Lieut. Gordon King MacKendrick, has found a soldier's grave in France.

OBITUARIES

HUGH O'DONNELL, P.L.S., C.E., who has been engaged in engineering work in Quebec city for nearly fifty years, died suddenly at his home there on March 13th. One son, John O'Donnell, C.E., is in the employ of the Imperial Munitions Board, Montreal.

Members of the county roads committee of Peel, Dufferin, Wellington and Grey, which met in Toronto on March 10th, were given official assurance that the Toronto-Sydenham road would be taken over as part of the county provincial roads system.

SIR COLLINGWOOD SCHREIBER

One of the greatest figures in Canadian engineering circles passed away on Saturday morning, March 23rd, shortly before nine o'clock, in the person of Sir Collingwood Schreiber. The death took place at his home, "Elmsleigh," Argyle Avenue, Ottawa, where he had been ailing for some months. The deceased was the son of Rev. Thos. and Mrs. Sarah Schreiber, of Bradwell Lodge, Essex, England, where he was born on December 14th, 1831, and was educated in England. He was twice married. His first wife, Caroline, daughter of the late Lieut.-Col. A. H. MacLean, of Her Majesty's 41st Regiment, died in 1892, and his second wife was Julia Maude, daughter of Hon. Justice Gwynne, of the Supreme Court, Canada, whom he married in 1898.

For sixty years the late Sir Collingwood has been actively associated in the construction and development of both public and privately owned railways in Canada. He had a tremendous share in planning transportation systems, both east and west, and in the latter part of his career, as deputy minister of railways and canals, he helped to wisely administer lines directly under the government and subsequently superintended the construction of the Grand Trunk Pacific.

He came to Canada in the year 1852 and secured a position on the engineering staff of the Toronto and Hamilton Railway. He stayed with this road until 1856. By that time he had become known as an efficient and capable engineer. He was taken into partnership in the engineering firm of Fleming, Ridout and Schreiber, of Toronto, thus becoming associated with Sir Sandford Fleming. From 1860 to 1863 he superintended the construction of the Northern Railway, now a part of the northern division of the Grand Trunk. He was then invited by the Nova Scotia government to assist in the development of railways in that province. He remained there until 1867, and was subsequently connected with the Temiscouata section of the Intercolonial Railway.

He built and became superintending engineer of the eastern extension line, now part of the Intercolonial, and having played such a great part in the development of government railways, he was appointed chief engineer and general manager of all government railways in operation in 1873. Seven years later he succeeded his old partner, Sir Sandford Fleming, as chief engineer of the great transcontinental line, the Canadian Pacific Railway. He retained his position on the government railways, and on the Canadian Pacific Railway until 1892, when he was appointed chief engineer of the department of railways and canals. Later he became deputy minister of this department and for thirteen years administered the railway and canal policy of the country as permanent head of the service.

In 1905 he became general consulting engineer to the Dominion government and chief engineer of the western division of the national transcontinental railway. Since that time his chief work has been the inspection of the construction of the Grand Trunk Pacific. Year by year since the road was begun he has made his annual trips of inspection. Even when he had attained the age of 79 years he covered 500 miles on horseback in connection with the survey of the line. He was a big man physically, and possessed a magnificent constitution. His faculties remained bright until the end.

A concrete interior, estimated at \$100,000, is under construction in the process and offices building of the Simcoe Canning Factory.