

LIEUT. JOHN W. DORSEY ALIVE

AN error was evidently made by the Statistical Division of the United States army in reporting that Lt. John W. Dorsey, of Winnipeg, was deceased. A letter addressed to Lt. Dorsey had been returned stamped, "Deceased, verified Statistical Division A.E.F.," As a result an obituary notice was published in last week's issue of *The Canadian Engineer*. Just a few days ago a letter was received from Lt. Dorsey by the authorities of the University of Manitoba, where Lt. Dorsey was assistant professor in mechanical and electrical engineering before his enlistment, stating that he was well and expecting to return home soon. This was the first letter that had been received from Lt. Dorsey in some time and until its receipt it was not known whether the report received from the Statistical Division of the American army was correct or not. A request has been made to the War Department at Washington, D.C., for information, but no reply has yet been received. It is thought, however, that the return of the letter stamped as it was, must have been an error, as Lt. Dorsey's letter was received subsequently and had been written recently. There is an old saying that he who is falsely reported dead will live to a very old age, and in this well-known proverb Lt. Dorsey's many friends in Winnipeg and elsewhere will find much comfort.

WHY BUILDING MATERIALS SHOULD BE TESTED

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or will not be seen, so spending money on tests for it is wasting. This is very unwise economy; in fact, not economy at all. It is a case of saving the pennies to throw away the dollars, for when the construction materials are tested and accepted by specialists, and the work supervised by them, the engineer or architect is practically relieved of all responsibility except that of having selected competent specialists to do the work. He can not do all this himself. He must hire some one, so why not those particularly competent to take care of the particular matter for him?

Besides, if his plans and specifications are correct, he is sure that there will be no unwarranted expense for repairs and the structure will be there to stay as a monument to his name and a foundation for his future reputation in the engineering profession.

The engineers and architects who are foremost in their professions would not consider for a moment the proposition to have their plans and specifications executed without full inspection and testing as the work progresses; therefore, why should men who have not yet reached the pinnacle of professional success, risk failures that might forever preclude their arrival?

PERSONALS

CAPT. F. A. DALLYN, sanitary engineer of the Ontario Board of Health, who is in Siberia with the Canadian expeditionary force, is ill with typhus fever, says a message received by Dr. J. W. S. McCullough, the chief officer of health of Ontario.

A. H. DIXON has been appointed chief engineer of Western lines, Canadian National Railways, succeeding the late A. T. Fraser, who was recently killed in a snow-slide at Nelson, B.C. Mr. Dixon was formerly G.T.P. district engineer at Vancouver.

CAPT. A. M. WEST, of Vancouver, recently returned from France, where he served with the 9th Field Company, Canadian Engineers. He was wounded twice, and in January, 1918, was mentioned in despatches and awarded the military cross. Capt. West graduated in Applied Science at the University of Toronto in 1910.

LIEUT. W. D. PROCTOR, of Sarnia, Ont., has returned from France, where he has been on active service for two years. He enlisted in the 3rd Battery, and while in France was transferred to No. 2 Tunnelling Company, Canadian Engineers. He received his commission shortly before the signing of the armistice. Lieut. Proctor is a science graduate, class '17, University of Toronto.

ROGER DELAND FRENCH, engineer of the Lignite Utilization Board of Canada, has presented to the Board an exhaustive report on methods of briquetting now used throughout the United States, and suggested improvements in these methods which, it is said, will result in the Board's \$400,000 plant near Estevan, Sask., being the most advanced plant of its kind in the world, so far as design and methods are concerned. In this report and the work of investigation, Mr. French had the co-operation and assistance of Edgar Stansfield, chemical engineer of the Board. Mr. French was born and educated in Massachusetts. He graduated in 1905 from the Worcester Polytechnic Institute, and joined the staff of Prof. Malvered A. Howe at Terre Haute, Ind., assisting in the revision of Prof. Howe's "Treatise of Arches" and in the design and construction of a number of concrete arch bridges. In 1906 he returned to Worcester as a student-instructor, and spent two years in a post-graduate course. During this time the institute carried out a programme of extensions and improvements for which Mr. French acted as resident engineer, the expenditure totalling approximately \$300,000, including reconstruction of laboratories, construction of roads and walks, conduit work, forestry, etc.



Having obtained his C.E. degree, Mr. French left the institute in 1908 and was engaged as engineer by the Sewerage Commission of Louisville, Ky., who were then engaged in spending about \$4,500,000 in the construction of 180 miles of sewers. Two years later he became engineer for the National Concrete Construction Co., Louisville, and during his connection with this firm it erected bridges, buildings, etc., throughout the Southern states that had an aggregate value of about \$1,000,000. In 1911, Mr. French went to Montreal and was engaged as principal assistant engineer by the firm of R. S. & W. S. Lea, consulting engineers. During his seven years' connection with this firm, he was engaged in design and supervision for a great many Canadian municipalities in connection with waterworks plants, sewerage systems, etc. In 1918, Mr. French resigned this connection to enter the office of Arthur Surveyer, consulting engineer, Montreal, but upon the formation of the Lignite Utilization Board a few months later, Mr. French was asked to undertake the engineering work of that Board. In addition to his professional work, he has served since 1911 as a lecturer in the municipal engineering course, Faculty of Applied Science, McGill University. He has taken an active interest in the civic affairs of the Montreal suburb in which he lives, and is secretary of a joint town-planning board that was created by five municipalities adjoining Montreal.

R. J. LECKY, general contractor, Regina, has received his discharge from the army and has re-opened offices as an engineering-contractor.

JOSEPH N. DE STEIN, formerly resident engineer of the G.T.P. R'y. at Regina, has joined the Parsons Engineering Co., with offices at Regina.

J. B. TYRRELL, mining engineer, Toronto, has been elected a member of the council of the Institution of Mining and Metallurgy of Great Britain, to fill the vacancy caused by the election of Sir Robert Hadfield to the vice-presidency.