

There is no indication as yet of general declining prices. In the cases of some commodities, however, the upward movement has been slower during the past few months. The "Economist" gives figures showing an actual decline in the price of cereals and meats in 1918 as compared with 1917. General price levels show an advance over last year but not as great as the advances represented by 1915, 1916 and 1917. It is not likely that prices will commence to decline until the end of the war, although as soon as peace is in sight they may fall in the case of some commodities, as a result of a decline in demand being anticipated. If, on the other hand, the war be followed by a period of fairly normal activity, there is no reason whatever to look for prices to fall to their level of 1914, and although they probably will decline to some extent, they may stop at a level much above the level of that year.

PERSONALS

J. G. SULLIVAN, C.E., until recently chief engineer of the Canadian Pacific Railway Company, has announced the opening of a consulting engineer's office at 703 McIntyre Block, Winnipeg, Man. Mr. Sullivan will make a specialty of all kinds of railway work, mining, foundations, tunnelling, elevators, etc.

H. R. SAFFORD, chief engineer of the Grand Trunk Railway System, has been appointed to a very important office in connection with the Federal Administration of

Railways in the United States. He will be engineering assistant to H. Holden, Regional Director of the central western district, who has jurisdiction over the operation and maintenance of about 50,000 miles of railroads, embracing many important systems such as Santa Fe, Rock Island, Chicago & Alton, Union Pacific, etc. Mr. Safford is a graduate of Purdue University and a charter member



of the American Railway Engineering Association, of which he is now vice-president. He is also a member of the American Society of Civil Engineers and a councillor of the Engineering Institute of Canada.

L. H. GOEBEL has resigned as superintendent of filtration and chief water chemist of the Union Stock Yard and Transit Co., Chicago, to join the engineering staff of Wallace & Tiernan Co., Inc., manufacturers of chlorine control apparatus and sanitary engineering specialties. After graduation in sanitary engineering at Purdue University, Mr. Goebel was attached for a time to the Union Stock Yards filtration plant and subsequently was sanitary engineer, city chemist and bacteriologist of Cedar Rapids, Iowa, returning to the Union Stock Yards Co. early this

year. Mr. Goebel will be attached to the Chicago office of the Wallace & Tiernan Co.

T. AIRD MURRAY, a well-known consulting engineer of Toronto, is very ill at Rochester, Minn., having undergone a serious operation at the Mayo Institute. Mr. Murray spent all of last winter in Bermuda, and when he returned home this summer, it was thought that he had entirely recovered his health; but during a trip to Saskatchewan, for which province he is consulting sanitary engineer, Mr. Murray was again taken ill and his physician advised him to go to Rochester for treatment.

OBITUARIES

Lieut. J. A. GARVIE, M.C., formerly of Toronto, has fallen in battle. Lieut. Garvie was a graduate of the School of Practical Science, Toronto, and joined the Officers' Training Corps in Toronto in 1915. A few weeks before his death he won the Military Cross.

MORLEY DONALDSON, formerly vice-president and general manager of the Grand Trunk Pacific Railway, with headquarters at Winnipeg, died recently after an extended illness. He was born in Edinburgh, Scotland, in 1851, and was educated by private tuition in France and Canada. Mr. Donaldson spent some time in the engine works of E. Gilbert & Co., Montreal, and later assisted in the construction of Hoosac Tunnel, Mass. He entered the Canadian Atlantic Railway service as chief draughtsman in 1881, becoming successively mechanical superintendent, superintendent of traffic and mechanical departments, and general superintendent until the road merged with the Grand Trunk Railway System in 1905. In 1912 he was appointed vice-president and manager of the G.T.P. R'y.

HALIFAX PROFESSIONAL MEETING

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Terminals, followed by tea at "Waegwoltic," comprise the program for Wednesday afternoon.

Second session, Wednesday evening—"Diving Bell in Use at Halifax Ocean Terminals," by J. J. MacDonald, assistant engineer, Halifax Ocean Terminals.

Third session, Thursday morning—"St. John Harbor Works," by Alex. Gray, harbor engineer, Public Works Department St. John; "St. John Railway Terminals," by C. C. Kirby, divisional engineer, C.P.R.; luncheon as guests of the Commercial Club.

Fourth session, Thursday afternoon—"Use of Reinforced Concrete in Harbor Work," by A. F. Dyer, engineer, Furness Withy Co., Halifax; excursion on harbor as guests of the Board of Trade.

Fifth session, Thursday evening—"The Quebec Bridge," by G. F. Porter (public lecture at the Hall of the School for the Blind).

Sixth session, Friday morning—"Halifax Ocean Terminal Railway," by R. H. Smith, resident engineer, Ocean Terminal Railway; address by a representative of the Halifax Board of Trade.

The meeting will close on Friday afternoon with excursions which may be arranged to suit individuals or groups to any points of interest, such as the new telephone exchange, Imperial Oil Co. plant, Woodside Sugar Refinery, Halifax shipyards, parks and public gardens, Nova Scotia Tramway & Power Co.'s power house, etc.