

stance, the announcement of the State Highway Commissioner of Illinois that he is building 82 miles of road—12 miles of brick and 70 miles of concrete—reminded the members of the association that there are engineers who believe that in building a brick road with cement filler, the bricks should be laid a mile apart.

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## LETTER TO THE EDITOR.

### British Manufacturers Showing Courage.

Sir,—We want to ask you to help us and other British engineering manufacturers by putting a note in your journal explaining that we are keeping our shops going notwithstanding the war, and want all the orders we can get from Canada.

Everybody here appreciates the enormous help we are getting from Canada in men and food, but we want your readers to help to keep our industries alive, so that we can keep the wolf from the door. If Canadians will make a determined effort to send their orders to the old country instead of to the States, it will be invaluable.

Bear in mind that about 25 per cent. of our men are with the forces now and that the rest of us must earn their keep, for the firm has undertaken to pay half salaries and wages to all men who have joined, as well as to keep their places open, and most other firms are doing the same.

We cannot expect to give quite such good deliveries just now as usual, but that is exactly where we look to Canadian buyers to stretch a point.

Sydney (Australia) has set a good example. The corporation had placed an order for a 5,000 kw. turbo-generator with a German firm at a "dumped" price. They have cancelled that order and have placed the work with us at our price and, what is more, they are going to pay us instalments as work proceeds in our shops.

WILLANS & ROBINSON, Limited.

Rugby, England, August 31, 1914.

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## PERSONAL.

R. H. SPERLING has been appointed assistant to the chairman of the B.E. Electric Railway company, in London, Eng.

WM. C. ROWSE, B.Sc., M.E., has been appointed to the chair in the University of Manitoba, as professor of mechanical engineering. Professor Rowse is a graduate of Purdue University.

H. P. MAYBURY, M. Inst. C.E., in November of last year appointed to the office of Chief Engineer of the British Road Board, has been elected to the newly created position of Manager and Engineer.

M. A. WOODS, recently assistant chief engineer of the G.T.P. Railway system, has been appointed to the position of chief engineer, left vacant by the resignation of Mr. B. B. Kelliher. Mr. Woods' headquarters will be at Winnipeg, Man.

M. C. FLINT, formerly assistant engineer in the construction department of the C.P.R. company, and engaged on branch line and double-track construction, has been appointed resident engineer of district No. 4 of the Alberta division of the C.P.R. system. Mr. Flint's headquarters are at Edmonton, Alta.

JAMES A. MacGREGOR has been recently promoted by the C.P.R. company to a position as district superin-

tendent on the company's Alberta division. Mr. MacGregor's headquarters are Edmonton, Alta. His last office with the railway staff was that of a relieving superintendent on various divisions of the system.

THOMAS ADAMS, the noted town planning expert of the British local government board, is being brought to Canada by the Conservation Commission to act in an advisory capacity. Mr. Adams will arrive in Canada early in October. He will collect information for the commission relative to various Canadian municipalities, and his services will be available to any of them.

L. E. ALLEN, Belleville, Ont., county engineer for Hastings; A. W. ELLSON FAWKES, Calgary, Alta., waterworks engineer; E. C. A. HANSON, Saskatoon, Sask., city electrical engineer; G. H. HATFIELD, St. John, N.B., road engineer; W. MURDOCH, St. John, N.B., city engineer; and G. D. WEAVER, Melfort, Sask., are Canadian names appearing on the most recently published list of members of the Institution of Municipal Engineers (Great Britain).

GEORGE W. COBURN, recently appointed a resident engineer for the C.P.R. company, and located at Brandon, Man., began service with the company in 1896, and since that year, has received the following promotions: from 1896-1900, roadsman and draughtsman at Farnham, Que.; 1901-1907, draughtsman and assistant district engineer, Souris and Brandon, Man., and Moose Jaw, Sask.; 1907-1914, district engineer and resident engineer, Souris and Brandon, Man.

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## OBITUARY.

The death occurred on August 30th in New York of William De Hertburn Washington, a prominent member of the American Road Builders' Association. He was a member of the American Society of Civil Engineers, and, at one time, was United States consul at London, Ont. Twenty years ago, he went to New York and became President of the Hydraulic Construction Co. Mr. Washington took a prominent part in the Third International Road Congress, held at London, Eng., in June of last year, and also in December at the Philadelphia convention of the American Road Builders' Association.

Word reached the Department of Railways and Canals, Ottawa, on September 10th, of the death caused by drowning on August 25th of James Wilson, an engineer in the employ of the government for the past two years on the Hudson Bay railway construction.

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## COMING MEETINGS.

ROYAL ARCHITECTURAL INSTITUTE OF CANADA.—Seventh Annual Meeting to be held at Quebec, September 21st and 22nd, 1914. Hon. Secretary, Alcide Chausse, 5 Beaver Hall Square, Montreal.

AMERICAN SOCIETY OF MUNICIPAL IMPROVEMENTS.—Charles Carroll Brown, Secretary, Indianapolis, Ind. Meets at Somerset Hotel, Boston, Mass., October 21st, 22nd and 23rd.

AMERICAN HIGHWAYS ASSOCIATION.—Fourth American Road Congress to be held in Atlanta, Ga., November 9th to 13th, 1914. I. S. Pennybacker, Executive Secretary, and Chas. P. Light, Business Manager, Colorado Building, Washington, D.C.

AMERICAN ROAD BUILDERS' ASSOCIATION.—Eleventh Annual Convention; fifth American Good Roads Congress, and 6th Annual Exhibition of Machinery and Materials. International Amphitheatre, Chicago, Ill., December 14th to 18th, 1914. Secretary, E. L. Powers, 150 Nassau Street, New York, N.Y.