

Cowlin and Sons, Ltd., the latter firm being responsible for all constructional work, and the former firm for all mechanical equipment and satisfactory operation of the plant installed.

The John verMehr Engineering Co., of Toronto, is an associated firm of ours, the firm here in London being in the position of parent company, and as a matter of fact engaged in the supply and installation of drifting sand filters in various parts of the world. It will doubtless interest your readers to know that during the recent hostilities the Ransome drifting sand filters have been extensively supplied for use of the troops on active service, numerous plants having been ordered by the British, French and United States Governments for this purpose.

Naturally, the individual capacity of any of these filter plants was nothing like so much as in the case of the Toronto installation, but are nevertheless of interest as em-

bodying three distinct types: Firstly, the small, mobile unit, self-contained with pump, engine, coagulent plant and filter, mounted on a standard three-ton army lorry; secondly, floating filtration plants, erected in steel barges, and arranged to pump and filter water from the canal or river in which the craft was floating, these floating equipments being used not only in the canals and rivers in France and Belgium, but also notably on the Tigres and Euphrates rivers in Mesopotamia; thirdly, the normal stationary type of filter, such as would be supplied to any municipality.

With regard to these plants in general, they were in every instance of the pressure type, although the drifting sand principle, which is so advantageous from both a chemical and bacteriological point of view, was in every case adopted.

RANSOME-VERMEHR MACHINERY CO., LTD.,  
Per J. E. Hobbs, Chief Engineer.

London, Eng., January 22nd, 1920.

## PERSONALS

JOHN B. CARSWELL, who has been elected as president of the newly formed Canadian General Contractors' Association, and who was also recently elected first vice-president of the Association of Canadian Building and Construction Industries, was born April 9th, 1888, in Paisley, Scotland, and was educated at Glasgow University in civil and mechanical engineering, graduating in 1909 with the degree of B.Sc. Immediately after graduation, Mr. Carswell came to Canada and spent the summer in the head office of the Grand Trunk Railway at Montreal, as assistant engineer in the maintenance-of-way department. At the end of the summer he returned to Scot-



land and spent the winter in the James Watt Laboratories, Glasgow University, in mechanical research work. In 1910 he again came to Canada and became superintendent of construction for the John Stewart Co., of Montreal, in charge of the erection of the New Birks Building, a ten-story reinforced concrete structure. The following year he entered the office of Ross & Macdonald, architects, Montreal, as business manager, and two years later he opened an office at Toronto as that firm's Ontario representative, in which capacity he remained for over three years, during which time he was the architect's representative on the construction of the Royal Bank Building, the Toronto Union Station and the Central Technical School. While acting in 1917 as resident architect at the Union Station, he was requested by the Director of Aviation to supervise the construction of the plant of Canadian Aeroplanes, Ltd., and soon afterwards he was appointed chief engineer of the Aviation Department, Imperial Munitions Board. In 1917 and the following year, Mr. Carswell had charge of the design and construction of all of the Ontario barracks and camps of the Royal Air Force. He organized a construction force which numbered at times over 2,000 men, and directed expenditures of more than \$400,000 per month. His construction force included departments covering road construction, electrical work, plumbing, heating, telephone line construction, building construction, commissary, etc. After the

armistice, Mr. Carswell and two of his former associates, incorporated the Carswell Construction Co., which concern has secured the general contracts for new buildings for Gunns, Ltd., Toronto; H. B. Johnston & Co., Toronto; Consolidated Rubber Co., Kitchener; Chase Tractor Co., Toronto; Wm. Davies Co., Toronto; Beaver Board Co., Thorold; and Canadian Allis-Chalmers, Ltd., Toronto.

ROBERT WEIGHTS has been appointed superintendent of works, Mimico, Ont.

SERAPHIN OUMET and ROYAL LESAGE, who have been in partnership as consulting engineers under the firm name of Oumet & Lesage, Montreal, have dissolved partnership.

JOSEPH HALL, superintendent of outside construction of the Water Board, Windsor, Ont., has resigned. Mr. Hall is 80 years of age, and has been in the service of Windsor's water works for the past 45 years.

L. LEON THERIAULT has been appointed town manager of Edmundston, N.B. Mr. Theriault has been in the service of the department of public works of the province of New Brunswick for the past three years, as a district road engineer. He graduated from the University of New Brunswick in 1909.

LT.-COL. H. L. TROTTER, D.S.O., has resigned from the Henry Holgate consulting engineering firm, Montreal, to become engineer in charge of the construction of the extension to the Abitibi Power & Paper Co.'s hydro-electric plant at Iroquois Falls, Ont., for which Morrow & Beatty, of Peterborough, have the contract.

W. T. RANDALL has joined the sales engineering staff of the Neptune Meter Co., Ltd., Toronto, having just returned to Canada after a seven months' course of instruction in the factory of the Neptune Meter Co., Long Island City, N.Y. Mr. Randall went overseas in 1916 with the 180th Battalion, but was transferred to the 4th Battalion. He was invalided home in 1918 on account of shell shock. He is a son of W. H. Randall, the well-known managing director of the Neptune Meter Co., Ltd.

F. M. CLARKE has been appointed assistant chief engineer of the Nova Scotia Highways Commission. Mr. Clarke has had twenty years' experience in road construction in the United States and Canada, and is a graduate of Dartmouth College, N.H. He was formerly assistant engineer of the New York State Highway Department, and was at one time assistant engineer of the Virginia State Highway Department. Latterly he has been with the Barrett Co., Ltd., in charge of the construction of the road between St. John and Rothesay, N.B.

## OBITUARY

PAUL PARADIS, civil engineer of the Montreal Tramways Commission, died last week at his residence in Montreal. Mr. Paradis was a graduate of McGill University, and before his appointment by the Montreal commission he held various government appointments in Calgary and other western cities.