

—that they have come to stay, and that America will prove to be a formidable competitor in the shipbuilding industry.

The competition that Canada will meet with will not be overwhelming, but it will be accentuated by a not unnatural desire on the part of her neighbors across the border to hold what they have. It behoves Canada, therefore, to gird herself for still greater effort if she wishes to retain a reasonable share of the shipbuilding trade which, at the end of the war, might otherwise slip through her fingers.

The recent statement of Lloyd George that you cannot build an Ar empire on C. B. citizens has been taken by nearly all the British newspapers as foreshadowing the early constitution of a health department, with a minister of public health at the head, under whom there should be a co-ordination of all the existing agencies dedicated to public health. In November, 1917, *The Canadian Engineer* suggested the establishment of a federal department of health for Canada.

PERSONALS

W. A. PITT has been appointed assistant master car builder at the Montreal shops, G.T.R. system.

J. BROOKS, of the G.T.R. system, has recently been appointed assistant master car builder, London shops.

C. H. TOWLE, of the C.P. Ry. Co., has been appointed assistant superintendent of the Smith's Falls Division.

C. GRIBBON has recently been appointed division master mechanic of the London Division, C.P. Ry. Company.

J. N. CLARK has been appointed master car builder for Ontario lines, G.T.R. system, with headquarters at London, Ont.

R. W. SCOTT, of the C.P. Ry. Company, has recently been appointed successor of W. J. Uren as superintendent of the Trenton Division.

J. E. JOHNSON, division engineer of the Michigan Central R.R. at St. Thomas, Ontario, has resigned in order to enter private business.

R. A. SEWELL has been appointed to succeed P. W. Scott as assistant superintendent of the Montreal Terminals Division, C.P. Ry. Company.

W. S. SHAW, JR., has been appointed division engineer of the Michigan Central R.R., in charge of the lines in Canada, with office at St. Thomas, Ontario.

T. A. WILSON, of the C.P. Ry. Co., has been appointed superintendent of the Smith's Falls Division in place of J. K. Savage, who has recently been promoted.

C. V. JOHNSON, chief engineer of Jas. Gosselin, Ltd., engineers and contractors, Quebec, has resigned. He has become associated with the Foundation Co., Ltd., Montreal.

MR. WALTON, of the C.P. Ry. Company, has been appointed division master mechanic of the Farnham Division. He is successor to Mr. Wells, who has recently been transferred.

M. H. MACLEOD, who for a number of years has been general manager of lines west of Port Arthur, has been appointed vice-president of the entire Canadian Northern Railway system. His headquarters will be in Toronto.

LIEUT.-COL. R. W. LEONARD is to be the president of the Engineering Institute of Canada for the coming

year. Col. Leonard was born in 1860, and graduated from the Royal Military College, Kingston, in 1883. He has had very wide and important experience, particularly along railroad engineering lines. He is now president and manager of the Coniagas mines. During the North-West Rebellion he served as staff officer of transport.

OBITUARY

LIEUT.-COL. W. MAHLON DAVIS, formerly city engineer in Woodstock, Ont., died at Ottawa. He recruited a battalion in the Kootenay, but upon arriving in England received an injury which prevented him going into active service.

HUGH LEONARD PHILLIPS, B.Sc., died at his home in Cornwall on October 13th of Spanish influenza. He was 28 years of age, graduated from Queen's University in 1912, and has since been connected with various engineering schemes in eastern Ontario. At the time of his death the late Mr. Phillips was assistant to J. G. Cameron, county engineer.

There appears to be further indications of need for adjustment of boundaries between the O'Brien Mine and the Violet property of the La Rose Company. Apparently through lack of definite determination of boundaries, there is a possibility of a portion of the La Rose working being outside the Violet boundaries. Surveyors are said to have been employed in making a survey or re-survey of the ground. The Violet property adjoins the Violet Mine on the east. Development during the past few months has opened up considerable low grade ore as well as a small tonnage of high grade.

At the Saskatoon meeting of the Engineering Institute of Canada held August 8th to 10th, a resolution was passed asking the council of the institute to appoint a committee to investigate the action of alkaline salt on concrete. This question was brought up at the last meeting of the council and authorization was given for the establishment of such a committee. The various branches have since been asked to send in nominations and it is expected that at the next meeting of the council the personnel of the committee will be ratified and the committee authorized to proceed with this work under the direction of the council.

Though, states a contemporary, Switzerland led the world in the early electrolytic production of aluminum, France has been the chief producing nation since 1896, and supplied as much as 39.2 per cent. of the world's annual total at the time of the outbreak of the war. The ten plants for electrolytic aluminum had in 1914 an aggregate of 140,000 horse-power, with a capacity of 10,000 tons a year. The three plants of the United States supplied 25.8 per cent. of the world's production; the two plants of Switzerland, 12.4; the two English plants, 7.8; the one Canadian plant, 5.2; and the two plants of Norway, 4.3. French supremacy is due to the superior quality of the bauxite mined.

**Will You Invest Your
Money With
Your Country Now?**

**Or Let Germany Take It
Away From You Later?**

Buy Victory Bonds