

United States traffic. The cause of these losses was the that the new lock on the United States side has a much larger capacity than the lock on the Canadian side.

There are now three locks on the United States side of the St. Mary's River, the last to be opened having a depth of 24.5 feet at extreme low water. There is but one lock on the Canadian side, with a minimum depth of 18.25 feet. The ease of navigating the heavier loads through the new United States lock drew nearly all the iron ore and a good deal of wheat away from the Canadian canal.

PERSONAL.

R. H. BRAND, C.M.G., has been appointed an additional member of the Imperial Munitions Board, to act as the representative of the board in London.

T. A. JARDINE FORRESTER, city waterworks engineer, has resigned, having received orders from England to return home to rejoin his regiment for active service.

THOS. MAXWELL FYSHE, A.M.Can.Soc.C.E., a prominent contractor of Calgary, Alta., has become Canadian manager for Gunn, Richards & Company, production engineers.

H. VICTOR BRAYLEY, C.E., has resigned as Canadian manager for Gunn, Richards & Co., to accept a position as executive assistant to Mortimer B. Davis, a prominent Montreal manufacturer and capitalist.

Sapper NATHANIEL A. BURWASH, 6th Brigade, Canadian Engineers, who has been reported among the list of wounded, was born in Cobourg, Ont., and graduated at Toronto University in Mining and Engineering.

Lieut.-Col. C. H. MITCHELL, of the general staff, and Major THOS. C. IRVING, of the Canadian Engineers, were among those who received birthday honors conferred by King George last week, both of them receiving the D.S.O.

STANLEY H. ROSE, until recently in charge of the New York office of the Bureau of Foreign and Domestic Commerce of the Department of Commerce, has been engaged by the Barber Asphalt Paving Company to direct its foreign trade department.

G. S. KELLEY, formerly with the Digger Machinery Co., Inc., has recently been appointed sales representative of the John F. Allen Co., of New York City, in connection with the new department they have established for the manufacture of coal-handling and hoisting machinery.

W. J. RENIX, district master mechanic of the Canadian Pacific Railway at Revelstoke, B.C., has been appointed master mechanic of the Saskatchewan division, with headquarters at Moose Jaw, Sask. He is succeeded by A. BROWN, formerly district master mechanic at Winnipeg, Man., who in turn is succeeded by G. TWIST, locomotive fireman at Fort William, Ont.

OBITUARY.

Major NORMAN C. PILCHER, whose death in action was recently announced, was formerly general manager of the Sherbrooke Railway and Power Company.

A. N. MUNGALL, civil engineer, who was engaged in the construction of the National Transcontinental and

other lines, died recently at his home in Fredericton, N.B., at the age of 28 years.

HUGH F. COYLE, formerly superintendent of the Belleville division of the Grand Trunk Railway, and later general superintendent, died suddenly last week in his private car while returning home from a visit to his son at Meadville, Penn.

SIMPSON FLEMING, who died in Ottawa recently at the age of 89 years, was the first superintendent of the Ottawa waterworks, and constructed the first system of mains to be laid. He served with both City Engineers Keefer and Surtees, and held his waterworks position for 30 years, retiring 15 years ago. His advice was frequently sought since on waterworks matters, and he went to Arnprior for a time to conduct an inspection of the waterworks system there. The late Mr. Fleming came to Canada when 20 years of age from County Armagh, Ireland.

ENGINEERS' CLUB OF MONTREAL.

The Engineers' Club of Montreal shows a most prosperous financial statement for the year ending March 31, 1916, with net profits of \$12,805. The profits were applied to writing off portions of the general equipment account, furniture and fixtures account, etc., from 20 per cent. to 33 $\frac{1}{3}$ per cent. being written off each account. The club now has assets totaling \$281,000, and a surplus of assets over liabilities of \$91,000.

There are 515 members on the roll, including 19 who are on active military service overseas. Four members were killed in action during the year, namely, Major J. N. Warminton, Lieut. W. C. Brotherhood, Lieut. A. F. Revol and Major Geo. Janin.

Henry Holgate is president of the club and R. W. H. Smith, secretary. The executive committee consists of Lawford Grant, J. M. Miller, John C. Russell, Julian C. Smith, R. M. Wilson, Leslie H. Boyd and E. Herb. Brown. The statement speaks very well for the support that the engineers have given to the club during the past year.

ENGINEERS' CLUB OF THOROLD.

The Engineers' Club of Thorold is the name of a new organization, the purpose of which is to bring together in a social and professional manner the numerous members of the Welland Ship Canal engineering and contracting staff, on all the sections, and prominent residents of Thorold and St. Catharines whose business associates them with the engineering profession. The club has secured suitable quarters at 55 Chappel Street, Thorold, which have been newly decorated and furnished throughout, and a steward is employed at the club for the furnishing of meals. It also provides lodging for members. The membership of the club is about 70, the officers being as follows: Honorary president, Mr. J. L. Weller, engineer-in-charge, Welland Ship Canal, St. Catharines; president, Mr. E. G. Cameron, resident engineer, Section No. 3, Thorold; vice-president, Mr. F. H. Keefer, K.C., Canadian counsel for International Joint Commission; secretary, Mr. H. L. Clifford, assistant resident engineer, Section No. 3, Thorold; treasurer, Mr. J. A. Elliott, manager, Royal Bank, Thorold.

It is proposed from time to time to have papers presented to the club which would be of interest to members of the engineering profession.