

18-story addition to the King Edward Hotel, Toronto. Watt & Blackwell, of Toronto, Ont., have been retained as associate architects to prepare the plans for the United Hotel Co.'s architects, Essenwein & Johnson, of Buffalo, N.Y.

LT.-COL. DOUGALL CARMICHAEL, minister without portfolio in the recently elected Ontario cabinet, has been appointed by the provincial government as its representative upon the Hydro-Electric Power Commission of Ontario. Hon. I. B. Lucas retains his seat on the commission for the time being at least, so that at present all three positions on the commission are filled, Sir Adam Beck remaining as chairman.

CHARLES SUMNER LUND HERTZBERG, who was recently relieved of his military duties after having been in the army since December, 1915, has returned to private practice in Toronto and, in partnership with Thomas R. Loudon, has formed a new firm, Loudon & Hertzberg, consulting industrial and structural engineers. Mr. Hertzberg was born June



12th, 1886, in Toronto, and was educated at the Toronto public schools, St. Andrew's College (Toronto) and the School of Practical Science, University of Toronto, from which he graduated in 1905, taking a post-graduate course in 1905-6. Having spent his summer vacations on C.P.R. location work, he joined the staff of that railway in the fall of 1906 as a transit man on maintenance. He was employed in 1907 by the Trussed Concrete Steel Co., in their Toronto office, as a draftsman and designer.

In the latter part of 1907 he joined the construction staff of the Concrete Engineering Construction Co., but returned to his previous position with the Trussed Concrete Steel Co. early in 1908. A few months spent on electric railroad maintenance with the Dominion Power & Transmission Co., Hamilton, Ont., intervened prior to his appointment, in the spring of 1909, as chief engineer of the Trussed Concrete Steel Co. at that company's office in Walkerville, Ont. In 1911 Mr. Hertzberg joined the Bishop Construction Co. as Toronto manager, and in the following year became a member of the firm of James, Loudon & Hertzberg, consulting engineers, Toronto, and was engaged in structural and municipal undertakings until he joined the Engineering Training Depot at Ottawa in December, 1915. On New Year's Day, 1916, he sailed for England as lieutenant in charge of a reinforcement draft, and in England he was assigned to the 7th Field Company, Canadian Engineers. That company crossed to France in April, 1916, and Mr. Hertzberg continued with them until he was wounded in January, 1917. In Corps Orders of December 5th, 1916, he was gazetted to receive the Military Cross for his work on the Somme. Invalided to Canada in July, 1917, he became adjutant at the Spadina Ave. Hospital, Toronto, and was promoted to captain and officer commanding casualty company. He was transferred to No. 2 Service Company in July, 1918, and in September, 1918, he joined No. 16 Field Company, Canadian Engineers, at Brockville, Ont., as second in command. Mr. Hertzberg went to Siberia with No. 16 Field Company, sailing from Vancouver October 11th, 1918, and at Vladivostok he was attached to the force commanded by Major-General Elmsley. Mr. Hertzberg's company was the only engineering unit with the force, and it

was employed on water supplies, the construction and repair of barracks, the repair of roads, and other work. In April, 1919, Mr. Hertzberg was placed in command of the company, with the rank of major. Two months later he returned to Canada with the headquarters staff of the expeditionary force.

J. DUCHASTEL DE MONTROUGE, who was recently nominated for a vice-presidency of the American Road Builders' Association, has been notified that he has been elected vice-president of the Northeastern District of that association. Mr. Duchastel is a past president and director of the Canadian Good Roads Association.

WILLIAM GORE, of Gore, Nasmith & Storrie, consulting engineers, Toronto, has sailed for England on a business trip, which is to include an investigation of the latest developments in the treatment of trade wastes and sewage disposal.

J. E. MILNE, municipal engineer of Burnaby, B.C., has been selected by the Saanich municipal council, Vancouver Island, as municipal engineer for that district. Mr. Milne was in the Canadian army during the war, and since his return from overseas has been with the Burnaby municipality.

ROBERT VERITY, of Toronto, a well-known labor contractor who has supplied upwards of 100,000 men to contractors and manufacturers in Ontario during the past sixteen years, will sail for England next week in order to investigate the prospects for increasing immigration during the coming year. Mr. Verity expects to return to Canada in February.

WILLIAM R. WORTHINGTON, engineer of sewers, Works Department, city of Toronto, has resigned and will enter private practice in Toronto. Mr. Worthington is a civil engineering graduate of the University of Toronto, class of 1905. During his summer vacations, while at the university, he was connected with the Roadway Department of the city of Toronto, and after graduation he was appointed assistant sewer engineer. In 1912 he was appointed engineer in charge of the sewer section. During his tenure of office the sewer section has carried out work costing nearly \$8,000,000 and has made several reports on proposed schemes, including sewage disposal for the entire city and sewerage scheme for North Toronto. Besides the amount above mentioned, Mr. Worthington also supervised the expenditure of large sums annually for the maintenance of the entire sewerage system of the city. During the absence of F. A. Dallyn, provincial sanitary engineer, who went to Siberia last fall with the Canadian expeditionary force, Mr. Worthington acted as consulting engineer to the Ontario Board of Health.

## OBITUARY

STEPHEN PEARSON BROWN, formerly chief engineer of the Mount Royal Tunnel & Terminal Co., Ltd., Montreal, was drowned last Sunday in Sebec Lake, Maine. Mr. Brown was pulling his nine-year-old son on a sled when the ice broke under him and he sank before the boy could summon help. Mr. Brown was about forty years of age. He was a graduate of the Massachusetts Institute of Technology, and before going to Montreal had been associated with the construction of the Pennsylvania Tunnel in New York City. He went to Montreal in 1912 in charge of the Mount Royal Tunnel project and superintended the design and construction until the work slackened in 1916, when he returned to the United States as vice-president and manager of Ford, Bacon & Davis, a well-known firm of engineering contractors of New York City. Mr. Brown continued to act in a consulting capacity in regard to the Montreal terminal work for the C.N.R., and was expected in that city this month on business in connection with the C.N.R. enterprise. From 1915 to 1917 he was a member of the council of the Canadian Society of Civil Engineers. Mr. Brown was also a member of the Institution of Civil Engineers of Great Britain, the American Society of Civil Engineers and numerous other engineering, railway and scientific societies.