

PERSONAL.

Capt. G. H. BLACKADER, a member of the firm of Barott, Blackader & Webster, architects, Montreal, has been reported wounded in the recent fighting.

C. C. JOHNSTON, formerly resident engineer at London, Ont., for Chipman & Power, of Toronto, has joined the Canadian Copper Co. at Sudbury, Ont.

H. G. ACRES, B.A.Sc., hydraulic engineer of the Ontario Hydro-Electric Power Commission, has received the degree of M.E. from the University of Toronto.

W. G. CHACE, chief engineer of the Greater Winnipeg Water District, has been elected chairman of the Winnipeg branch of the Canadian Society of Civil Engineers.

Lieut.-Col. RAMSAY, engineer, C.P.R., was among those who received birthday honors conferred by King George, receiving the C.M.G. for organizing the railway construction corps.

E. HANSON, city electrical engineer, Saskatoon, Sask., recently read a paper entitled "Power Development in Saskatchewan" before the members of the Utilities Engineering Society of Saskatoon.

J. T. JOHNSTON, Assoc. Mem. Can. Soc. C.E., chief hydraulic engineer of the Water Power Branch, Department of the Interior, received the degree of C.E. from the University of Toronto last Friday.

LEONARD METCALF, consulting engineer, of the firm of Metcalf & Eddy, Boston, has been elected president of the American Waterworks Association, to succeed Nicholas S. Hill, Jr., whose term of office expired.

J. C. JOHNSTONE, town engineer, Port Alberni, B.C., now in France with the Canadian Engineering Corps, has won his commission on the field. In the latest report he expected to return to England for a short time on leave.

JOHN J. DEWHIRST, a prominent engineer and road builder of Essex County, has tendered his services to the Canadian Government to head a construction corps now being recruited to build railways, bridges and roads in the war zone.

J. A. McCULLOCH, formerly sales manager of the Manitoba Bridge and Iron Works, Limited, Winnipeg, has been appointed general superintendent of the company, to succeed Mr. E. Stewart, who has been compelled to resign owing to ill-health.

C. D. HOWE, chief engineer of the Dominion Grain Commission, will deliver an address this evening on "Terminal Grain Elevator Construction" at a joint banquet of the Regina Engineering Society and the Regina Branch of the Canadian Society of Civil Engineers.

Lieut.-Col. A. CLYDE CALDWELL, commanding Royal Canadian Engineers in the 2nd military district, has been promoted to the important post of officer administering Royal Canadian Engineers for the whole Dominion. His headquarters will be at 215 Simcoe Street, Toronto.

OBITUARY.

JOSIAH MASON, a well-known Brampton (Ont.) contractor, died recently at his home in that town.

JOHN W. MESSACAR, building contractor, passed away recently at his home in Hamilton, Ont., at the age of 59 years.

CHARLES R. SCOLES, a prominent railroad man of New Carlisle, Que., died recently in Bermuda. The deceased was born at Grantham, England, in 1856. He was connected with various railway enterprises in Eastern Canada. In 1890 he was appointed manager of the Salisbury & Harvey Railway. In 1900 manager of the Atlantic and Lake Superior Railway and in 1911 manager of the Quebec Oriental and Atlantic, Quebec and Western Railways.

S. H. REYNOLDS, M. Can. Soc. C.E., chairman of the Greater Winnipeg Water District Commission, died suddenly last Friday night in Chicago. Mr. Reynolds had seemingly been in perfect health, and it is thought that death resulted from an acute attack of heart trouble. He was appointed to the Winnipeg commission early in October, 1913, and was the first member of the commission to be appointed. At that time he was a resident of Victoria, B.C., and had been engaged for a number of years in mining pursuits. He had been assistant city engineer of Winnipeg for some years under Col. Ruttan, resigning from that position in 1907. He was elected to full membership in the Canadian Society of Civil Engineers on March 12, 1908.

DUST.

The following very good editorial appeared in a recent issue of The Ottawa Journal:—

It is time Ottawa took up in earnest the matter of oiling the roadways. This is a beautiful city, but a dirty one; and not mud but dust does the worst mischief.

Dust is bad for the lungs.

Dust is bad for the eyes and ears and nose.

Dust is bad for the skin.

Dust is bad for the temper.

Dust is bad for shop goods, and bad for shop windows.

Dust is bad for housekeeping.

Motor cars are desperate dust-producers. Dust gets back at them with grit and dirt, injures them and worries their owners.

If this dust infliction had to be endured—if there were no recourse against it—all of us could go on grumbling as we do now, and no one would be just to call us silly. Much of it does not have to be endured. Sprinkling the streets, or some of them, with oil will stop a great deal of the nuisance. Sprinkling with water stops some, of course. But sprinkling with oil is a very great deal more effective; nor is it much more expensive. It is not so expensive but that the Ottawa Improvement Commission, which is careful and sensible with its money, is able to oil the park driveways. It is not so expensive but that many cities are able to practise it.

Oiled roadways in this city would add vastly to the comfort, the health and the pleasure of the people. The Board of Control should take a real try at this question.

Mr. Paul Janoushevsky, of the Vladicaucase Railway, Russia, has been visiting Vancouver, B.C., and Portland, investigating the construction of bridges. On his return to Russia he will superintend the construction of the first direct lift bridge to be erected in that country.

The Jeffrey Manufacturing Company of Columbus, Ohio, announce the re-opening of their Northwestern Branch Office at Seattle, Wash., and the appointment of Percy E. Wright, Consulting Mechanical Engineer, as District Manager for British Columbia and Alberta.