

wise have appeared as "printing and stationery." Due to the increasing cost of supplies of all kinds, it is only natural that the expenses of the institute should show some increase. The losses on the journal will be largely overcome during the next year by increasing the annual dues by \$2.

It is possible—or at least it is to be hoped—that in regard to the general policy of the institute's journal, the members will make some change in the near future. This adventure into the publishing business has apparently not improved the finances of the institute, and it holds grave danger of tinging the conduct of the institute's affairs with a commercialism that might seriously impair the institute's

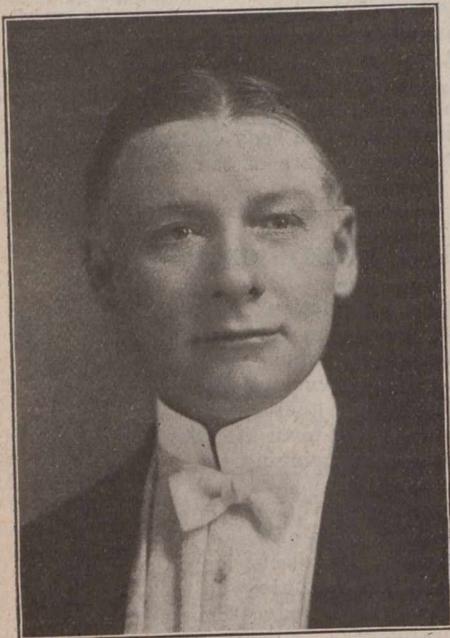
prestige, and this would be truly a calamity, for the greatest asset the institute has is its high prestige; its freedom from commercialism has been its great strength and the bed-rock of its professionalism.

Every engineer in Canada should join the Engineering Institute and help to maintain its influence and prestige. The greater its membership and the more active the interest of that membership, the surer will the institute be governed in a wise manner and in the best interests of engineering in Canada. In all of the institute's activities excepting the present policy of its journal, *The Canadian Engineer* is a staunch supporter of the Engineering Institute of Canada.

## PERSONALS

G. F. W. PRICE has been appointed city architect of Toronto, succeeding W. W. Pearse, who recently resigned in order to become business administrator of the Board of Education, Toronto. Mr. Price has been assistant city architect for several years. He joined the department about fifteen years ago in the capacity of an assistant engineer

under the late Robert McCallum, the first city architect of Toronto. Mr. Price later became inspector of the department and assistant to Mr. McCallum, and he was also chief assistant to Mr. Pearse, who succeeded Mr. McCallum. Mr. Price has had personal charge of the inspection of over \$200,000,000 worth of building construction in Toronto. During the time that he has been with the department, he has also personally conducted the legal end of its affairs. He has devoted special attention to



fire prevention, and has attended practically all the conferences on this subject in the United States and Canada. Mr. Price was born 52 years ago in Belfast, Ireland, but his parents moved to Toronto when he was a youth, and he was educated in the Toronto public and high schools, later returning to Ireland to complete his education at the Methodist College, Belfast, and the Belfast Technical School. After graduation Mr. Price returned to Canada and entered an apprenticeship with E. J. Lennox, of Toronto, and was subsequently employed as draftsman in the offices of the following firms: Edwards & Webster, Toronto; Darling & Curry, Toronto; and LeHommedeau & Son, New York. He later became chief draftsman successively for the following: W. G. Storm, Toronto; Darling & Pearson, Toronto; S. G. Curry, Toronto; Geo. Miller & Co., Toronto; and James Balfour, Hamilton. He spent 2½ years in the office of W. J. Gilleland, civil engineer, and for 4½ years was engaged as assistant engineer in the construction of the city hall, Toronto.

THOMAS E. MCCAULAY, of Calgary, has been appointed general manager of the New Brunswick Power Co., St. John, N.B.

W. J. MOORE, of Pembroke, Ont., has been appointed road superintendent of Renfrew county, succeeding J. R. McQuigge, resigned.

MAJ. A. J. MCPHERSON, of Regina, has been appointed chairman of the commission which will investigate the pro-

posed scheme for supplying Regina and Moose Jaw with water from the South Saskatchewan river.

A. W. BALDWIN, manager of the street railway at Guelph, Ont., has tendered his resignation to the city clerk, to take effect at the end of this month. Mr. Baldwin has accepted a position with a manufacturing concern.

R. MCDOWELL has been appointed engineer of Grey county, Ont. Mr. McDowell has been consulting engineer on all of the county's work for more than a year, and at the request of the roads committee of the county council, the appointment has been made permanent.

THOMAS ADAMS, town planning adviser to the Commission of Conservation and to the Housing Committee of the Dominion Cabinet, has been given permission to devote a portion of his time to private practice, and he has been retained by the Niagara Falls Park Commission and by several municipalities in California.

GILBERT H. PRATT, who was formerly chief chemist of the New York Continental Jewell Filtration Co., prior to which he was chief of the Rhode Island State Department of Health, has been appointed acting district sales representative for New York, New England and northern New Jersey for Wallace & Tiernan Co., Inc., during the absence in Europe of A. M. E. Johnstone.

HENRY A. TERREAULT, formerly connected with the government shipyards at Sorel, Que., has been appointed water works superintendent of the city of Montreal, succeeding T. W. LESAGE. Mr. Lesage will remain in the city's employ as consulting engineer upon aqueduct matters. Mr. Lesage has been connected with the water works department of Montreal for nearly 40 years, having succeeded his father in the position of superintendent.

## OBITUARIES

CAPT. DAVID KYLE, M.C., vice-president and director of the Algoma Steel Corporation, died last Saturday from pneumonia following an attack of influenza. Capt. Kyle was born in Scotland and came to Canada in 1910 as engineer in charge of the construction of the merchant mill of the Algoma Corporation, and was later in charge of maintenance. In 1912 he was appointed general superintendent, but in the fall of 1914 he went overseas. In 1917, by special arrangement with the military authorities, he was allowed to return to Canada to resume his place in the executive office of the steel company. He was 36 years of age.

JAMES ROGERS, a veteran railway contractor, died last week at his home in Montreal. Mr. Rogers was born at River Beaudette, Que. He began his career with the Grand Trunk Railway. The first contract he undertook was on the Lake Superior section of the C.P.R. as a "sub" to R. G. Reid. Later he built other sections of the C.P.R. and of the Intercolonial Railway, and double-tracked the Grand Trunk from Hamilton to Niagara Falls, and from St. Lambert to St. John's, Que. Other contracts undertaken by Mr. Rogers included a section of the Soulages canal and the Atwater bridge over the Lachine canal. For a time he was bridge inspector for the Intercolonial Railway, and was inspector for the government on the construction of the North Shore Railroad between Montreal and Quebec.