begin. For some time there has been regular passenger service between Paris and Brussels, while this week's cables tell of the inauguration of service between London and Paris. Those who have studied the situation account for the slowness of development on two grounds—the natural conservatism of capital in venturing into a new and untried field beset, apparently, by peculiar hazards, and the lack of suitable, centrally located landing fields. They do not believe that the dangers of aeroplane travel, when calmly considered, are a deterrent from the standpoint of the operating company, though the risks may tend to discourage prospective passengers. Aeroplane travel, of course, is not attended with the degree of safety of rail or even water travel, but the constant use of aeroplanes for transporting British diplomats between London and Paris, from the very beginning of the peace conference, shows the confidence of the British air service and British officials in this mode of travel. Safety measures are receiving careful study—parachute experiments, for example—and these will go far to remove the fears that the public now entertains. As to landing fields, a new civic and civil engineering problem enters here. The landing of passengers far out in the suburbs is naturally a handicap, even though automobiles are in waiting. In this respect, too, advances are to be looked for. Landing and starting in smaller areas than are now felt necessary will surely come. Incidentally, the success of the New York-Washington aeroplane mail service should not be forgotten. It gives warrant for the optimism of those who contend that there is no physical reason why a New York-Chicago passenger aeroplane service should not be in operation."

## PERSONALS

CAPT. BRUCE ALDRICH, who has been appointed as the Asphalt Association's district engineer for Canada, was born in London, Eng. He was brought to Canada at an early age and received his primary education in the public schools of Ottawa, returning later to England for further study. Again leaving England, Capt. Aldrich went to the United States and served as a volunteer in the United States army in the Spanish-American and Phillipine wars. In 1901, he joined the staff of the inspector of asphalts and cements, engineer department, District of Columbia, where he served until February, 1912, in various capacities, testing paving materials under Prof. A. W. Dow, of New York City. In March, 1912, he went to Baltimore, Md., which was then undertaking the biggest paving program in the history of that city, with expenditures aggregating nearly $15,000,000. Capt. Aldrich organized and equipped the municipal laboratory, in which were tested all the materials entering into the new paving. As inspector of asphalts he supervised the laying of more than 3,000,000 sq. yds. of sheet asphalt and bituminous concrete, having at times as many as seven asphalt plants working simultaneously. He assisted also in the inspection and construction of all vitrified brick and concrete block pavements laid in Baltimore. When the United States declared war upon Germany, Capt. Aldrich volunteered in an infantry battalion and served at the front for one year with the rank of captain. He returned to the United States last June and resumed his Baltimore position, which he has now resigned in order to accept the appointment with the Asphalt Association. The head office of the Asphalt Association is at 15 Maiden Lane, New York City. With the staff at that office, Capt. Aldrich will be in close touch, but his personal headquarters will be in Toronto. On account of the present crowded condition of office space in Toronto, he will make his headquarters at the office of the H. K. McCann Co., 56 Church St., until he can find suitable offices. It is his intention to co-operate gratuitously in every way possible with municipal officials, consulting engineers and others in obtaining the best results in the construction of asphaltic pavements of all types. His work will be impartially in the interests of all asphalt producers and his services will be equally available whatever kind or brand of asphalt may be used in the construction.

C. A. LOUNT, superintendent of water works at Cornwall, Ont., has placed his resignation in the hands of the town council.

IVAN WALKER has been appointed chief engineer of the Kitchener Water Commission to succeed his father, who has resigned.

WILLIS CHIPMAN, who designed the William Head Quarantine Station's water works system, at Victoria, B.C., recently visited that city for the purpose of testing the plant.

J. I. NEWELL, electrical superintendent, British Columbia Electric Railway, Vancouver, B.C., has taken over the hydro-electric engineer's duties, succeeding F. S. Easton, who resigned to join the Mexican Light & Power Co.

MAJOR CECIL EWART, formerly of the 8th Battalion, Canadian Railway Troops, is now engaged in locating a line from the Pacific Great Eastern Railway at Clinton, B.C., to Ashcroft, B.C., for the Department of Railways of British Columbia, of which department F. C. Gamble is chief engineer.

GEO. H. BRYSON, city engineer of Brockville, Ont., intends to resign in order to become manager of the Brockville Highway Construction Co. Mr. Bryson is financially interested in this company, which has just secured a large contract for penetration bituminous road construction for the province of Ontario.

CAPT. LUCIUS A. FRITZE has become associated with the technical staff of Wallace & Tiernan Co., Inc., of New York City, manufacturers of chlorine control apparatus. Capt. Fritze, who was sanitary officer of the Rainbow Division, U.S. Army, after the armistice, was assigned to the office of the Surgeon-General in Washington, and while there prepared a history of the Sanitary Corps of the A.E.F. Capt. Fritze will be the manager of a new office which Wallace & Tiernan Co. are opening at Kansas City, Mo.

## OBITUARY

THEODORE COOPER, one of the continent's leading bridge engineers, died August 24th, in New York City, at the age of 80 years. He began private practice in 1879. His name became universally familiar through his system of locomotive and train loadings for bridge design. Composed of a wheel system representing the heaviest locomotives of that time, followed by a uniform load whose amount in pounds per foot bore a simple relation to the driving-axle load, this system proved so convenient, and was so excellently adapted to modification for increasing weight of trains and engines by simple multiplication, that it quickly won a commanding position, and for many years has been the almost universal standard for railway-bridge design. Mr. Cooper was born at Cooper Plains, N.Y., and was a graduate of Rensselaer Polytechnic Institute.