

slabs in the Edison buildings offered a more effective resistance to collapse, even were the working strengths temporarily reduced."

Mr. Mylrea concludes that it would be incorrect to demand excessive fireproofing simply because one building collapsed under unusual fire conditions. "If a fire is of sufficient intensity and duration to heat a nine-inch floor slab through," he says, "it is evident that even four and one-half inches of fireproofing would have availed nothing. * * * The wiser course would be to have just such an amount of fireproofing as would prevent the steel from being overheated in an ordinary blaze."

The newspaper reports of the fire and the views of the insurance companies' engineers and inspectors confirm Mr. Mylrea's opinion that the Peterborough fire was unusually severe, so there would seem to be no reason for considering it a sign of any deficiency in the flat-slab type of construction.

PERSONAL.

J. W. ADAMS has been re-appointed acting city engineer of Chatham, Ont.

A. R. McVICAR, of Brantford, Ont., has been appointed county roads superintendent for Brant County.

E. W. MOORE, of Cleveland, Ohio, has been elected president of the Street Railway Company, London, Ont. Mr. Moore is a former Londoner.

Lieut. COULSON N. MITCHELL, Jr., a 1912 engineering graduate of Manitoba University, was recently awarded the Military Cross for bravery in action.

R. W. MacINTYRE, of Victoria, B.C., has been appointed supervising engineer of construction work now being done on the Pacific Great Eastern Railway.

JOHN H. BUNTING, who for the last four years has been joint manager of Bruce Peebles & Co. Limited, Edinburgh, Scotland, has been appointed general manager of the company.

W. G. MURRIN, who since April, 1913, has been acting as general superintendent of the British Columbia Electric Railway, with headquarters at Vancouver, is now assistant to the general manager, George Kidd.

THOS. TAYLOR, designing engineer of the Bloor Street Viaduct, Toronto, gave an address before the Engineers' Club of Toronto last evening on the design and construction of the viaduct. His remarks were illustrated by lantern slides. Mr. Taylor's address was supplemented by remarks by other engineers connected with the work.

Major HAROLD L. TROTTER, formerly a partner in the Henry Holgate firm of consulting engineers, Montreal, is in command of a field company, Canadian Engineers, and has been in action at the Somme. Major Trotter graduated with honors in 1903 at the Royal Military College. He is a son of Col. W. C. Trotter, president and general manager of the Standard Clay Products Co., Limited, St. Johns, P.Q.

Another son of Col. Trotter, Major CLIFFORD T. TROTTER, is also at the Somme. At the outbreak of war he was engineer in charge of construction at the Standard Clay Products plants at New Glasgow, N.S., having designed and built the company's large sewer pipe factory at that place. He graduated at the Royal Military

College in 1907 and later received the degree of B.Sc. at McGill University. He went overseas as a captain in March, 1915, and after being engaged in severe fighting on the Ypres salient was mentioned in despatches by Sir Douglas Haig and was promoted to be senior major of a division of engineers, having command of a field company.

OBITUARY.

J. G. TAYLOR, general superintendent of the C.P.R. for Saskatchewan from 1912 to 1916, died recently in Edmonton, aged 55.

JOHN JOYCE, one of the founders of the Shawinigan Water and Power Company, died at his home in Boston recently. Mr. Joyce was a director of the company for many years.

Lieut. J. W. BOYD, formerly employed as an engineer by the Toronto Harbor Commission, has died of wounds received in active service. Lieut. Boyd was born in Stratford, Ont., and educated in Toronto.

J. G. MACKLIN, M.Can.Soc.C.E., who six years ago left Canada to reside in England, failing health obliging him to seek a milder climate, died on February 5th. An Englishman by birth and education, Mr. Macklin came to Canada as a young man, and began his professional career in association with the late Col. Sir Casimir Gzowski, of Toronto, on the construction of the cantilever bridge spanning the Niagara River. Later he was employed by the Grand Trunk Railway Co. in building a branch line between Ottawa and Prescott, his headquarters being then at Ottawa. Subsequently, he organized the Midland Division of the Grand Trunk Railway and resided in Peterborough as chief engineer of that division for many years. The last important work on which he was engaged was the planning and construction of the dam in connection with the power plant on the Richelieu River, at Chambly, P.Q. Mr. Macklin was a member of the Canadian Society of Civil Engineers from its inception. He is survived by his widow, a daughter and a son, 1st Lieut. F. C. A. Macklin, Royal Engineers.

WILLIAM LYON MACKENZIE, bridge engineer for the Canadian Northern Railway, died at his home in Winnipeg on February 8th, aged 57 years. Mr. Mackenzie formerly was connected with the C.P.R. and Grand Trunk Railways in an engineering capacity and for twelve years had charge of all bridges on the Canadian Northern from Lake Superior west. He was a native of the township of South Dumfries, South Waterloo, Ont., and after attending Galt Collegiate Institute he was graduated as a civil engineer at Toronto, since which time he had a large and varied experience in railroad location and construction work. The first work to engage his attention was the building of the Canadian Pacific Railway from Toronto west through Galt and Woodstock and eastward via Peterborough to Smith's Falls, also the main line through North Bay. His services with the Canadian Pacific terminated with the completion of the Crow's Nest branch in 1899, when he joined the engineering staff of the Canadian Northern Railway. Mr. Mackenzie was a member of the Canadian Society of Civil Engineers, and 1917 chairman of the Manitoba branch. He formerly made his home in Galt, Ont., where his family resided for some years before moving west about ten years ago. He is survived by his widow, one son and two daughters.