

the country and a systematic development of them would do more to solve these problems than anything else.

"The United States," he said, "has been called the most wasteful of nations, but a survey of conditions in Canada shows that she is pre-eminent in this respect, a pre-eminence of which she has no reason to be proud. Canada is now trying to adjust herself to post-war conditions, but it must be borne in mind that wasteful methods of developing or utilizing her natural resources will prove a fatal handicap."

PERSONALS

MAJOR G. L. RIDOUT, who last week opened an office in Toronto as a construction engineer, graduated in 1907 with honors in engineering at the Royal Military College, Kingston. After a season as structural draftsman in the bridge engineering office of the Canada Foundry Co., he undertook field engineering with the same company on steel bridge erection. From 1908 to 1910, inclusive, he made surveys and prepared reports on bridge sites and erection plans in



connection with replacing old spans while maintaining traffic on the Canadian Pacific western lines, the National Transcontinental, the Timiskaming and Northern Ontario, and the Canadian Northern Ontario and Quebec lines. In 1910 Mr. Ridout undertook a sub-contract for erection of special steel towers for canal crossings and Toronto entrance for the Hydro-Electric Power Commission's transmission line, and the following year

became resident engineer and superintendent of construction on the first 37-mile section out of Montreal of the Shawinigan Power Co.'s 110,000-volt transmission line. From 1912 to 1914, he was engaged in reinforced concrete construction with a well-known contracting firm, designing and erecting construction plant. In August, 1914, Mr. Ridout secured a commission in the Canadian Engineers and proceeded overseas with the first contingent. The following January he was commissioned in the Royal Engineers and was sent to France with the rank of lieutenant. In February, 1916, he organized a skilled railway construction company from men selected from the trenches, and he was commanding officer of this unit, at first with the rank of captain and later with that of major, until a month after the armistice. Most of the work of the unit was on the location and construction of standard-gauge railways, although seven months were spent in the construction of light railways through Elverdinghe, Boesinghe, Pilkem and Langemark. Major Ridout was mentioned in despatches and later was awarded the military cross. Under his command, his company reconstructed the main line of the Nord Railway to Lille, and the speed with which this particular work was carried out received special mention in Sir Douglas Haig's Victory Despatch.

LIEUT. ERNEST O. EWING has returned from overseas and has resumed his position with the firm of James, Loudon & Hertzberg, Ltd., consulting engineers, Toronto.

HAROLD R. WATSON has been engaged by James, Loudon & Hertzberg, Ltd., consulting engineers, Toronto, to take charge of a newly-established architectural department. It is the intention of the firm to engage in general architectural practice, but they will specialize in the architectural work of engineering structures.

E. A. CLEVELAND, consulting engineer, Vancouver, B.C., has discontinued private practice to accept an appointment as consulting engineer to the provincial government, particularly in regard to the development of the Southern Okanagan Lands recently purchased by the government for soldier and general land settlement.

A. J. MACDOUGALL, mechanical engineer of the Toronto Power Co., has resigned to accept the vice-presidency of the newly-incorporated National Electro-Products Co., Ltd. His successor is C. SPENCER, who was formerly in South America for interests associated with the company, and latterly in the American Army. Mr. MacDougall will build a plant in Toronto for the manufacture of oxygen by the electrical process.

A. G. WILKINS AND C. LAURENDEAU have joined the engineering staff of the General Supply Co. of Canada, Ltd., Ottawa. Mr. Wilkins is an engineering graduate of McGill University, and Mr. Laurendeau, of Laval University. Mr. Wilkins will look after the Wallace & Tiernan installations in Ontario, while Mr. Laurendeau will look after those in Quebec. The General Supply Co. of Canada, Ltd., are the Canadian agents for the Wallace & Tiernan Co., Inc., of New York City, and the growth in the number of installations of W. & T. chlorinators for water and sewage disinfection, have necessitated this increase in the staff in addition to J. Van Benchoten, who remains as chief engineer of the company's chlorinator department, with headquarters at Ottawa.

OBITUARY

ROBERT E. MILLIGAN, general manager of the New York Continental Jewell Filtration Co., died February 25th at his home in Newark, N.J. Mr. Milligan had not been in very good health for the past two years, and about February 1st, he became ill with pleurisy, from which he was unable to survive. Mr. Milligan was born November 8th, 1867, in St. John, N.B., and was educated in the public schools of that city. He attended the New York College of Pharmacy, from which he graduated in 1889 and became chemical engineer for the Continental Filtration Co., of New York. He was in charge of the company's work in St. Louis, and represented it in experiments at Pittsburg, subsequently constructing a number of filtration plants. In 1900 he became associated with the New York Continental Jewell Filtration Co. as chief engineer. In 1902 he was appointed assistant general manager, and the same year was awarded the Octave Chanute Medal (for mechanical engineering) by the Western Society of Engineers. In 1907, he was appointed general manager of the company. He was also a director of the National Water Main Cleaning Co. and the Continental Heater Corporation. He was past-president of the Water Works Manufacturers' Association, and a member of the American Society of Civil Engineers, American Water Works Association, Western Society of Engineers and Royal Society of Chemical Industry. He was well known in municipal and consulting engineering circles, and his funeral was very largely attended by men prominent in the water works field.

Following were the tenders per net ton, f.o.b. Hamilton, war tax and duty paid, for asphalt, opened last week by the Board of Control of Hamilton, Ont.:—Imperial Oil Co., \$24.25 in packages, \$19.25 in tank cars; Atlantic Refining Co., \$25.59; Asphalt & Supply Co., \$28.95 in packages, \$25.90 in tank cars; U.S. Refining Co., \$33.75; Texas Co., \$34.28 in packages, \$29.79 in tank cars; Barber Asphalt Co., \$59.66.