

to the intense heat of the process and the resulting fumes precipitated by electric discharges. All these sources of supply have, however, proved utterly inadequate to meet the great demand of the industries.

Soda, on the other hand, is produced from salt, the ordinary table salt, great natural deposits of which are to be found in different parts of the country. There is one immense bed 30 feet to 100 feet thick underlying Michigan, Ohio and Western New York at depths ranging from 1,000 to 3,000 feet, which give an inexhaustible supply for the production of soda. Salt refining and salt products will be on exhibition at the chemical meetings in the Grand Central Palace from September 25 to 30.

Germany has built up a great glass industry just as she has built up a great dyestuffs industry, producing certain qualities of glass that were formerly the despair of chemists to imitate. Nearly all the lenses for microscopes, telescopes, field glasses, cameras, etc., and almost all the glassware suitable to special chemical purposes have been produced in Germany. The Jena glassware is famous throughout the world as the acme of perfection, and it is only within the last two years that certain American glass chemists have succeeded in producing its equal. Glass for chemical use the equal of that produced in Jena is now made in the United States, thus putting America in a position of economic independence in another great field of industry.

Our readers are respectfully referred this week to the department in *The Canadian Engineer* known as "The Engineer's Library." This is the season of the year when many engineers give some consideration to the matter of their fall and winter reading, and in this connection we would suggest to them to read The Engineer's Library this week with some care, because it contains reviews of many of the very latest engineering titles, these reviews having been written by men who by reason of their observation and experience are well qualified to do so.

This department also contains the reviews of trade literature, reports of public bodies, etc., and many good suggestions are often to be found in engineering trade literature publications.

PERSONAL.

A. E. HALL has been appointed superintendent of the mines and mill of the Sable River Copper Company, Massey, Ont.

C. J. YORATH, city commissioner, of Saskatoon, Sask., is reported to have been offered, and it is believed he will accept, a captaincy in the Canadian Engineers.

DUNCAN CAMPBELL, general manager in British Columbia for the Canadian Northern Railway Co., is reported ill in the hospital at Kamloops, B.C. He is now believed to be out of danger.

F. W. W. DOANE, city engineer of Halifax, N.S., was elected first vice-president for Nova Scotia of the Union of Canadian Municipalities at the recent annual convention held in Montreal.

E. W. PATTERSON, of the engineering staff, Point Grey, B.C., has enlisted for overseas service with the Foresters' Battalion. He has been in the municipal employment for the past five years.

E. P. COLEMAN, general manager of the Dominion Power and Transmission Company, Limited, of Hamilton, Ont., was elected president of the Canadian Electric Rail-

way Association at its meeting July 26 and 27 at the Royal Canadian Yacht Club, at Toronto.

Lieut. R. FRASER ARMSTRONG, engineer of waterworks and sewers of St. John, N.B., has left for Petawawa to join the 58th artillery, which is expected to sail soon for overseas service. He will be temporarily succeeded by FRANK McINNIS, who for the past thirty years has been chief engineer of the waterworks department of Boston, Mass. Mr. McInnis is a native of Fredericton and a graduate of the University of New Brunswick.

Capt. A. R. KETTERSON, who recruited half of the No. 1 Construction Battalion in Montreal district in six weeks, has now been appointed adjutant of the battalion, which is at Valcartier. Capt. Ketterson is a graduate civil engineer of Glasgow, Scotland, and before coming to Canada was connected with the firm of A. Findlay & Co., bridge builders, Motherwell, Scotland, first as draughtsman and then designer of steel structures. He was also for three years assistant to the late C. R. Bonn, of Babbie & Bonn, civil and consulting engineers, Glasgow, Scotland—engaged in the design of structures and foundations and in personal charge of the work in the field. Since coming to Canada he has been for nine years with the Canadian Pacific Railway, the first two years as bridge inspector, then draughtsman, then assistant engineer, bridge department, Montreal, and for the last three years assistant engineer at Winnipeg, representing the bridge department, Montreal, on western lines. He is an associate member of the Canadian Society of Civil Engineers, and an associate of the Royal Technical College, Glasgow, Scotland. Prior to joining the No. 1 Construction Battalion he had military experience, having been for four years in the Argyle and Sutherland Highlanders (Territorial Forces) in Scotland.

OBITUARY.

J. A. DAVIS, a former Winnipeg contractor, died recently at the age of 83.

R. M. W. McLAREN, secretary and managing director of the D. K. McLaren Company, of Montreal, and with offices in Toronto, passed away on August 20 in Montreal in his 40th year.

Hon. EDGAR DEWDNEY, former lieutenant-governor of British Columbia, died recently at his home in Victoria, B.C. He was born and educated in Devonshire, England, and immigrated to British Columbia in 1859, being employed by Sir James Douglas and Colonel Moody in the laying out of New Westminster. He spent many years practising his profession of civil engineer in building roads through the country, and was responsible for the completion of the Dewdney Trail from New Westminster to the eastern boundary of the province, in 1865.

An important Russian-American enterprise, organized with the principal object of the construction of railways and the exploitation of motive and water-power in Russia, has been put on foot, according to the semi-official Russian News Agency. In line with this undertaking, the Russian-American Chamber of Commerce is planning an exposition of American manufactures which will be held in Moscow.

The increase of railway mileage in Canada for the year ending June 30, 1915, was 4,787 miles, bringing the total railway mileage of the Dominion up to 35,582 miles. The increase during the last 12 years has been 87 per cent. In addition to the lines completed there were, on June 30, 1915, 1,161 miles of railway contracted for and 432 miles completed, but not yet classified as under operation.