

## COAST TO COAST.

**Halifax, N.S.**—The work of constructing the new No. 2 terminal pier at Deep Water has commenced. The construction, which is in charge of the Nova Scotia Construction Company is very interesting. At present concrete piles of 11 to 23 tons in weight are being driven into the sea bottom by a 16-ton steel hammer; 1,818 of these piles are necessary for the foundation of the pier.

**Detroit, Mich.**—The Great Lakes Engineering Works will construct three great steel car ferries for the Grand Rapids and Northwestern Railway to be used on Lake Michigan between Ludington and Manitowoc. The probable cost will be in the neighborhood of \$1,500,000, and the boats will be built on the same style as the SS. Astabula, of the C.P.R. Company, but with a length of 350 feet.

**Edmonton, Alta.**—The provincial telephone system yielded a net profit of \$62,283 for 1912. During the last six years the net profits have been \$407,582. Premier Sifton reported that \$2,000,000 will be spent to increase and extend the telephone system until every farmer and resident is accommodated with this utility, which is almost as necessary as railroads.

**Montreal, Que.**—Mr. Jos. Irving, in company with Hon. Clifford Sifton, is in London enlisting the support of English capital in the formation of the International Cement Company, of Hull, which was temporarily abandoned last spring. The company proposes to use a new process in the manufacture of cement and to have a capitalization of \$10,000,000.

**Montreal, Que.**—The Canadian Ice Company, which is incorporated under a federal charter for \$500,000, is doing its utmost to obviate the threatened ice shortage. Additional storage buildings are being built.

## TORONTO UNIVERSITY ENGINEERING SOCIETY ANNUAL DINNER.

Thursday evening, February 13th, witnessed the twenty-fourth annual dinner of the Engineering Society of the University of Toronto, held at McConkey's, King Street West, Toronto. The affair was a general success, the attendance altogether being nearly three hundred members and guests. The programme of the evening had been arranged with care, and all present seemed to appreciate and enjoy it. Mr. J. E. Ritchie, the president of the Society, had the chair. The speakers of the evening were: Sir Edmund Walker, chairman of the Board of Governors of the University; Dr. R. A. Falconer, president of the University; Dean Galbraith; Dr. W. H. Ellis; Mr. David Molitor, consulting engineer and designing engineer of locks and dams of the Panama Canal, three years professor of Civil Engineering at Cornell University; Messrs. J. B. and J. W. Tyrrell; Mr. J. S. McCannell, president and general manager of the Milton Pressed Brick Company; Mr. J. L. Morris, the oldest graduate of the "School," and Messrs. T. V. McCarthy, D. A. Mutch and F. C. Mechin. Excellent music was supplied throughout the evening by the Science orchestra and the Science octette and others. The menu cards, of admirable and original design, were furnished by the Eugene Dietzgen Company.

Class '09 of the Faculty of Applied Science of the University of Toronto held a re-union dinner at the St. Charles in Toronto, Friday evening, February 14th. Over sixty members of the class were present on this occasion. Mr. W. D. Black, the toast master, was unanimously elected president for the ensuing three years.

## PERSONAL.

RAY R. KNIGHT, recently appointed city engineer of Fort William, has left for that city.

JAMES G. LINDSAY, engineer and waterworks manager of Belleville since April, 1908, has resigned his position.

MR. JOS. D. EVANS has resigned his position as chief engineer of the Montreal Tramways Company to become construction manager of the Electric Bond and Share Company, of New York City.

MARCIL PEQUEGAT, honor graduate of '08 and instructor of drawing of the School of Practical Science, Toronto, has been appointed city engineer of Berlin, Ont. Forty applications were received for the position.

MR. ALVIN SCHLARBAUM, B.A.Sc., has severed his connection with Messrs. Smith, Kerry and Chace, as assistant engineer on the Healey Falls development, to accept the position of hydro-electric engineer for the Riordon Pulp and Paper Company, Limited, of Hawkesbury and Merritton, Ont.

H. T. HAZEN, government engineer in charge of the Hudson Bay Railway terminal at Port Nelson, has arrived in Winnipeg after completing the 700-mile journey from the mouth of the Nelson River. On Mr. Hazen's report will depend the Minister of Railways' decision on the location of the Hudson Bay port.

MONSIEUR J. M. F. de PULLIGNY, ingenieur en chef des Ponts et Chaussees, et Directeur, Mission Francaise d'Ingenieurs aux Etats-Unis, New York City, on February 11th delivered an illustrated lecture on "The Public Service of Roads in France," before the graduate students in Highway Engineering at Columbia University.

MR. ALFRED STILL has resigned his position as chief electrical engineer to the mines department of the Algoma Steel Corporation of Sault Ste. Marie, Ontario, Canada, to take charge of the courses in electrical design at the School of Electrical Engineering, Purdue University, LaFayette, Indiana. Mr. Still, who is a member of both the British and American Institutes of Electrical Engineers, has made a special study of hydro-electric developments and long-distance transmission of electric energy. He has lately returned from a trip to Denver, Salt Lake City, and San Francisco, where he has visited many of the important power systems.

## OBITUARY.

MR. WM. JOHNSTON SPROULE, M.E., died at his home at St. Lambert, Que., February 6. The deceased was a member of the Canadian Society of Civil Engineers and was connected with the Montreal harbor commissioners for 30 years as assistant engineer, retiring two years ago.

GEORGE WILLIAM MAYNARD, mining engineer, who introduced the Thomas basic steel process into the United States, and who had been widely known in the West and abroad as a consulting engineer, died at Boston, Mass., on February 13. His home was in New York, where he was born in 1839. He was one of the original members of the American Institute of Mining Engineers.

JOHN FRITZ, one of the best-known mechanical engineers in the United States, died at the age of ninety years at his home in Bethlehem, Pa., on the 13th inst. Among other positions of responsibility held at various times by Mr. Fritz were the general superintendency of the Cambria Iron Works, at Johnstown, Pa., and the general superintendency of the Bethlehem Steel Works. In 1864 Mr. Fritz built a rolling mill at Chattanooga, Tenn., for the United States Government, and in the years that followed he was an active