

PERSONALS

J. C. REILLY, who was recently appointed acting general secretary of the Association of Canadian Building and Construction Industries, was born September 10th, 1881, in Toronto. He received his primary education at the Clinton St., Manning and Ryerson public schools, Toronto, and after two years in a law office and seven years with R. G. Dun &



Co., he entered McGill University to study arts and theology. Mr. Reilly graduated from McGill in 1910, and became assistant at the St. James' Methodist Church, Montreal. Two years later he resigned in order to pursue further theological studies at the Harvard Divinity School, Boston. During the war he was overseas with the Y.M.C.A., returning in July this year. Mr. Reilly seems to have liked building construction as well as theology, as he was employed in

various capacities by building contractors and architects during the summer vacations throughout his college courses. He was timekeeper, foreman, etc., on various large construction jobs in Montreal, including the McGill Engineering building. He has decided not to return to the ministry at present, and it is expected that his appointment as permanent secretary of the Association of Canadian Building and Construction Industries will be confirmed at the next annual conference of the association, which will be held the week of January 26th, 1920, in Ottawa.

J. A. DUCHASTEL, city engineer of Outremont, Que., and past president of the Canadian Good Roads Association, has been nominated as one of the vice-presidents of the American Road Builders' Association.

A. W. SWAN, assistant advertising manager, Canadian Ingersoll-Rand Co., Ltd., Sherbrooke, Que., has resigned in order to accept an appointment as assistant secretary of the Engineering Institute of Canada, with headquarters at Montreal.

DR. ERNST STEINER, a member of the Swiss political and trade mission to the United States, is in Canada for the purpose of investigating our hydro-electric developments. Dr. Steiner has visited Niagara Falls twice and expects to go to Montreal and Winnipeg. He is a graduate of the polytechnic school at Zurich and is in private practice as a civil engineer. In an interview with *The Canadian Engineer*, Dr. Steiner stated that the Queenston-Chippawa development will be the greatest in the world at the time of its completion.

OBITUARY

J. E. SIROIS, president of the Corporation of Quebec Land Surveyors, died recently at his home in St. Anne de la Pocatière, Que., aged 61.

The firm of C. H. & P. H. Mitchell, Toronto, has been consulted by the Nova Scotia Power Commission with a view to definite action at an early date.

Letter to the Editor

RULES FOR DRAFTING PRACTICE

Sir,—In reading the rules for drafting practice, by H. N. Savage, published in your issue of October 16th, I note that the dimensions of the drawings are somewhat similar to those originated by L. L. and P. N. Nunn for the Ontario Power Co. during the construction of the No. 2 pipe line. Each size is designated by a letter and the dimensions are multiples of letter size, as follows:—

Letter.	Out to Out.	Inside Border Line.
L	8½ by 11 ins.	8 by 10½ ins.
M	11 by 17 ins.	10¼ by 16¼ ins.
A	17 by 22 ins.	16 by 21 ins.
B	22 by 34 ins.	21 by 33 ins.
C	34 by 44 ins.	32½ by 42½ ins.
D	34 by (44+) ins.	32½ by [(44+)—¾] ins.

GERALD HAMILTON.

Niagara Falls, Ont., October 21st, 1919.

CORRECTION

IN the report of the meeting held by the Toronto branch of the Engineering Institute of Canada for the adoption of a schedule of salaries, qualifications, etc., for engineers, the following paragraph appeared on page 397 of last week's issue of *The Canadian Engineer*:—

"After Mr. Clark had read the schedule in regard to railway work, Mr. Harkness inquired regarding the present rate of pay received by railway brakemen, and was informed by Mr. Clark that it amounts to between \$300 and \$330 per month."

Mr. Clark calls attention to the fact that the rate of pay mentioned by him is that received by railway freight conductors. Mr. Harkness had inquired regarding brakemen, but Mr. Clark's reply did not refer to brakemen's wages.

Pion & Grothe, contractors, have asked the city of Montreal to arbitrate their claims with regard to the construction of the Lasalle bridge, and have instructed F. C. Laberge to act for them. The city council recently decided to settle the claims in accordance with the Act passed by the provincial legislature.

Following is a partial list of Canadian patents recently issued through the agency of Ridout & Maybee, Toronto: Edward B. Killen, vehicle spring suspensions; Fred L. Rapson, lifting jacks and the like for use on motor, road and other vehicles; Woodington & Young, abrasive wheel; J. Stone & Co., Ltd., valves for fluid pressure systems adapted for operating bulkhead and like doors; Farm & Dairy Machinery Co., pneumatic valve actuating devices.

A public meeting of the North Atlantic Division of the National Highway Traffic Association will be held at the Automobile Club of America, 247 West 54th St., New York City, at 8 p.m., November 7th. The program includes the following: Progress report of committee on "Sign Posting for Detours and Through Routes in Municipalities," by Elmer Thompson (chairman), secretary, Automobile Club of America; "Present Status of Impact Tests on Roadway Surfaces," by A. T. Goldbeck, testing engineer, United States Bureau of Public Roads; "Motor Vehicle Traffic which Requires the Use of Cement-Concrete Foundations," by W. G. Thompson, state highway engineer of New Jersey; "Relation of the Motor Truck to the Railroad," by C. W. Reid, manager, Transportation Bureau, Federal Highway Council. Dinner will be served in the grill room of the club at 6.30 p.m. The public is invited to attend both the dinner and the meeting. Dinner reservations should be addressed to Elmer Thompson, 247 West 54th St., New York City.