

feasible as a business proposition, as against the cost of steam power, to the extent that the amount of water power which is yet undeveloped amounts to millions of horse-power. Herein lies the peculiar adaptability of the policy of conservation as applied to the use of water for hydro-electric power purposes: the utilization without loss of one natural resource and the saving from loss of another.

Because it is inexhaustible, and because its use replaces that of another and exhaustible natural source of energy,

water power is the most potent of all natural resources as a subject and agency of conservation. In the case of a limited, exhaustible and rapidly diminishing supply of a natural resource, such as that of coal, the forces of conservation should be directed to the prevention of use, as far as consistently possible. But the correct view of conservation inevitably leads to the demand that, in the case of water powers, there shall be encouraged and promoted the greatest and most immediate use possible.

PERSONALS

MARCEL PEQUEGNAT, who was recently appointed superintendent and engineer of the water commission of Kitchener, Ont., was born in that city on April 27th, 1886. He was educated at Kitchener Collegiate, and received his technical training at the School of Practical Science, Toronto, from which he graduated in civil engineering in 1908. The following year he obtained his degree of B.A.Sc., and returned to the S.P.S. as a demonstrator, retaining this position until 1913. The summer vacations during his undergraduate association with the S.P.S. were spent in Kitchener as assistant to the city engineer, carrying out public improvements. In the summer of 1910, Mr. Pequegnat supervised the construction of pavements in Kitchener, and two years later, he filled the post of resident engineer for the Kitchener water commission.



Obtaining his O.L.S. certificate in 1910, and the D.L.S. certificate the following year, Marcel Pequegnat occupied the summer of 1911 in carrying out a D.L.S. contract in Manitoba. He has retained close connection with Kitchener municipal works from 1913 to the present date. He held the position of assistant city engineer until 1917, then devoted part time to carrying out city surveys from 1917-1919, and was appointed to his present position at the beginning of this year.

DR. GEO. H. FIELD has been reappointed medical health officer of Cobourg, Ont.

W. E. CROUSE, of Toronto, has been appointed town engineer of Paris, Ont.

JOHN BINGHAM has been elected chairman of the Ottawa Suburban Road Commission.

HENRY V. MACKSEY has been elected president of the New England Water Works Association.

SIR HENRY K. EGAN has resigned as chairman and also as a member of the Ottawa Improvement Association.

WILLIAM KIRK THOMPSON, of Toronto, has been appointed engineer clerk, Department of the Interior, Ottawa.

T. R. DEACON, of the Manitoba Bridge & Iron Works, has been elected vice-president of the Manitoba branch of the Deep Waterways Association.

W. R. ROBERTSON, formerly superintendent of the Windsor and Walkerville Electric Railway, has been given charge of all Hydro radials by the Hydro-Electric Power Commission of Ontario.

A. T. MCGILL, formerly assistant superintendent of the Niagara, St. Catharines and Toronto Railway, has been appointed manager of the Windsor and Walkerville Electric Railway, recently taken over by the Hydro-Electric Power Commission of Ontario.

J. J. TRAILL, B.A.Sc., assistant professor in hydraulics of the University of Toronto, has resigned to take a position in the hydraulics department of the Hydro-Electric Power Commission. Prof. Traill has been on the staff of the Faculty of Applied Science for fourteen years, during which time, as a result of his constant readiness to do all in his power to help the students, his unfailing courtesy, coupled with his knowledge and experience in hydraulics, he has risen high in the esteem of his colleagues and his students.

OBITUARY

A. L. HERTZBERG, who recently retired from the position of district engineer, Ontario district, Canadian Pacific Railway, whose retirement was announced in *The Canadian Engineer*, January 8th, died at his home 151 Evelyn Ave., Toronto, Ont., on Saturday, January 31st, 1920. Mr. Hertzberg was born 65 years ago in Horten, Norway, the son of Col. L. H. Hertzberg of the Norwegian Royal Engineers. Mr. Hertzberg was educated at Horten and at Gothenburg University, Sweden. He came to Canada in 1881 and joined the Credit Valley railroad as assistant engineer. Two years later that railroad was taken over by the C.P.R. and Mr. Hertzberg soon became division engineer at Toronto, and was later promoted to the rank of district engineer. He was vice-consul at Toronto for Norway and Sweden from 1894 until 1905. Mr. Hertzberg became a member of the Canadian Society of Civil Engineers in 1888. He has three sons all of whom are engineers: Col. H. F. H. Hertzberg, commandant of the Canadian Engineers at Halifax, N.S.; C. S. L. Hertzberg, consulting engineer, Toronto; and O. P. Hertzberg, resident engineer, C.P.R.

A few days ago John V. Gray, of the John V. Gray Construction Co., Ltd., was accorded a genuine surprise when members of the staff presented him with a gold watch, suitably inscribed. Mr. Gray was visibly affected by this expression of goodwill on the part of his staff and made a fitting reply. The presentation was made on behalf of the employees by Mr. Lister. Announcement of the removal of the offices of the company to larger and more suitable quarters will be found on another page of this issue.

Survey work on the international bridge across the Detroit river has been commenced by a private corporation. According to Charles Fowler, of New York, associate of Gustave Lindenthal, bridge engineer, the structure will be the longest and the heaviest of its kind in the world, and will take four years to construct. Present plans call for two railway tracks, two roadways and two sidewalks. Revenue will be derived by the corporation behind the venture from tolls levied on freight and passenger trains, vehicular and pedestrian traffic. The Canadian entrance to the bridge will be in Sandwich, where the Huron Line road meets the river, near Assumption College, while the American entrance will be between 22nd and 23rd Streets, Detroit.