

The only objection from an engineering standpoint that Mr. Tye takes to crossing the river at its mouth, is that for a considerable distance the interswitching trains must back up, and that this is objectionable in the winter. Exactly how insuperable this difficulty is, Mr. Tye does not say. He also refers to interference with navigation, but this could be obviated, at considerable expense, he intimates, by the construction of a bascule bridge instead of a swing bridge. "This route is economically justifiable as a whole," states Mr. Tye, but he estimates that the railways would lose about \$1,500 a year as a result, at full switching charges. This crossing, however, has the decided advantage that it confines the railways entirely to the industrial districts, where they belong, keeping them out of the mercantile and residential sections.

Mr. Tye frankly makes it plain that he does not try to place any monetary value upon this advantage, which is a matter of civic convenience, esthetics and town planning. But the citizens of Owen Sound, expecting their city to grow and to become better able in the future to support, even at an annual loss, enterprises that are of benefit to the city as a whole, will no doubt take these items into serious consideration. Mr. Tye evidently expects them to do so, inasmuch as he carefully points out the very great disadvantages—from a community standpoint—of the plan that he recommends mainly for economical reasons.

Would it not be well for the officials of Owen Sound, before finally deciding this very vital question, to consult Thomas Adams, the town planning adviser to the Dominion government, or some other town-planning authority, regarding possible disastrous effects that any one of the various proposed plans might have upon the future growth, beauty, comfort, assessed valuation and general welfare of their city?

ENGINEERING INSTITUTE ELECTIONS

At a meeting of the Engineering Institute of Canada held July 22nd in Montreal, the following elections and transfers were announced:—

Members.—H. W. Buck, Hewlett, N.Y.; A. R. Chambers, New Glasgow; G. P. Cole, Montreal; F. O. White, Temiskaming.

Associate Members.—J. R. Black, Sault Ste. Marie; J. L. Charles, Toronto; F. W. Clark, Niagara Falls; G. A. Colhoun, Hamilton; C. D. Dean, Toronto; L. L. Jacobs, Sault Ste. Marie; A. C. Loudon, Montreal; H. D. Maccaulay, St. John, N.B.; J. A. H. Marchand, Three Rivers; E. S. Martindale, Ottawa; H. R. McClymont, Toronto; C. R. McColl, Sandwich, Ont.; W. L. McFaul, Sault Ste. Marie; H. B. Pickings, Halifax; F. L. Richardson, St. John, N.B.; K. G. Ross, Sault Ste. Marie; H. N. Skolfield, New Glasgow; Francis Stidwill, Cornwall; C. W. Stokes, Montreal; G. M. Tripp, Victoria; W. D. Walcott, Toronto; C. S. Whitney, Niagara Falls; D. S. Wickwire, Halifax.

Juniors.—P. B. Buckley, Montreal; C. R. McCort, Montreal; R. C. Moore, Halifax; W. H. S. Richardson, Belleville; S. O. Roberts, Ottawa; B. N. Simpson, Toronto; G. O. Vogan, Toronto; C. O. Whitman, Sault Ste. Marie.

Transferred, Associate Members to Members.—A. E. Caddy, Campbellford, Ont.; J. A. DeCew, Mount Vernon, N.Y.; L. B. Elliot, Edmonton; B. M. Hill, Fredericton; S. B. Johnson, Ottawa; N. B. McLean, Ottawa; G. G. Murdoch, St. John, N.B.; A. V. Redmond, Winnipeg.

Transferred, Juniors to Associate Members.—L. C. Dupuis, Levis; J. A. Keefer, Victoria; A. M. Kirkpatrick, Ottawa; A. G. McLerie, Toronto; J. N. Stinson, Ottawa; L. W. Wynne-Roberts, Toronto.

Transferred, Students to Associate Members.—C. R. Avery, Toronto; J. H. A. E. Drolet, Quebec; J. E. Heroux, Quebec; R. P. Johnson, Niagara Falls; P. C. Kirkpatrick, Ottawa; C. C. Lindsay, Quebec; J. E. Ratz, Ottawa; W. E. Stephens, London; A. C. Wright, Ottawa.

Transferred, Students to Juniors.—R. D. Galbraith, Toronto; W. B. Redman, Toronto.

PERSONALS

JAMES, LOUDON & HERTZBERG, LTD., consulting engineers, Toronto, have been asked by the council of Chatham, Ont., to investigate the city's water supply and to report upon proposed improvements.

JOHN HEPINSTALL, of St. Thomas, Ont., who has been in Washington, D.C., engaged in special work for the U.S. Navy, is reported to have been appointed supervising engineer of design at the Charleston, W. Va., naval base.

D. A. R. McCANNEL, who has been acting city engineer of Regina since April, 1917, can now drop the "acting" from his title, as the city council have appointed him as permanent head of the city's engineering staff, which he joined in 1911.

HON. FRANK CARVELL, who last week resigned as Minister of Public Works, has been appointed chairman of the Board of Railway Commissioners for Canada, succeeding SIR HENRY L. DRAYTON, who resigned to accept the post of Finance Minister in the Dominion cabinet.

WILLIAM SNAITH, office engineer for the Hydro-Electric Power Commission of Ontario on the construction of the Chippawa-Queenston power canal, has resigned to accept a position as principal assistant engineer on the staff of Frank Barber and R. O. Wynne-Roberts, consulting engineers, Toronto.

PROF. E. G. MATHESON, assistant engineer on the staff of the University of British Columbia, and acting head of the Department of Civil Engineering, has been appointed, under A. D. Swan, consulting engineer, to take charge of the surveys and borings in connection with the contemplated development of Vancouver Harbor.

CAPT. R. G. SNEATH, formerly a member of the Welland Canal engineering staff, has returned from overseas and has joined the radial railway department of the Hydro-Electric Power Commission of Ontario. Capt. Sneath graduated in civil and sanitary engineering at the University of Toronto in 1911 and 1912. He went overseas in the spring of 1916 with the 4th Division, and took part in a large number of important engagements.

LT.-COL. WILLIAM G. MACKENDRICK, president of the Warren Bituminous Paving Co. of Ontario, and formerly director of roads for the Fifth British Army, has been appointed an officer of the Legion of Honor by the French government. Col. MacKendrick rendered very valuable services while at the front, saving hundreds of thousands of dollars in road construction for the allied armies. For this work the British government conferred upon him the Distinguished Service Order and the Order of the British Empire.

R. R. SHAFTER, who is well known among Canadian engineers and contractors, has been appointed manager of the New York district office of the Traylor Engineering and Manufacturing Co., of Allentown, Pa. Mr. Shafter's territory will include New York State, New England and Eastern Canada. Before the war Mr. Shafter travelled throughout Eastern Canada as the Traylor Co.'s representative, but during the war he was general superintendent for the Traylor Shipbuilding Corporation, Philadelphia. Under Mr. Shafter's management, that corporation completed more 3,500-ton cargo carriers within two years than did any other shipyard on the Atlantic and Gulf coasts.

MAJOR A. J. MCPHERSON, formerly chairman of the Local Government Board of the Province of Saskatchewan and at one time deputy minister of public works of that province, has been appointed consulting engineer to the Saskatchewan Bureau of Public Health, succeeding the late T. Aird Murray. Major McPherson will also act as consulting engineer to the Local Government Board. He returned not long ago from France, where he served throughout the years 1917 and 1918 with the Canadian Engineers, at first as a field engineer on roads and defences, and later as second in command of the 11th Battalion. Major McPherson graduated in 1893 at the University of Toronto, Faculty of Applied Science and Engineering.