

years of age and a son of Mr. W. J. Thompson, 197 Wilton Avenue, Toronto.

JOHN WILLIAM SEENS, B.Sc., C.E., general manager of the Structural Steel Co., Limited, Montreal, has joined the engineering staff of the Canadian Bridge Co., Limited, of Walkerville, Ont., the plant of the Structural Steel Co. having been taken over by the Montreal Locomotive Works, Limited.

R. TALBOT has been placed in charge of concrete caisson work at Three Rivers, Que., for the Shawinigan Water & Power Co.

HENRY HAGUE VAUGHAN, M.Can.Soc.C.E., who was recently appointed to a high executive position with the Dominion Bridge Co., has now been made general manager of the company. Mr. Duggan, the former general manager, becomes chairman of the Board of Directors, and also retains the title of chief engineer of the company. Mr. Phelps Johnson is president of the firm.

Lieut. J. A. GORDON WHITE, mentioned in the last cabled list of those awarded the military cross, enlisted while employed on the staff of the Hydro-Electric Power Commission of Ontario. He is a graduate in engineering of McGill University and a student member of the Canadian Society of Civil Engineers.

JOHN WILSON, of the engineering staff of the Structural Steel Co., Limited, Montreal, has joined the contracting-engineering staff of the Dominion Bridge Co., Limited, at Lachine, P.Q.

OBITUARIES.

Lieut. CLARENCE HOBART McDOUGALL, who was killed in action early in May in the battle of Arras, was born at South Maitland, N.S., in September, 1878. He entered the Faculty of Science, McGill University, in 1900 and in 1905 was graduated in mining engineering. Previous to enlisting as a lieutenant in the Canadian Engineers he was superintendent of the Sullivan and St. Eugene mines at Marysville, B.C.

JAMES SPELMAN, aged 56, president of the John S. Metcalf Co., Limited, engineers and grain elevator contractors, died on May 27th, after a few days' illness, at his residence in Montreal. Death was due to pneumonia. Mr. Spelman was an authority on the design and construction of grain elevators, and his firm have drawn plans for several of the largest in Canada, notably in Montreal and St. John. The firm's activities also extended to Great Britain and Russia. Mr. Spelman recently returned from Australia, where he was in consultation with the government in reference to building a system of elevators. He was elected a member of the Canadian Society of Civil Engineers in 1902, and at one time read a paper on grain elevators before the society.

ONTARIO SECTION OF THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS.

The first section of the American Society of Mechanical Engineers outside of the United States was established recently at Toronto. The council at its last meeting approved the petition of the members in the province of Ontario for permission to hold meetings. The executive committee of the Ontario Section, as it will be known, are G. V. Ahara, Prof. R. W. Angus, C. R. Burt, I. H. Fletemeyer and C. B. Hamilton.

Coast to Coast

Calgary, Alta.—In an effort to overcome the strike of the telephone plant men the Provincial Government has made a contract with the Northwest Engineering and Supply Co. to take over all the outside work for the provincial plants throughout the province. The company has now offered the striking men what they demanded of the government, but the men have not yet decided whether to accept this offer or not. They state they do not like the scheme.

Halifax, N.S.—The Halifax Shipbuilding Company has been incorporated with a share capital of \$3,000,000.

Kitchener, Ont.—The newly-appointed City Planning Commission appointed W. H. Breithaupt as chairman, and N. Helmut as secretary-treasurer.

London, Ont.—The agreements between the Utilities Commission and the Southern Ontario Gas Company for a supply of natural gas will be signed, and the laying of mains commenced shortly. The pipe has been ordered. The fact that natural gas is coming has given a stimulus to manufacturing here. Beattie Bros., Fergus, who have a big foundry on York and William Streets, will move their whole plant to London because of this fact. Plans for a \$40,000 factory in Chelsea Green have been prepared, and others are planning to increase the capacity of their plants. It is expected that by November at least one million feet of natural gas will be used here.

Montreal, Que.—The Canadian Pacific Railway has 2,000 cars under construction at the present time. They will be distributed to all parts of the system. In addition, twenty-five new Decapod locomotives are being built for use on the mountain division.

North Toronto, Ont.—Work on the Leaside Aviation Camp will be completed within a few weeks. Another military aviation camp for Toronto will be laid out immediately at Ridley Park, North Toronto. The construction of this one is also to be begun.

Ojibway, Ont.—It has been announced that the United States Steel Corporation has appropriated to date the sum of \$9,000,000 for the building of the Canadian plant here, the information to this effect being given out by Judge Gary. The total investment which the steel company will make at Ojibway will certainly be \$20,000,000, and it is believed that this large amount will be greatly exceeded within a decade.

Peterboro, Ont.—The municipalities between Trenton and Lindsay will petition the Government to open the southern section of the Trent Canal this summer. This would necessitate the construction of a new G.T.R. bridge at Campbellford.

Port Colborne, Ont.—According to President Monell of the International Nickel Company, the refinery being erected here will cost \$5,000,000, and will be ready for operation by the beginning of 1918.

Toronto, Ont.—Hon. F. G. Macdarmid, Minister of Public Works and Highways, together with W. A. McLean, Deputy Minister of Public Highways, and representatives of the daily and agricultural press, completed a tour of inspection over a large portion of the county roads systems which have been improved under the provisions of the Provincial Highway Improvement Act, in the counties of York, Simcoe, Peel, Wellington, Waterloo, Oxford, Brant, Wentworth and Halton. Two days were occupied by the inspection of over 300 miles of the good roads system and particularly the portions which link Toronto, Barrie, Cookstown, Alliston, Primrose, Orangeville, Guelph, Galt, Preston, Kitchener, Tavistock, Woodstock, Brantford and Hamilton, and the Hamilton-Toronto cement highway. The purpose of the tour was to emphasize the importance to the entire community of a well organized system of commercial highways, and to indicate the important part which an extensive programme for the construction and betterment of public highways within the province may have in meeting conditions which are likely to prevail after the war.

Victoria, B.C.—An order compelling the Canadian Northern Pacific Railway Company to complete the construction of its Victoria-Barclay Sound line on Vancouver Island, and the Okanagan branches or the terminals at Victoria and Vancouver, which under contract with the province, it promised to carry through.