

come such that it is practically impossible for utilities to raise funds for additional capital outlay. The majority of them have, of course, been able to get along without new capital expenditures, but in the case of some of our cities, which have increased considerably in population through war industries, etc., the need for these funds has been felt with considerable urgency. Evidently, before more capital can be attracted to the public utilities, a reasonable return must be assured.

Bodies which have control of the rates of utility enterprises must recognize these facts and permit rates to be fixed at such levels as will assure sufficient return upon bona fide investments.

PERSONALS

W. A. JAMES has been appointed assistant chief engineer of the Canadian Pacific Railway western lines. Mr. James had charge of the double tracking operations west of Winnipeg.

R. G. BLACK, who for four and a half years has been a member of the Toronto Hydro-Electric Commission, has resigned from the board. Mr. Black was for ten years with the Toronto Electric Light Company.

HENRY JAPP, president of S. Pearson, Son & Partners, Canada, Limited, Montreal, has been made a Knight of the newly established Order of the British Empire. His name was included in the King's birthday list.

THOMAS LINSEY CROSSLEY has joined the staff of the Wayagamack Pulp and Paper Company, where he will be in the chemical section. Mr. Crossley was formerly connected with the laboratory of Dr. J. T. Donald, Montreal and Toronto.

T. P. HOWARD, general manager of the Phoenix Bridge and Iron Works, Montreal, has been elected vice-president of the Canadian Manufacturers' Association. At the present time he is at Washington acting on the staff of the British War Commission.

J. B. WOODWORTH, of Vancouver, went recently to Nelson to reopen the Athabasca Mine, but finding the workings full of water, postponed proposed operations for the present. Mr. Woodworth returned to Vancouver and is conducting an investigation into the oil prospects at Burnaby Lake.

A. W. CAMPBELL, who recently retired as deputy minister of railways and canals, will be appointed by the government to a position in connection with a federal scheme for the improvement of highways. Mr. Campbell had some years ago been head of the "Good Roads" movement in Ontario.

E. P. MATHEWSON, who recently resigned the general managership of the British American Nickel Corporation, has been appointed consulting metallurgist of the American Smelting and Refining Co., with headquarters at New York. His successor, W. A. Carlyle, has established offices in the Citizen Building, Ottawa.

R. T. GRANT JACK, resident engineer, Sewer Section, Department of Works, Toronto, has resigned to accept a position on construction work with the Leaside Munitions Co. Mr. Jack is a graduate of the University of Toronto, class of 1909, in civil engineering, and has been with the city ever since his graduation.

STANLEY H. FRAME has resigned as district hydro-metric engineer of the Irrigation Branch, Department of the Interior, Calgary, in order to become assistant engineer of the Department of Natural Resources, Canadian Pacific Railway, with headquarters at Brooks, Alta.

Mr. Frame has been with the Irrigation Branch for over two years.

J. W. ARCHIBALD, formerly secretary-treasurer of the Warren Bituminous Paving Co. of Ontario, Limited, has been appointed Canadian representative of the Pioneer Asphalt Co., of Chicago. Mr. Archibald will make his headquarters at 1 Toronto Street, Toronto, and intends to tender on contracts for asphalt paving work in various parts of Canada, as his firm owns three portable asphalt paving plants in this country.

CHESTER G. WIGLEY has resigned as chief of the Bureau of Engineering of the New Jersey State Department of Health, in order to become affiliated with the engineering staff of Wallace & Tiernan Co., Inc., New York City. After graduating from Cornell University, Mr. Wigley performed various engineering work connected with the construction of water purification plants and sewage disposal works, and in 1910 became associated with the New Jersey Board, being chief of the department for the last three years.

WILLIAM J. ROBERTS, formerly vice-president and general manager of the Traylor Engineering and Manufacturing Co., Allentown, Pa., has been elected president of the company to succeed SAMUEL W. TRAYLOR, who becomes chairman of the board of directors. H. BATTERSBY, formerly treasurer of the company, has been elected vice-president and treasurer. Besides being very large manufacturers of crushers and mining and other machinery, the Traylor Co. are understood to hold the controlling interest in the Cement-Gun Co., Inc., and also in a big shipbuilding plant at Philadelphia.

OBITUARY

Lieut. HAROLD L. SCULLY, of Owen Sound, Ont., is reported to have died of wounds in France. Before enlisting he was on the staff of the Dominion Construction Co., Toronto. Lieut. Scully was a brother of A. A. Scully, who is a well-known representative for a number of machinery and supply firms.

NO POWER FOR CONCRETE SHIPS

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made a reliable survey of the country's power resources and that large engine plants are actually without orders to-day.

"It is argued that it is incredible that the makers of boilers and engines, if properly mobilized, cannot make them faster than we can build ships.

"In the meantime the shipping situation gets worse and worse. The army transport service is reported to be almost frantic. It will need 500 ships more than are in sight owing to the scrapping of all plans on account of the unexpected rushing of vast armies to France this spring and summer, and is said to be contemplating building ships itself. The only field open to it, however, is concrete ships and the action of the Shipping Board makes it impossible for the army to contract for them.

"Summed up, this is the concrete ship situation:—

"When nobody wanted to build them every encouragement was offered to private ventures; when everybody wants to build them, nobody is permitted to do so.

"The two attitudes seem contradictory, but they are not. Either way we get no concrete ship effort that is worth while."