

PERSONALS

BLAIR RIPLEY, who has been appointed engineer of the Ontario district, C.P.R., with headquarters at Toronto, was born August 29th, 1880, in Oxford, Nova Scotia. He commenced engineering activities in 1898 in minor capacities with the Canadian Northwest Irrigation Co., in Alberta, and from 1901 to 1903 was assistant engineer of the Great Falls



& Canada Ry. Co., the Alberta Ry. & Coal Co., and the St. Mary's River Ry. Co. The last mentioned company promoted him to the position of engineer of construction, and he left this company in order to accept a similar position with the Alberta Railway & Irrigation Co. In 1905 Mr. Ripley joined the G.T.P. Ry. staff and for the next two years served as resident engineer in Manitoba and Saskatchewan, and assistant engineer on harbor work at Prince Rupert, B.C. In 1907 he became resident engineer for the C. P.R. on grade re-

vision between Maple Creek and Medicine Hat, and then engineer in charge of field work in connection with the Lethbridge viaduct, on completion of which he was appointed engineer in charge of the Old Man's river viaduct at Macleod, and later in charge of the viaduct at Outlook, Sask. When the C.P.R. purchased the Dominion Atlantic Ry., in June, 1910, Mr. Ripley was sent to Nova Scotia to report on possible improvements to that railway, which was one of the oldest in Canada, and to organize a staff and prepare for replacement of many difficult bridges in the tidal waters of the Bay of Fundy. In June, 1912, he was placed in charge of the North Toronto grade separation and terminal construction, which he completed before going overseas in 1916. On the recommendation of the C.P.R., Mr. Ripley was commissioned lieutenant-colonel in command of the first Canadian railway construction battalion, which commenced active operations in France in October, 1916. While overseas, he was personally congratulated on the work performed by his battalion by the commander-in-chief, two of the army commanders and the director-general of transportation. He was mentioned twice in despatches, and was awarded the D.S.O. and invested with companionship in the Order of the British Empire. Col. Ripley returned to Canada last April, and after two months' rest on the Pacific coast, he rejoined the C.P.R. and has since been engaged on special work. He is a member of the Institution of Civil Engineers of Great Britain, the Engineering Institute of Canada and the American Society of Civil Engineers.

W. J. MURPHY has been appointed acting superintendent of the Edmonton electric light department.

C. H. ATTWOOD has been transferred from Ottawa to the Manitoba hydrometric survey of the Dominion Water Power Branch.

H. A. PAQUETTE, of Levis, P.Q., general manager of the Lauzon Engineering Works, has resigned that position and has organized the Levis File Co.

WILLIAM SMAILL has been appointed chief engineer of the Northern Construction Co., Vancouver. Mr. Smail was formerly field superintendent of the Winnipeg Aqueduct Construction Co.

A. D. SWAN, of Montreal, consulting engineer to the Vancouver Harbor Commission, is now in Vancouver for the

purpose of supervising the construction of the first new pier included in his plans for the development of Vancouver harbor.

J. J. MCARTHUR, H.M. Boundary Commissioner, has been in conference at Ottawa during the past month with E. C. Barnard, U.S. Boundary Commissioner, and has dealt with a number of questions relating to the International boundary.

E. L. COUSINS, chief engineer and manager of the Toronto Harbor Commission, and industrial commissioner of the city of Toronto, will leave for England within the next few days in order to make an effort to secure new industries for that city.

JOHN A. WILSON, of Vancouver, has been appointed, by British Columbia's minister of public works, as acting inspector of dykes, with jurisdiction over the lower Fraser district. During the war Mr. Wilson was at the front with the Royal Engineers.

C. H. SCHEMAN has been appointed general sales manager of the Chicago Bridge & Iron Co., Ltd., and has opened a sales and engineering office in the Bank of Toronto building, 260 St. James St., Montreal. Mr. Scheman is a graduate of Iowa University and was formerly sales engineer for the northwestern portion of the United States for the Chicago Bridge & Iron Works, Chicago.

CHANGES IN TORONTO STEEL FIRM

ANNOUNCEMENT was recently made of the withdrawal of C. R. Peckover from the well-known firm of Baines & Peckover, iron and steel merchants, Toronto. Business will be carried on by a newly incorporated company under the name of Baines & David, Ltd., with offices at 98 Esplanade East, as previously, and retaining the same warehouse at the Eastern Harbor Terminal. Mr. Peckover has formed a new firm, called Peckover's, Ltd., and will establish offices and warehouse at the foot of Spadina Ave., Toronto.

W. M. David, who has joined R. A. Baines in the new firm of Baines and David, Ltd., has been with the firm of Baines & Peckover since 1906, and has been sales manager for several years past. He has been connected with the iron and steel business throughout his career, as has also Mr. Baines, who founded the business of Baines & Peckover in 1894.

Mr. Peckover came to Canada from Scranton, Pa., 23 years ago, and after a year with the Rice, Lewis Co., he joined Mr. Baines, who was then agent for the London Rolling Mills and the London Bolt & Hinge Works. With Mr. Peckover in Peckover's, Ltd., will be J. G. Near, who has been with Drummond, McCall & Co., Ltd., of Montreal and Toronto, for the past 18 years. Associated with Peckover's, Ltd., will be another new firm, Steel Working, Ltd., whose plant will be in operation within the next couple of weeks.

ONTARIO'S "U. F. O." HIGHWAY POLICY

(Continued from page 166)

"Each road must have stone dumps along its length, or piles of stone chips or gravel. There must be a section-man of some sort, with a vehicle, a wheelbarrow, horse and cart or jitney, and just as soon as a hole develops in that road, this section-man will go to it, will pick it out and will fill it afresh and level. Only by taking such care will the roads continue to remain good. Otherwise they will soon disappear."

Speaking of county roads, which have been taken over by the province, which are important roads leading from town to town, or market roads, Mr. Biggs said the Ontario government hoped to satisfy the federal government that there would soon be 1,600 miles of these roads in Ontario fit to receive the government 40% grant.

Referring to the Ottawa-Prescott highway, Mr. Biggs stated that two-thirds of this road is graded already, and that the whole will be completed before fall.