

that the city engineer is the most effective health officer in any city. "With proper sewage, pure air, good garbage collection and clean streets," he said, "the work of what is particularly known as the health department must be light. And good general health means less work for charities."

"Proper town planning, light, air, good buildings, water service, cleanliness, and the right environment for children—the citizens of the future—are peculiarly the mission of the city engineer. They go more to the root of public welfare, while too many of the ideas in vogue among social workers—such as medical inspection of school children—are merely lopping at branches, dealing with effects instead of rooting out the causes."

"The engineer's mission is to improve the environment, to build with efficiency and mathematical accuracy, to design better service in the public works and enterprises of the community. He promotes the health of the community, not by inspecting and regulating the people, but by inspecting and regulating the machinery the people use."

"National conferences on such engineering matters as how to prevent river pollution and how to advance town planning would do much, to promote the health of the nation, and to make fewer the charities and corrections and inspections of other people. Given the right environment, free from poverty and with time to think for themselves, and the Canadian people are quite competent to work out their own salvation. It is, indeed, the only way forward."

Other city engineers throughout Canada will envy Works Commissioner Macallum, of Ottawa. It must be an unusually happy experience for a municipal engineer to work under a chief executive who has such a broad comprehension of the possibilities of civic engineering and such an adequate idea of the importance of the city engineer in the community.

PERSONALS

ERNEST DRINKWATER, of St. Lambert, Que., has been elected an associate member of the American Society of Civil Engineers.

JOHN J. HARTY has been appointed president of the Canadian Locomotive Co., Kingston, Ont. Mr. Harty was previously vice-president and general manager of the company.

GEOFFREY PORTER, chief electrical engineer for the British Columbia Electric Railway Co., Vancouver, has resigned and will enter into private practice.

MILNE MARTIN TODD, son of the late Martin N. Todd, has been elected to succeed his father as president of the Galt, Preston and Hespeler Railway and vice-president of the Lake Erie and Northern Railway.

J. B. CHALLIES and J. T. JOHNSTON, of the Water Powers Branch, Department of the Interior, Ottawa, and B. H. HAANEL, engineer of the Mines Department of the Dominion Government, were in attendance at the Canadian Bureau of Information at the National Exposition of Chemical Industries recently held in New York City.

B. E. NORRISH, A.M. Can. Soc. C.E., until recently chief draughtsman of the Dominion Water Power Branch, has been given an important position with the Department of Trade and Commerce in connection with certain motion picture propaganda to advertise Canada's natural resources and industrial development. It is understood

that Mr. Norrish will also be curator of a new commercial museum to be located in the government buildings in Ottawa.

OBITUARIES

RUSSELL THOMAS GARDNER, an undergraduate of the School of Applied Science, Toronto, of the year 1919, has been killed in action in France. He enlisted with the 53rd Battery, and went overseas with the rank of lance-corporal. At the time of his death he was serving as bombardier with an artillery unit.

D. F. BURK, who became prominent twenty years ago by promoting colonization and railroads in Ontario, died on September 29th at his home in Port Arthur, Ont. He was born at Bowmanville 68 years ago and in 1884 he joined his brother as a railway contractor. He was vice-president and director of the Port Arthur, Duluth & Western Railway Company up to the time of its completion in 1893, and became president and director of the Ontario & Rainy River Railway Company in 1898. He was also president of the St. Joe Railway Company and secretary and manager of the Lake Superior Dock Company. He also did important work as general manager of the New Ontario Colonization Association.

QUEBEC BRIDGE NEWS NOTES

(Concluded from page 296)

"But these are the gains of the profession as a whole. To the individual engineer the great value of the achievement lies in the inspiration emanating from the courage of the men who have erected on the failure of 1907 and the loss of 1916 this greatest of bridges—and in so doing not only have erected a monument to themselves and their courage and ability, but have vindicated the profession before a doubting world."

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To the list of firms who supplied equipment for the Quebec Bridge, the following are added by E. C. Kerrigan, the purchasing agent of the St. Lawrence Bridge Company:—

Air compressors, for substructure work, for driving the hydraulic pumps used in hoisting the central span, and for all other work for which air was required throughout the job, supplied by the Canadian Ingersoll-Rand Co., of Montreal and Sherbrooke, P.Q.

Telephone equipment for connecting ends of central span while floating and for connecting cantilevers to office and to each other during hoisting, supplied by the Northern Electric Co., Limited.

Mr. Kerrigan is very busily engaged at present, but we have requested him to compile, just so soon as he can find time to do so, a complete list of all firms who supplied material and machinery for use in this greatest of Canadian bridge jobs, and we hope to be able to publish this list at an early date. The success of this huge undertaking depended to such a great extent upon the faithfulness and integrity of the men who supplied the material, that we feel there should be two bronze plates on the Quebec Bridge, one bearing the name of every man who worked on the bridge or at its design, and the other bearing the name of every firm that supplied material, services or machinery responsible in any way for the Canadian engineering triumph at Quebec.