

the public grave inconvenience. With the increasing solidarity of economic life, however, the number of such industries has been gradually reduced. The Hon. W. L. Mackenzie King is right in emphasizing the fact that there are these four parties to industry and that the recognition of the interests of the first three must be supplemented by a recognition of the fact that the community is also a constructive factor in the control of industry, not merely a body of consumers ready to be served when an industry so chooses and when its members can agree.

PERSONALS

WILLIAM FORBES has been appointed county road superintendent by the Oxford (Ont.) County Council.

A. K. GRIMMER, of Fredericton, N.B., has been appointed by the Kipawa Co., as town engineer of the newly-established industrial community known as Kipawa.

LT. LIONEL W. HARRON, M.C., who graduated with the class of 1916 at the University of Toronto, Faculty of Applied Science, has returned from France. He went overseas in 1917 with the 204th Battalion.

CAPT. G. M. HAMILTON, M.C., of New Hamburg, Ont., has returned from France. He was wounded three times while with the 7th Battalion, Canadian Engineers. Capt. Hamilton graduated from S.P.S., University of Toronto, in 1912.

CAPT. A. M. GERMAN, of Port Colborne, Ont., has returned from France. He was mentioned in despatches in June, 1918, while serving with the machine gun corps. Capt. German graduated from S.P.S., University of Toronto, in 1913.

CAPT. F. M. PRATT, M.C., of Ottawa, recently returned from France. He was wounded twice while with the Canadian Engineers, and was mentioned in despatches. Capt. Pratt graduated in 1912 at McGill University in an engineering course.

CAPT. R. D. HAGUE, of Toronto, has returned from France. He was a member of class '08, Applied Science, University of Toronto. He enlisted as a sapper in No. 3 Company, Divisional Engineers. In 1918 he was mentioned in despatches.

LT.-COL. G. W. MACLEOD, D.S.O., of Edmonton, Alta., has returned from France in command of the 3rd Battalion, Canadian Machine Gun Corps. He enlisted as a lieutenant in the 49th Battalion. Col. MacLeod graduated in 1907 at S.P.S., University of Toronto.

G. G. HARE, city engineer of St. John, N.B., who succeeded the late William Murdoch in that position, was born at Kaarsloof, South Africa, but spent his boyhood in St. John. He graduated in 1896 from McGill University in civil engineering and since then has been engaged in engineering work, principally in British Columbia, Ontario, New Brunswick and Nova Scotia, but also for a time in Mexico and the United States.

A deputation from the counties of Bonaventure and Gaspé, P.Q., have waited on the Hon. F. Carvell, Minister of Public Works, Ottawa, with a request for financial assistance in improving the roads along the shores of the Gaspé Peninsula.

Geo. A. MacKenzie, managing-director of the Canadian Western Steel Co., Ltd., of Calgary, announces that his firm is now able to supply open-hearth steel bars in sizes from $\frac{3}{8}$ -in. to 3 ins. squares or rounds, and flats up to 6 ins., and angles and channels up to 4 ins., and reinforcing steel in all these sizes. The company's new 25-ton furnace at Redcliff is now in operation. There is a complete laboratory at the plant and the whole equipment is said to be modern in every respect. Natural gas is being used as fuel. In the future the company will manufacture bolts and nuts from open-hearth steel bars.

LASALLE BRIDGE LEGISLATION

THE Quebec Legislature has passed the bill concerning the LaSalle bridge, the contracts for the construction of which were terminated by the city of Montreal, the deposits made by the contractors being retained. The bill was promoted by the contractors with a view to securing a settlement, it being contended that the failure to carry out the work was due to causes over which the contractors had no control.

The city opposed the bill, on the ground that the legislature must not intervene in civic questions of pure administration, and especially on the question of the contract regarding the LaSalle bridge. The commission also insisted that any legislation on the question of the LaSalle bridge would serve as a precedent in several similar cases, in which the contractors have already made claims.

The Private Bills Committee amended the bill in several particulars, but the legislative assembly struck out practically the whole of these, and restored a clause, struck out by the legislative council, for arbitration in case the Administrative commission of Montreal do not agree to a settlement with the contractors. The legislative council thereupon gave way, and accepted the bill as it came from the assembly.

The Montreal Portland Cement Co., Ltd., has been incorporated with a capital of \$2,000,000. The promoters of the company state that a site of 52 acres has been secured at Pointe-aux-Trembles, near Montreal, and that it is proposed to erect a plant of 5,000 barrels a day capacity, the plans having been prepared.

An important amalgamation of English firms has been announced, there having been a consolidation of the interests and activities of Willans & Robinson, Dick Kerr & Co., Phoenix Dynamo Mfg. Co., and the United Electric Car Co. These firms will now operate as the English Electric Co., Ltd. The new company takes over a large number of important contracts for street railway equipment, turbines, turbo-alternators, condensing plants, etc.

G. T. Milne, Montreal, and F. W. Field, Toronto, British Trade Commissioners in Canada, have been officially informed that iron and steel manufactures generally except high speed steel and certain special articles, machinery of all kinds except textile machinery and machinery wholly made of brass or copper, barrels and casks, boilers, fuel economisers for boilers, dry white lead, resins, lead coated sheets, cast iron pipe, iron or steel wire, wire rope, cast iron radiators, railway springs, railway wheels, railway constructional material except rails, tinplate, and many other articles and materials can now be exported from Great Britain without an export license.

The Canadian Incinerator and Furnace Co., Ltd., Toronto, recently completed an installation of a 60 ft. by 4 ft. angle furnace, a 24 ft. by 8 ft. plate furnace, and also a shim and rivet making furnace for the Port Arthur Shipbuilding Co. These furnaces have been in operation for about six weeks. Coal-fired furnaces were previously used, and a marked difference, both in economy and output, is said to be evident. Formerly it took from 45 to 90 minutes to heat a frame or a plate, whereas it now takes 15 minutes. The cost per 10-hour day formerly was \$48 for fuel, plus one man full time firing and one man part time wheeling out ashes and wheeling in coal, plus a team part time removing ashes and hauling coal. The present cost per 10-hour day is calculated to be \$16 for oil fuel, plus part of one man's time for burner operation, which is stated to be a saving of 89 per cent. The Canadian Incinerator and Furnace Co. have completed similar equipments for the Davie Shipbuilding Co., Point Levis, P.Q.; the British-American Shipbuilding Co., Welland, Ont.; and the Dominion Shipbuilding Co., Toronto; and have a contract for an equipment for the Halifax Shipyards. The company also manufactures smaller furnaces for various uses, including annealing, oil tempering, rivet making, rivet heating, brass and lead melting, copper heating, etc.