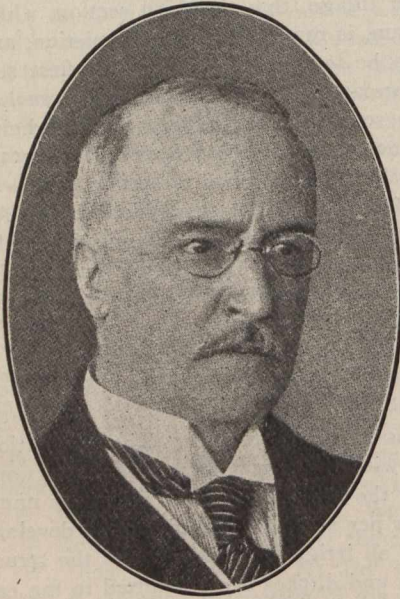


with the department of the city engineer for two years as assistant engineer in charge of sewers and waterworks. Previous to his going to Alberta, he spent some time in Toronto, as assistant engineer in the main drainage department. He spent eleven years on engineering work in England—on dock work at Bristol and Hull; on pumping station installation at Somerset; pier and coaling station construction at St. Vincent, Cape Verde Islands; sea defence work at Barry, South Wales; tramway construction at Chesterfield, and jetty work at Newport.

### OBITUARY.

DR. RUDOLPH DIESEL, Hon. M. Am. Soc. M. E., of Munich, Germany, famous as an inventor of the Diesel oil engine, while on his way to London to attend the annual



Dr. Rudolph Diesel.

meeting of the Consolidated Diesel Engine Manufacturers, mysteriously disappeared from the steamer en route on the evening of September 29th, and, although for some little time hope was entertained of his being alive, it later developed that his disappearance was due to death by falling overboard through some mischance.

Dr. Diesel was born in Paris in March, 1858. After courses of study at Augsburg, he entered Munich Technical College, where he graduated in 1879, specializing

in thermodynamics. After spending some years on the staff of the college as assistant to Prof. von Linde he became manager of the French company for the manufacture of the von Linde refrigerating machinery in Paris.

Dr. Diesel's theories regarding prime-movers with higher thermal efficiency than the steam engine attracted world-wide attention in the early nineties, and in 1893 the first Diesel engine made its appearance. This experimental engine was wrecked by explosion at the first injection of fuel. The second Diesel engine, however, confirmed the inventor's theory of initiating combustion by compressed air. The third Diesel engine, built in 1897, and the fourth in the following year, were those that fixed the type upon which all slow-speed stationary Diesel engines have since been built. The progress and development of the engine during the past fifteen years is familiar to readers of this journal, it being now in service in practically every industrial country of the world.

Besides his honorary membership in the Am. Soc. M. E., Dr. Diesel was a member of the managing board of the Verein Deutscher Ingenieure. He was a director of five of the leading companies building Diesel engines in America and Europe.

W. F. DE VOE, connected with one of the British Columbia Government survey parties at Strathcona, lost his life by drowning while crossing Campbell River on October 19th. Mr. De Voe was a native of Los Angeles, Cal.

H. S. WESTBROOK, ex-Mayor of Winnipeg, and a prominent figure in the city's municipal development, died at his home in Winnipeg on October 19th. Mr. Westbrook was the father of President Westbrook of the University of British Columbia. Another son is a prominent mining and metallurgical engineer in Duluth.

### BRIDGE BUILDERS IN MONTREAL.

The American Railway Bridge and Building Association held its twenty-third annual convention last week in the city of Montreal. This is the second occasion of the Association's choice to convene in a Canadian city, Quebec having been previously chosen.

Mr. A. E. Killam, of Moncton, N.B., is president of the Association.

### THE CANADIAN SOCIETY OF CIVIL ENGINEERS.

Mr. James Spelman, vice-president of the John S. Metcalf Company, addressed the Montreal meeting of the Canadian Society of Civil Engineers, on October 16th, on the subject of the development of grain elevator construction. Mr. C. N. Monsarrat, chief engineer of the Quebec Bridge Company, was chairman.

At the November 6th meeting in Montreal, an important paper on "Filtration" will be read by Mr. F. F. Longley.

### POSTPONED MEETING.

The convention of the Great Lakes International Pure Water Association, to have been held in Toronto, November 6th and 7th, has been postponed until further notice. The Secretary is Paul Hansen, Urbana, Ill.

### A NEW CENTRIFUGAL PUMP.

At its meeting on November 11th in New York City the American Society of Mechanical Engineers will hear an address by Mr. C. V. Kerr, on a new centrifugal pump with helical impeller. Mr. Kerr, who is a sales engineer for the A. S. Cameron Steam Pump Works, claims that the reason for seeking a new type of pump is based on the characteristic behavior of the small steam turbine, which is commonly used in power plants, as the driving power for circulating pumps for condensers. The mathematical theory of the new type of impeller will be presented, also an illustrated description of the 8-in. experimental pump used, with methods and results of tests.

### COMING MEETINGS.

UNITED STATES GOOD ROADS ASSOCIATION.—Convention will be held at St. Louis, Mo., November 10th to 15th. Secretary, J. A. Rountree, 1021 Brown-Marx Building, Birmingham, Ala.

NATIONAL MUNICIPAL LEAGUE.—Annual meeting will be held in Toronto, November 12-15. Secretary, C. R. Woodruff, 705 North American Building, Philadelphia, Pa.

AMERICAN ROAD BUILDERS' ASSOCIATION.—Tenth Annual Convention to be held in First Regiment Armory Building, Philadelphia, Pa., December 9th to 12th. Secretary, E. L. Powers, 150 Nassau Street, New York, N.Y.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—The annual meeting will be held in New York, December 2nd to 5th, 1913.