

be reduced to about 25%. Peat may be dried by heat, but to do this more fuel is required than would be supplied by the manufactured peat. Solar energy is the only known form of energy that is cheap enough to be economical in the manufacture of peat, therefore the material has to be laid out in the sun to dry after it has been excavated from the bog, and it requires about thirty drying days.

The new plant which the Peat Committee is manufacturing is apparently a model one, including bucket excavators, a very efficient macerator, conveyers for laying the material on the field, spreaders, markers and mechanical harvesters. An industrial railroad system will grid-iron the bog and little cars will carry the material to the railroad. The whole plant has been admirably arranged and the able chairman of the committee, Arthur A. Cole, of Cobalt, Ont., is to be congratulated upon his work.

Mr. Cole has been well assisted by the other members of the committee: B. F. Haanel, of Ottawa; R. A. Ross, of Montreal; and R. C. Harris, of Toronto. Mr. Cole and Mr. Harris represent the Province of Ontario, and Mr. Ross and Mr. Haanel represent the Dominion Government. Mr. Haanel is secretary of the committee.

The powers and duties of the committee should be much extended. The government might be able to appropriate other peat bogs, if necessary, or to make some arrangement for their use upon a royalty basis, and if enough additional plants could be manufactured in time, peat could be made a real factor in the fuel situation during the winter of 1919-20 at least.

It is understood that the Peat Committee of Canada has prepared a statement reporting progress and relating its plans for next year. Undoubtedly this statement has been submitted to Hon. G. Howard Ferguson, Ontario Minister of Lands, Forests and Mines, and to Hon. Martin Burrell, Dominion Minister of Mines. The statement should be issued to the press. If the people were to realize that a huge quantity of most desirable fuel exists within the borders of Ontario, popular opinion might support the government in taking any steps necessary to develop that fuel in the wholesale manner required by present and prospective exigencies.

CONSTRUCTION OF CONCRETE SHIPS

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fore and aft, were designed for 1,500 lbs. per square inch in the concrete, and 1,600 lbs. per square inch in the steel. The steel stress in the engine-room bulkheads was advanced to 20,000 lbs. per square inch. In the design of bulkheads for steel ships it is common practice to allow a unit stress in the steel of 22,000 to 23,000 lbs. per square inch, so that these assumptions are conservative.

The deck is designed to carry 5 ft. of water or equivalent, which is in excess of the loading on the decks of standard steel ships being built by this corporation.

S. J. McQueen and Co., of Fort William, have made good progress on the addition to the Northwestern elevator at Fort William, and expect to complete the work about October 1st. The present capacity of the elevator is 500,000 bushels, but this will be doubled when the addition is completed. The addition is of reinforced concrete and a reinforced concrete sub-station is also under construction to handle power for the elevator. This sub-station is being equipped by the Canadian Westinghouse Co., of Hamilton. S. J. McQueen and Co. were the designing engineers of the work as well as the contractors.

PERSONALS

THOMAS P. HOWARD, managing director of the Phoenix Bridge and Iron Works, Montreal, has been appointed deputy-director of war supplies for Great Britain.

A. R. DUFRESNE, assistant chief engineer of the Department of Public Works since 1909, has resigned his position and accepted that of manager of the St. John Dry Dock & Shipbuilding Co., of St. John, N.B.

R. A. ROSS, of Montreal, has been appointed chairman of the Lignite Utilization Board. Mr. Ross is a prominent member of Montreal's governing commission. He is also an active member of the Council for Scientific and Industrial Research.

E. L. TAIT, formerly assistant engineer of maintenance of way of the British Columbia Electric Railway, of Vancouver, B.C., has been appointed engineer of maintenance of way, succeeding A. C. Eddy, who has been granted an indefinite leave of absence for military duty, having joined the U.S. Army.

W. S. FALLIS, formerly western manager of the Sherwin-Williams Company of Canada, Limited, Montreal, has been appointed managing director of the company and will remove from Winnipeg to Montreal to take up his new duties on September 1st. Mr. Fallis has been with the company since 1899.

Lieut. K. W. MORTON, of New Westminster, B.C., formerly on the staff of C. C. Worsfield, resident engineer for the Dominion Department of Public Works, has recently been transferred to the Canadian Engineers, after a two months' course in military engineering under the Royal Engineers. Lieut. Morton went overseas with a draft of the 1st Depot Battalion.

A. U. SANDERSON has been appointed as chief engineer of the Toronto, Ont., filtration plant to succeed the late F. S. Hemming. Mr. Sanderson's salary has been fixed at \$2,500 per annum by R. C. Harris, commissioner of works, of Toronto, subject to the approval of the Board of Control. WILLIAM SCOTT has been appointed as assistant to Mr. Sanderson at a salary of \$2,000 a year.

Col. GEORGE H. EMERSON, former general manager of the Great Northern Railway, with his party, is now co-operating with the Czecho-Slovak troops near Irkutsk. The party is engaged in repairing bridges destroyed by the Bolsheviki forces. Col. Emerson went to Siberia in November, 1917, to superintend the work of double-tracking and re-equipping the Trans-Siberian Railway.

A. E. PHILP, chief engineer of the Canadian Pacific Ocean Service's S.S. "Empress of Britain," and senior chief engineer of the service, has recently been awarded the Order of the British Empire. Mr. Philp served the customary apprenticeship of seven years in a locomotive works in Glasgow, Scotland, and later entered marine service with Elder, Dempster & Co., with whom he served in all engineering grades to that of chief. He has had considerable experience in transport work, having taken part in the Benin and Ashanti expeditions of 1895-96 in that connection. He also aided in transport work during the South African War.

OBITUARY

JOHN JONES, a former street commissioner of Toronto, died last Sunday following a long illness. Deceased was 76 years of age.