

capable of being used for productive purposes. The population of the Dominion in 1911 was 7,206,643 or 1.9 persons to each square mile of territory. We have 35,582 miles of railway, or about one mile to every 200 persons, providing means of distribution by railway in advance of the needs of commerce. The natural resources may be said to be unlimited in extent, subject to proper conservation and development; and the means of distribution by main railways may be regarded as capable of no limitation in meeting demands for many years to come. But, while there is practically an unlimited quantity of natural resources, and of railways to distribute them, we are limited in the economic use to which we can put them. "Wealth is produced," Mr. Adams reminds us, "not from the existence of natural resources but from the conversion of these resources into some form for human use. Canada is seriously limited in actual resources by the extent to which it lacks sufficient population to apply the human activity necessary to adequately use and distribute its resources. Hence there is nothing so vital in the interests of production in Canada as to conserve and develop human life—not merely to conserve the physical qualities, but also to develop the intellectual qualities." Mr. Adams' volume is well worth a careful perusal by those who have in hand the problems of national development.

OBITUARIES

Flight Commander GEORGE McLENNAN has been officially reported killed. Commander McLennan was a B.A.Sc. of 1912.

REUBEN G. LUNT, a pioneer shipbuilder, ship-owner and electrical engineer, and a former resident of Toronto, passed away on Monday at his late residence in Los Angeles, Cal., at the age of 97 years. Mr. Lunt had the contract for the first electric lights ever used in the city of Toronto, and in the early eighties he exhibited equipment of the first electric railway system ever operated in this part of the country at the Toronto Exhibition.

Flight-Lieut. PAUL H. RANEY, R.F.C., son of W. E. Raney, of Toronto, previously reported missing, was killed when his airplane went out of control in a battle with German airmen at Roulers, on August 21st. Lieut. Raney was a graduate of the School of Practical Science, University of Toronto, class of 1914. After graduation he was inspector for the G.T.P. and later was employed with munitions, enlisting with the Royal Flying Corps in February, 1917. He reached England in June, and had only been at the front a month. He was 24 years of age and a student member of the Canadian Society of Civil Engineers.

PERSONALS

Lieut.-Col. LINDSAY MALCOLM, professor at Queen's University, Kingston, has been appointed successor to Lieut.-Col. Irving, recently killed.

GEORGE H. CLARKSON, B.A.Sc., of Toronto, after having served in England in several capacities under the Imperial Munitions Board, has been appointed assistant superintendent of the Frodingham Iron and Steel Company, Lancashire, England.

Capt. ARTHUR J. LATORNELL, B.A.Sc., 1903, Associate Member Canadian Society of Civil Engineers, has been wounded in action. Capt. Latornell, who is an honor graduate in Civil Engineering, University of Toronto,

qualified in March, 1916, at Kingston, for a commission in the artillery, and went overseas early this year. Prior to enlistment he was city engineer of Edmonton, Alta.

J. FRATER TAYLOR, president of the Algoma Steel Corporation, Sault Ste. Marie, Ont., has announced his impending retirement at the end of the present year. Mr. Taylor will still retain his association with the Soo industries in an advisory capacity as chairman of the Lake Superior Corporation. It is understood that W. C. FRANZ will succeed Mr. Taylor as president of the Algoma Steel Corporation.

Sergt. CHESTER A. HUGHES, son of Mr. Chester M. Hughes, Mimico, Ont., was wounded in the shoulder on October 26th and is now in a hospital at Norfolk, Eng. Sergt. Hughes was serving with the artillery, having gone overseas in September, 1915. He is 22 years old, and prior to enlisting was in his third year at the School of Practical Science, and is a student member of the Canadian Society of Civil Engineers.

WALTER C. TEAGLE, the man who at the age of thirty-nine has been called to an office which ranks among the first five executive positions in American commerce, is not widely known, even in Canadian business circles. As president of the Imperial Oil Co., he always shunned publicity, and even when recently appointed president of the Standard Oil Co., of New Jersey, he was reluctant to



allow his photograph to be given to the press. In the oil trade, his is a well-known family. His maternal grandfather, Morris B. Clark, was the first partner of John D. Rockefeller. Mr. Teagle's father was a member of the oil firm of Scofield, Shurmer & Teagle. When he graduated in chemistry from Cornell University, Mr. Teagle wanted to accept a position as instructor at the college, but Teagle, Sr., put him to work firing an oil still at nineteen

cents an hour. He obtained first-hand practical knowledge of every phase of oil refining, and with his knowledge of chemistry, he soon became vice-president of the firm with which his father's company was merged. He attracted the attention of Standard Oil executives and was sent abroad to study the oil industry of England, France, Germany and Rumania. On his return to the United States he was made head of the export department. His subsequent rise to the head of the Imperial Oil Co. and to the vice-presidency of the Standard Oil Co., of New Jersey, took but very few years. He organized the International Petroleum Co. in order to get for Canada a supply of crude oil from Peru. He built a fleet of tank steamers and bought and merged a number of Peruvian oil companies. In three years he increased the annual capacity of the Imperial Oil Company's refineries from 2,000,000 to 6,500,000 barrels, and another large refinery is nearly completed at Dartmouth, N.S.