

victory is inflexible, Canada with quiet confidence will do her duty in this hour of crisis and of peril.

We are convinced that every man, woman and boy has a present supreme duty to the State—the duty of performing useful, productive work. Distinctly war work must come first in the country's economic programme; the production of munitions, clothing, ships, and food and the scores of accessories required for efficiently carrying on the war. Thereafter, and after all primary demands have been met, the machinery of production must be kept in full operation to the end that the wealth essential for financing national requirements, on war account, will be forthcoming.

The mere possession of property, or income from investments, gives no one the right during these hard days to live a life of leisure. Not for an instant can the people of this country forget or neglect the men who are giving their all that liberty and justice may not perish from the earth. The vast majority of men of means have done their part. The others must.

Methods have been devised under a recent order-in-council to eliminate the shirker and all others who are voluntarily idle. Magistrates everywhere should relentlessly enforce the provisions of the law.

Senator McCumber recently introduced a bill into the United States Senate providing for the registering of all male citizens between the ages of 16 and 62, and for subjecting them to "the call of the government to perform such service in transportation, ship-construction and war-supplies as the government might require." This bill, in all probability, will not at present be made the law of the land, as it embodies the principle of industrial conscription. Nevertheless, the American nation will not permit the word "conscription" to terrify it, if circumstances demand drastic action. Their military record proves that beyond any possibility of doubt. Within six weeks of the declaration of war the draft measure was on the statute books.

The Canadian administration likewise does not propose the conscription of labor at this juncture. Nevertheless, conscription will come if it be found essential for the winning of the war. France and the United Kingdom have had virtual conscription from the outbreak of hostilities. Workmen were not free to move from place to place, and from trade to trade, as in peace times. In the United Kingdom, as is well known, a workman could not hope to leave his job and get employment elsewhere unless he had secured a certificate showing that he had been honorably discharged.

PERSONALS

J. W. SHACKLETON has been appointed city engineer of Chatham, Ont.

F. L. BUTLER has been appointed general superintendent of the Winnipeg Electric Railway, succeeding Wilson Phillips.

A. R. WEBSTER, formerly of the Northern Ontario Light and Power Co., has been appointed inspector of mines for Ontario.

C. H. LEE, of the British Columbia Electric Railway, has received a commission as lieutenant in the U.S. Navy Civil Engineering Corps.

JOHN VASS has been appointed assistant master mechanic of the Ontario lines of the Grand Trunk Railway with headquarters at Allandale, Ont.

Lieut. HAROLD JOHN MACKENZIE, a graduate of the School of Practical Science, 1914, who went overseas

with the 1st Tunnelling Company Canadian Engineers, has been decorated.

BRIG.-GEN. F. O. W. LOOMIS, of D. G. Loomis and Sons, general contractors, Montreal, was included in the list of those honored on the King's birthday. He was made a Companion of the Bath.

M. W. PLUMB has resigned as managing engineer of the Pneumatic Concrete Placing Co. of Canada, Limited, Montreal, to accept a position in the traffic department of the Emergency Fleet Corporation, New York City.

Capt. GEORGE C. BLACKSTOCK, of Toronto, has been awarded the Military Cross. He was a student in engineering at the University of Toronto in the class of 1915, but enlisted immediately after the declaration of war.

W. H. FARRÉLL, terminal superintendent of the Grand Trunk Railway in Toronto, is severing his connection with the company to assume the position of general manager of the Algoma Eastern Railway Co., with headquarters in Sudbury, Ont.

Lieut. J. S. GALBRAITH, of the 123rd Pioneers, who came home from France a couple months ago on sick leave, is to get his discharge as physically unfit. Lieut. Galbraith is a son of the late Dean Galbraith, of the School of Practical Science, Toronto. He graduated in 1913 in civil engineering at the University of Toronto. He served in France for eighteen months but was invalided home after a gas attack.

T. H. HOGG, assistant hydraulic engineer of the Hydro-Electric Power Commission of Ontario, will address the Association of Municipal Electrical Engineers at the first regular meeting of that association, to be held at Niagara Falls, Ont., June 14th and 15th. Mr. Hogg's subject will be "The Chippewa Creek Power Development Scheme." After his description of the project, the delegates will be motored over the site of the proposed power canal.

O. W. MEISSNER, of Montreal, and C. N. SCHRAG, of Toronto, are organizing a new manufacturers' agency firm to be known as Equipment Specialties, Limited, successors to O. W. Meissner, Limited, of Montreal. Mr. Schrag recently resigned as sales manager of the Bawden Pump Co., of Toronto. The new firm will have offices at 10 St. Antonie Street, Montreal, and 1409 Royal Bank Building, Toronto. Among the agencies secured are the following: Gardner Governor Co., Quincy, Ill., duplex steam pumps and air compressors; Homestead Valve Mfg. Co., Homestead, Pa., plug cocks; C. M. Davis Regulator Co., Chicago, Ill., pressure reducing valves, governors, altitude and back-flow valves; Metallium Refining Co., Omaha, Neb., jointing for water and sewer pipes; Moore Steam Turbine Corporation, Wellsville, N.Y.; Mulconroy Co., Philadelphia, Pa., hose and other mechanical rubber goods; A. Wyckoff & Son Co., Elmira, N.Y., wood-stave pipe and steam pipe casings; and Pacific Coast Pipe Co., Vancouver, B.C., (agency for Ontario, Quebec and East) wood-stave pipe and tanks.

OBITUARIES

RAYMOND CHARTRAND, a former contractor, died June 4th, in Montreal. Mr. Chartrand was 82 years of age. He was the contractor for the post-office, the court house and many other public buildings in Montreal.

GEORGE FEE died on May 25th at his residence in Westmount, P.Q. Mr. Fee retired about fifteen years ago from the firm of George Fee & Co., railway contractors, who completed a section of the C.P.R. in 1885.