

the government to determine whether there is oil in commercial quantities in that region.

L. L. BROWN, who was recently appointed lumber commissioner for British Columbia in eastern Canada, was entertained at dinner on May 27th by the engineers of Vancouver as a mark of appreciation of his efforts in the matter of getting the "Engineering Profession Act" through the legislature.

G. F. RICHAN, Winnipeg, and G. F. HORSEY, JR., Ottawa, have been appointed hydraulic engineers in the reclamation service, Department of the Interior; W. C. WARREN, Ottawa, W. T. MCFARLAND, Ottawa, D. WHITTAKER, Ottawa, G. H. WOOD, Ottawa, H. J. COOPER, Winnipeg, and J. H. BYRNE, Ottawa, have been appointed assistant hydraulic engineers.

CAPT. W. A. STEEL, late chief wireless officer for the Canadian corps in France, has been appointed chief technical officer of the newly-organized Canadian Permanent Signal Corps with the rank of major. Major Steel will take up his duties at Militia Headquarters, Ottawa, at once. It is intended to extend very much the applications of wireless in Canada, especially in assisting the Royal Canadian Mounted Police and in combatting forest fires.

CODE OF ETHICS FOR THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS

THE following code of ethics has been proposed by a special committee of the American Society of Mechanical Engineers for adoption by that Society in place of the more elaborate one in force since 1912.

1. The mechanical engineer should be guided in all his relations by the highest principles of honor, of fidelity to his client, and of loyalty to his country.

2. His first duty is to serve the public with his specialized skill. In promoting the welfare of society as a whole he advances his own best interests, as well as those of the whole engineering profession.

3. He should consider the protection of his client's or employer's interests in professional matters his essential obligation, provided these interests do not conflict with the public welfare.

4. He shall refrain from associating himself or continuing to be associated with any enterprise of questionable or illegitimate character.

5. He can honorably accept compensation, financial or otherwise, from only one interested party unless all parties have agreed to his recompense from other interested parties.

6. He must inform his clients of any business connections, interests or circumstances, such as might influence his judgment or the quality of his services to his clients.

7. He must not receive, directly or indirectly, any royalty, gratuity or commission on any patented article or process used in the work upon which he is retained without the consent of his clients or employers.

8. He should satisfy himself before taking over the work of another consulting engineer that good and sufficient reasons exist for making the change.

9. He must base all reports and expert testimony on facts or upon theories founded only on sound engineering principles and experience.

10. He must not regard as his own any information which is not common knowledge or public property, but which he obtained confidentially from a client or while engaged as an employee. He is, however, justified in using such data or information in his own private practice as forming part of his professional experience.

11. He should do everything in his power to prevent sensational, exaggerated or unwarranted statements about engineering work being made through the public press. First descriptions of new inventions, processes, etc., for publication should be furnished only to the engineering societies or to the technical press.

12. He should not advertise in an undignified, sensational or misleading manner, or offer commissions for professional work, or otherwise improperly solicit it.

13. He should not compete knowingly with a fellow-engineer for employment on the basis of professional charges or attempt to supplant a fellow-engineer after definite steps have been taken toward the other's employment.

14. He should assist all his fellow-engineers by exchange of general information and valuable experience or by instruction through the engineering societies, the schools of applied science, and the technical press.

ASPHALTIC CONCRETE PAVEMENTS

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the motor truck traffic came on, the only ones that stood up were the brick, the asphaltic concrete, and the concrete.

Discussion

QUESTION: What is the nature and type of the surface treatment of your macadam roads and the approximate cost?

MR. CONNELL: For surface treatment, the road must be in good condition, the holes must be repaired, and the treatment should be as light as can be given. I aim to give for my first treatment not more than one-third of a gallon of light tar, called "Tarvia B." The object of using the light treatment is not to build up a pad on the road that will sooner or later push or roll and cause the surface to ravel. There is the asphalt cut back with 33% of naphtha, which simply acts as a carrying agent, carrying the stiff asphalt which ordinarily could not be laid without it, and that gives a somewhat similar result. For that type of surface treatment you need a quick-setting material, and you have to get a tar or asphalt that will set quickly. We then sprinkle about 15 or 20 lbs. of thin gravel or broken stone or sand to the yard over the surface. Don't roll it, let it stay there. The second year you should repeat the dose. If you lay your surface in the spring, the third year you will probably go over the roads and find half of them will not require treatment in the spring. You can then postpone it to the fall, and thus save six months and a lot of money. Don't carry out your program of saying you will treat every road, but inspect each road thoroughly and do it as if you were spending your own money. By doing that you will extend the surface treatment and save a great deal. These roads after the second year, require more heavy treatment, some do after one and a half, two or three years according to the traffic, but they can be maintained almost indefinitely if you do that, and at the same time fill all the pot holes. We also use a light oil for the earth roads, which is more or less a dust layer, and also for broken stone roads. This will hold them together for a season until they are replaced by a more permanent type. The cost in 1916 was about five cents a yard, and that was based on \$1.50 labor, 8 cents a gallon for material, and about \$2.50 a ton for the gravel and stone. It will vary with the labor cost, and in some places will be twice and other places three times as much.

MR. SHERRON: What would you estimate the present cost per yard to be?

MR. CONNELL: In Philadelphia it will be in the neighborhood of twelve cents a yard, with \$5 and \$6 labor, and nearly twice the cost for the stone.

MR. SHERRON: That is continued annual maintenance of \$1,200 a mile for an 18-ft. road.

At a meeting of the Hamilton branch of the Association of Canadian Building and Construction Industries, J. P. Anglin, president of the association, said that the greatest profiteers were those who demanded a 50% increase in wages while giving only half production.