Necessarily text books cannot be kept strictly up to date. For obvious reasons, all the text books cannot be revised every year nor can they contain the results of the latest experimental investigations. Perhaps it is well they cannot do so, for experimental results are not always as reliable in practice as one might suppose offhand.

There are, these days, too many text books being published; not because they contain material that is "largely at fault" as our writer would have us believe but because they add absolutely nothing to the already existing excellent work on the subject. In other words, they have no reason for their existence excepting perhaps some fanciful arrangement of the material conceived by the author as possessing some advantage over those already in print.

Then there are authors who publish books from the wrong point of view, especially books on applied mechanics by mathematicians. This, to be sure, is because they have had no practical experience, but one could hardly criticize the contents of books even so written, which are generally poor for teaching purposes, as "largely at fault." Because a text book does not agree with our opinions, it does not necessarily follow that it is "largely at fault."

On the other hand, there are some engineers who can neither understand technical books nor appreciate those they think they understand and who, therefore, criticize and condemn all text books. Such engineers usually have a high opinion of their own knowledge of mechanics and recline contentedly in the shade of their ignorance instead of endeavoring to enhance their knowledge of such subjects in the sunshine of some reliable text book.

I have sounded many a note of warning to students about believing all that they read in our engineering journals, proceedings of engineering societies, special pamphlets, etc. As an example of this, the article I have already mentioned fulfils all requirements in the following statement: "In physically developing a square rod (cold twisting the rod), to get the maximum efficiency of the treatment the corners are always overstressed and brittle, owing to the greater distance from the centre." This statement is incorrect. The maximum stress for a square rod twisted below the elastic limit is not at the corners as most people suppose. There is no reason to believe that when the rod is overstressed, the corners are overstressed the most; in fact, since they are not the first parts of the material to become overstressed, there is reason to believe they would not be overstressed as much as some other portions. However, this is not intended to be a dissertion on torsion, but is merely to show that one should not swallow whole all statements in print, especially when they come from those who might well spend a little more time in studying reliable text books and a little less time in writing about them in a derogatory manner.

I. F. MORRISON.

· Assistant Professor of Structural Engineering, University of Alberta.

Edmonton, Alta., January 30th, 1920.

PERSONALS

J. A. W. BROWN has severed his connection with the Trussed Concrete Steel Co. of Canada, Ltd., and is now chief engineer of the W. H. Yates Construction Co., Ltd., Hamilton, Ont.

ROYAL LESAGE will continue in private practice as a civil engineer and land surveyor at 76 St. Gabriel St., Montreal. Mr. LeSage was a partner in the firm of Ouimet & LeSage, which partnership was recently dissolved.

RICHARD L. NIXON has accepted the chair of engineering at King's College, Windsor, N.S. Mr. Nixon has been on the engineering staff of the Nova Scotia Highway Board. He is a graduate of the Nova Scotia Technical College.

THOMAS ADAMS, town planning adviser to the Commission of Conservation and to the Housing Committee of the Dominion Cabinet, has been retained by the cities of Spokane, Wash., and Cincinnati, O., to prepare city planning schemes. L. LEON THERIAULT, who was recently appointed town manager of Edmundston, N.B., was born in September, 1884, at Grande Anse, Gloucester County, N.B. He was educated at the Bathurst Superior School, Sacred Heart College and the University of New Brunswick. He graduated in 1905 at Sacred Heart College, Caraquet, N.B., with the degree of Bachelor of Science,

and in 1909 from the University of New Brunswick with the degree of B.Sc. in civil engineering. For the following six months Mr. Theriault was construction engineer for the Albert Manufacturing Co., completing five miles of narrow gauge railway, an 80-ft. wooden bridge and dock improvements, for the opening of plaster quarries. He returned New Brunswick to early in 1910 and obtained a provincial land surveyor's license, and practised as such for one year. From 1911-4



he was employed as an assistant Dominion land surveyor in the four western provinces on base line surveys and town planning. Having returned to New Brunswick in the fall of 1914 on account of ill-health, he was employed by the town of Bathurst to supervise the construction of its water works and sewerage system. Since May, 1917, Mr. Theriault has been with the New Brunswick department of public works as district road engineer in charge of the construction of 400 miles of main highways and numerous branch roads.

WILLIAM YOUNG, for six years comptroller of water rights for the province of British Columbia, has resigned and is now practising as a consulting engineer in Vancouver.

COL. GEORGE A. JOHNSON, Utilities Division, Construction Division of the United States Army, has resigned his commission, and will be discharged from the service March 1st. Some time ago announcement was made in this column of the formation of the firm of Johnson & Benham, consulting engineers, with offices in New York and Kansas City. Col. Johnson will hereafter be the directing head of that firm.

J. D. JONES, general superintendent of the Algoma Steel Corporation, has been appointed general manager of that company, succeeding the late Capt. David Kyle. From 1912 to 1916, Mr. Jones was an official of the Algoma Steel Corporation, but he resigned in the latter year to become chief engineer of the Gary, Ind., plant of the U.S. Steel Corporation. Last September he rejoined the Algoma staff as gener 1 superintendent.

JAMES WHITE, deputy head of the Commission of Conservation, Ottawa, and J. E. CHALIFOUR, chief geographer of Canada, have received the gold medal which was awarded to them in 1917 by the Geographical Society of Paris. The striking of this medal, which is known as the Alexandre de la Roquette prize, was delayed by the war. This award was for the "best work on the geography of the northern countries," and was awarded on account of the "Atlas of Canada."

HERBERT PERCY HEYWOOD has been appointed engineer of sewers and drainage on the staff of George Clark, designing engineer of the Toronto Harbor Commission. Mr. Heywood succeeds W. S. Harvey, who resigned two months ago to accept a position in the United States. Mr. Heywood was at the front with the 3rd Battalion, Canadian Railway Troops, and since the armistice has been on the sales engineering staff of the Lock Joint Pipe Co., New York, at first as English representative and latterly as representative for Eastern Canada.