

matter but little when they are in conflict with the welfare of society as a whole, and there is no doubt but that a minimum fee, strictly observed, would certainly be beneficial to engineering as a profession and to the entire community of engineers.

Another point upon which there has been discussion, is the interpretation of the words "usual charges" in the American Society's code. What determines "his usual charges?" Must he publish or announce a personal schedule of fees? If so, could he ever lower those fees? Suppose that two engineers are being considered for certain work. Both have published schedules calling for 5%. If one of them were to submit a tender of 4%, would he not be cutting with real intention of underbidding the other man, even though the other engineer had not yet quoted on that particular work?

Moreover, just what services should a consulting engineer perform for any fixed percentage that might be adopted? The American Institute of Consulting Engineers requires its members to charge at least 10% when, in addition to preparing all the plans and specifications, they are called upon to test materials, to inspect the work and to be responsible for the organization, management and completion of the construction.

#### DEATH OF ANDREW CARNEGIE

ANDREW CARNEGIE'S death, August 11th, at Lenox, Mass., brought to a close a career which greatly advanced all the engineering arts and sciences. By the introduction into the United States of the Bessemer process for the production of steel, and by the establishment and development of steel plants which became the greatest in the world, he made available for engineers the most useful modern material for engineering construction.

In the successful conduct of many industrial enterprises, he amassed great wealth, the possession of which he came to regard with deep seriousness as a public trusteeship. While yet in full possession of his faculties, he devoted himself to the distribution of large portions of his fortune to projects for the benefit of mankind.

Mr. Carnegie distributed his wealth not only in many directions, but also with the exercise of great wisdom based on careful investigation. His munificence provided large funds for the building of homes for engineering societies, a number of which had elected him as an honorary member.

#### PRODUCTION OF COAL IN CANADA

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ports, but in 1918 the imports of coal increased without precedent, while domestic coal outputs are declining with no immediate prospect of manifesting an opposite tendency.

It appears equally desirable and feasible that Canadian coal producers should strive to lessen the recently developed inequality in the ratio of imported coal to coal mined in Canada. Admitted that a certain tonnage of anthracite coal is probably required for domestic use because of its greater cleanliness, there is yet a large market for bituminous coal in Canada that is being filled to-day from United States sources.

Apart from the fact that raw materials obtained from outside sources provide employment in that outside source and not in the country where they are used—at least not in the same proportion—there is the further consideration that we are to-day paying for imports with a depreciated currency.

In a lecture recently delivered to the staff of Barclay's Bank, in London, Prof. Nicholson says with reference to conditions in Great Britain:—

"We are suffering in the first place from over-importation. During the war a great part of this over-importation was of the greatest national benefit. The imports from America were necessary for the conduct of the war. But

an increasing part of the aggregate money value of these imports was due to the inflation of the currency and the associated rise in prices. This part was not a blessing—quite the contrary."

While a wholesale application of Prof. Nicholson's statement is not justified, yet in relation to the coal consumption of Canada, the statement is one of fitting exactitude. In brief, we are importing altogether too much coal and we are purchasing it at an increasing disadvantage.

#### PERSONALS

D. A. R. McCANNELL, who was recently appointed city engineer of Regina, Sask., was born in 1890, in Bruce County, Ont. His parents moved to Regina in 1893, his father being one of the first settlers who located there in 1882, before the municipality of Regina was formed. Mr. McCannell acquired his public and high school education in Regina, subsequently graduating in civil engineering at Queen's University. Commencing practice as a rodman with the engineering staff of the city of Regina in the summer of 1911, he was engaged on pavement construction until 1915, when he was appointed assistant to the city engineer. This position he held until 1917, when he became acting city engineer, and recently the city council decided to drop the word "acting" from his title.



M. L. CANTELL, of St. Boniface, Man., who is on the engineering staff of the Manitoba government, has been elected a member of the Royal Society of London, Eng.

J. LEBLANC has been appointed by the city commissioners of Montreal, as supervising engineer in charge of that city's contract work, in place of W. Matheson, resigned.

GORDON KRIBS, assistant engineer on the staff of the Hydro-Electric Power Commission of Ontario, has resigned in order to accept a position as manager of the Hespeler Manufacturing Co., Hespeler, Ont. Mr. Kribs is a graduate of the University of Toronto, Faculty of Applied Science and Engineering, class of 1905. For several years Mr. Kribs was in Texas as engineer for the Texas Power & Light Co.

ARTHUR H. BLANCHARD, consulting highway engineer, New York City, who is well known among Canadian engineers, has been appointed professor of highway engineering at the University of Michigan, Ann Arbor, Mich., the appointment to be effective commencing September 15th. This is a new chair at the University of Michigan, having been created at the last meeting of the board of regents. In addition to his consulting practice, Prof. Blanchard has been associated for some years past with the highway engineering department of Columbia University. He has given numerous lectures to Canadian audiences on various phases of highway work. Prof. Blanchard is best known as the chief editor of the "American Highway Engineer's Handbook." He is the author also of several other well-known books on highway engineering.