

G.T.R., C.N.R. and the government, on some equitable basis.

With the C.N.R. out of the east as a competitor, the C.N.R. lines as feeders, and the N.T.R. in its hands, the Grand Trunk should enter upon an era of prosperity, notwithstanding their efforts to show their insolvency and dilapidated condition in order to avert the G.T.P. responsibility.

The Canadian Northern should be confined to the west of Port Arthur and Winnipeg, and given the Grand Trunk Pacific lines on some equitable arrangement. They should be required to shake loose from all Eastern lines as best they can. Nobody knows how to make the most of these Eastern properties better than Sir William Mackenzie. A scrap railway is worth more to-day than ever before. Scrap may be the best disposition of some of them.

This arrangement, if consummated, would eliminate competition for both the G.T.R. and C.N.R., and put them on a paying basis, cause little disturbance, preserve those companies in the hands of present owners, and save the government from endless trouble. If it came to the worst, then a government loan to save either from the hammer would be a safe investment. The future of both companies would be assured.

Both companies should be called upon to furnish the government with detailed plans and estimates of economies which they could effect, as well as of the enhanced profits in operation of each in its own territory. This should be furnished before anything is done to effect any change in the direction of government ownership.

The writer has no systematic figures to show that the enhanced value in both of the systems would be considerable; but until it can be shown, he does not believe either system is likely to go into the hands of receiver for some time to come. In conclusion, it may be said without fear of contradiction that no government can compete with a private company in railway construction or operation.

Who has ever heard of a government getting the best of any deal with a private railway company?

### U.S. ENGINEERS FORM JOINT COUNCIL.

On June 27th was held the first meeting of the Engineering Council of the United Engineering Society. The Council was recently organized as a medium of co-operation between the four national United States engineering societies. The function of the Council may perhaps best be described by the following extract from the by-laws of the United Engineering Society: "The Council may speak authoritatively for all member societies on all public questions of a common interest or concern to engineers."

The Council is composed of twenty-four members, five being appointed by each of the four founder societies and four by the United Engineering Society. The founder societies are the American Society of Civil Engineers, the American Institute of Mining Engineers, the American Society of Mechanical Engineers and the American Institute of Electrical Engineers.

At the organization meeting the following officers were elected:—

President, I. N. Hollis; vice-presidents, H. W. Buck and George F. Swain; secretary, Calvert Townley; executive committee, the four officers and J. Parke Channing and D. S. Jacobus.

The Council discussed at length ways and means by which the founder societies through the Council may be

of use to the nation. The unanimous desire to help the government in the prosecution of this war resulted in a resolution instructing the executive committee to co-operate with the government in procuring the services of engineers, also the appointment of a committee of three consisting of Messrs. H. W. Buck, A. M. Greene, Jr., and Edmund B. Kirby, to consider the best means of utilizing the inventive ability of the societies' members.

### ANOTHER ENGINEER RECEIVES APPOINTMENT TO HIGH DIPLOMATIC POST.

Boris Bakhmeteff, who was last month elected to membership in the Canadian Society of Civil Engineers, has been appointed Russian Ambassador to the United States, to serve in co-operation with the diplomatic mission which the new Russian government has sent to America. Members of the Society will naturally be pleased that one of their number has been selected for a position of such international responsibility.

Ambassador Bakhmeteff was born in Russia in 1880. He is a member of the Institute of Engineers of Ways of Communication, of Petrograd, and holds a Russian degree similar to the Canadian and American "Doctor of Engineering."

During the years 1898 to 1907, he was engaged in railway work with the Transcaucasian Railway, and in connection with the construction of the Simplon tunnel. He went to the United States and spent some time in New York as engineer in the Barge Canal office, and in the office of John Bogart, consulting engineer. In 1907 he returned to Russia to become assistant professor of hydraulics at the Peter the Great Polytechnical Institute in Petrograd. Later he became full professor. In 1910 he was appointed as a member of the advisory board of the ministry of agriculture, and in 1913 became chairman of engineering investigation of the department of land improvement, ministry of agriculture.

He has been in the United States for the past year or more as a member of the Russian purchasing committee.

Among the undertakings of which Ambassador Bakhmeteff has had responsible charge, are the power developments at Schuja, Topoxal, Tauchxo, Copperwoms Chols, etc., small plants not exceeding 2,000 h.p.; Rion, 24,000 h.p.; Bug, 20,000 h.p.; Petrograd, 120,000 k.w. (as vice-president and chief hydraulic engineer); Kikys, 10,000 h.p.; Dnieper, 800,000 h.p.; canalization of river and general schemes of power development at Duma for the Ministry of Ways of Communication; and various consulting and advisory work for government and municipal boards.

Ambassador Bakhmeteff addressed the United States Senate last week, assuring the senators that Russia will "carry on." The previous week he spoke before the House of Representatives, and was given a hearty reception by both branches of Congress. He was later given a reception by Secretary of State Lansing, and President Wilson attended.

"Russia rejects with indignation any idea of separate peace," said the ambassador. He thought that many of the rumours of internal dissension in Russia have grown out of misunderstandings regarding the great changes taking place in the whole fabric of the government in the transformation to democratic standards, and he pleaded for patience with and confidence in Russia, saying that all of her many serious problems would be solved successfully in the end and satisfactorily to England, France and the United States.