

Falls; Richard Neuhaus, of the Electro-Bleaching Gas Co.; and Gravenhorst & Co., of New York.

The *Canadian Engineer* is very pleased to hear of these removals; the fewer our enemies the better. It is certain that these firms must have satisfactorily established their bona fides with the British Government, or their names would not have been removed from the blacklist. The removal is prima facie evidence that in those particular cases there was some misunderstanding which evidently has since been cleared up to the satisfaction of the authorities.

In our issue of July 27th we expressed regret that these firms, or any United States firms, should have given cause to be blacklisted, and it is pleasing to note that so far as these two firms are concerned, no cause evidently was actually given for their names being retained on the blacklist. While no truly patriotic Canadian engineer or municipality would deal with any firm while reasons existed for that firm's name being on Great Britain's blacklist, the removal of the above three names from the blacklist should, of course, in all fairness to those firms, clear them of any prejudice, and there should now be no reason for Canadians abstaining further from doing business with those firms if dealings with them should appear desirable or advantageous.

EDUCATION IN ROAD BUILDING.

For some time past considerable stress has been placed upon the subject of education in the design, construction and maintenance of modern pavements. Our universities have been more active in their efforts to see to it that highway engineering should have a more important place in the curricula of our engineering schools.

Millions of dollars are being spent annually for better roads and until the building of all of these roads is done intelligently and scientifically no doubt many thousands of dollars will be wasted every year.

Practically every resident of city and county is vitally interested in good roads whether conscious of it or not, and it behoves all to do what they can to be sure that the construction of them is carried on with the minimum of waste.

All over Canada there are engineering students who have deliberately chosen the field of highway engineering as a life work. Our universities are responding to the demands of these men and laying themselves out to give the kind of specialized training in highway engineering that will fit a student to take up the work intelligently. In these universities the student gets an excellent training in highway economics and highway administration with all the subdivisions which such a course includes.

There is, however, another phase of the question in which we as a people are a little behind. While the universities are giving more specific attention to highway work it is questionable if enough is being done along the line of what may be termed popular education in the subject of road building. Much information on the subject is to be found in government reports, pamphlets and technical journals which, if properly used, would be of much value, but unfortunately the men available for the work are not as a rule students and the book learning, good as it is, is not suited to their needs.

In this respect we might well copy the example of our neighbor to the south. No money is spent directly by the Federal Government of the United States or actual road construction except for experimental or

demonstration purposes. The work of the office of Public Roads is purely educational and both the technical and popular sides are provided for. For the scientific road builder reports are printed and bulletins are issued giving results of investigations and experiments, which in their arrangement and up-to-date character of their contents are a vast improvement over the general run of text-books. And for the benefit of the man on the job the same office undertakes, as the best method of teaching the work, to build sections of road of various kinds in numerous localities. This work is carried on under the direct supervision of government engineers, an important part of whose duties is instruction of the men on the work in the correct principles and methods of road building. In this way the government is doing a very profitable work; the locality receives benefit in the form of a section of improved road; while the men of the locality receive free the best instruction available, and are fitted to continue the good work.

PERSONAL.

DE GASPE BEAUBIEN, consulting engineer of Montreal, has been on a visit to France.

Major WILLIAM ASHPLANT, formerly city engineer of London, Ont., has been wounded in France.

H. A. KEE, formerly mine superintendent at the Nipissing mine, Cobalt, is now in charge of the Kerr Lake mine.

G. G. UNDERHILL has joined the staff of L. G. Mouchel & Partners, engineers, as their Montreal representative, with office in the New Birks Building.

ROWLAND KING, graduate of the Michigan School of Mines, has accepted the appointment of general superintendent of the mine and mill of the Highland Mining and Development Co., near Ashcroft, B.C.

J. DUCHASTEL DE MONTROUGE, M.Can.Soc. C.E., and president of the Dominion Good Roads Association, has just returned from a visit to the Maritime Provinces in the interest of the good roads movement.

CHARLES J. BARR, formerly general superintendent of the Tennessee Coal, Iron and Railroad Company, Ensley, Alta., has been appointed general manager of the Algoma Steel Corporation. Mr. Barr is a Canadian and belongs to Lindsay, Ont.

W. F. FERRIER, of Toronto, and Prof. J. C. GWILLIM, of Kingston, were in British Columbia recently, making investigations for the Dominion Government relative to certain minerals concerning the occurrence and development of which information is required.

OBITUARY.

Sergt. WILLIAM DUNCAN MILLICAN, of Winnipeg, Man., was killed in action on August 28th. He was a civil engineer and an active member of the Manitoba branch of the Canadian Society of Civil Engineers. From 1909 to 1911 he was on the staff of the civic power construction department at Point du Bois and for a time was employed on work in the Greater Winnipeg Water District. He also was with the Canadian Northern Railway as resident engineer. For two years, previous to his enlistment, last April, with the Canadian Engineers, he was in the office of W. M. Scott, consulting engineer, Sterling Bank Building, Winnipeg.