

portant rôle in the future when further readjustments are made between capital and labor. A union of technical men would certainly have the effect of similarly improving the condition and raising the status of those following these professions. That such a union is practicable is shown by the fact that chemists in England have already organized in this way. The fact that technical men follow a great variety of more or less distinct professions, and that the qualifications of individuals are equally diverse, ranging from the consulting man who has had extensive experience to the recent graduate only commencing to practise his profession, need form no barrier to the introduction of a proper scale of fees and salaries. There is the same range of ability and experience among men of the medical and law professions, and the etiquette prevailing in these professions suffices to maintain fees on a well recognized and adequate scale. Even in these professions there are, of course, some who indulge in the practice of under-bidding, but they find themselves severely ostracized. There is no reason why this practice should not be similarly eliminated from the technical professions, and so soon as this is done, the apparent discrimination against technical men will automatically disappear. Those who are at the head of these professions have every reason to know, from their own experience, the hard road their juniors have to travel, especially at the commencement of their career, and the initiation for bringing about the organization which is necessary before present conditions can be rectified or ameliorated, would most appropriately come from them.

U.S. ENGINEERING COUNCIL ACTIVITIES

By Alfred Douglas Flinn
Secretary, Engineering Council

AT the regular meeting of Engineering Council of the United States, held June 20th, a special report by the Public Affairs Committee on the licensing of engineers was debated at length. It was decided to create a small special committee, with very carefully selected membership, to study this important question thoroughly with a country-wide view. It is intended that through the work of this committee, Engineering Council shall in due time be prepared to advise engineering organizations in any of the states upon this much-discussed matter. Engineers who have knowledge of proposed legislation are requested to communicate with the secretary of Engineering Council. Information or rumor has already been received of possible action by the legislatures of Iowa, Ohio, Indiana and Michigan. As is well-known, a few states have passed laws.

Assistance rendered by the committee of Engineering Council known as American Engineering Service, has been of increasing importance to the war, navy and other governmental departments in securing men for both civilian and uniformed services in connection with the war. American Engineering Service has come to be officially recognized as the channel of communication between governmental departments and engineers in personnel matters, in the United States.

The Fuel Conservation Committee has been working with the Fuel Administration and the Bureau of Mines, particularly in consultation on questions of policy. At the spring meeting of the American Society of Mechanical Engineers, in Worcester, an important special session arranged largely by this committee was devoted to fuel. Many valuable papers and discussions were presented

which are to be printed by the American Society of Mechanical Engineers in a separate pamphlet.

A committee on Americanization activities was authorized for the purpose of co-operating with the National Americanization Committee and the Bureau of Education of the Department of the Interior. Council was requested by Miss Frances A. Kellor, special adviser to the Bureau of Education, to appoint such a committee to co-operate in the war work extension in an advisory capacity, especially in educational propaganda among mechanics and laborers with whom engineers come in contact through their industrial and professional work.

Ask for Engineers on Commission

Upon receiving a telegram from Boston engineers that the legislature of Massachusetts was expected to pass a bill abolishing the public service and the gas and electric commissions, substituting a Public Utilities Board of seven members appointed by the governor for five years, at five thousand dollars annual salary, Engineering Council passed resolutions and directed its secretary to send the following letter to Governor McCall:—

"Engineering Council, an organization of national technical societies of America, created to provide for consideration of matters of common concern to engineers, as well as those of public welfare, in which the profession is interested, representing the American Society of Civil Engineers, American Institute of Mining Engineers, American Society of Mechanical Engineers and American Institute of Electrical Engineers, known as the Founder Societies, and having a membership of thirty-three thousand, at a regular meeting held June 20th, 1918, adopted the following preambles and resolution:—

"Whereas, it has been brought to the attention of Engineering Council that a Public Utilities Board of seven members will probably be appointed by you in the near future, and

"Whereas, experience has shown that engineering training, combined with special knowledge of organization and experience therein, is of great advantage to the public and should be associated with business capacity and tact for the efficient discharge of the duties of a Public Utilities Board, be it, therefore,

"Resolved that Engineering Council suggests the advisability of the appointment to membership on your board of at least one engineer who is qualified by training and experience for such duties as may be required of the members of such a board."

The organization meeting of Engineering Council was held June 27th, 1917, and so the recent meeting completes the first year of the Council's activities. During the year the Council has done much to perfect its organization, to strengthen its relationships with the societies and the government and has accomplished much useful work.

About 325 acres of devastated area in Halifax are to be rebuilt. The commission will undertake to construct the work on modern town-planning principles, and this will call forth the best art of engineers and architects. Provision is being made for the better location of streets, and public and private buildings of first-class construction.

At a recent joint meeting of the Point Grey, Richmond and South Vancouver boards of trade, the subject was joint action for the encouragement and development of industries in the Fraser District of British Columbia. A resolution was passed to the effect that every encouragement should be given to the building of wooden, iron and concrete ships and to new firms of a substantial character, when it was clear that such shipbuilding was in harmony with the best interests of the country and did not conflict with the intentions of the government.