

account of the fact that the majority of the reports came in with even hours mentioned on them there was no benefit derived from the use of half-hour periods. The table for 1915 was prepared on the one-hour basis. It was found that the greatest number of accidents occurred between 9 and 10 in the morning and between 2 and 3 in the afternoon.

A glance at the chart which accompanies the report shows that accidents are consistent in their occurrence as regards their distribution throughout the day. Another table in the report shows the length of time the injured employees had been employed on their particular operations before the occurrence of the accident. In 1915 workers employed four weeks or less sustained 792 accidents, which is in excess of any other class shown by the table. This clearly indicates the importance of the proper education of new employees before allowing them to take up their duties. The hiring of new men is costly at best and if new workers are not properly instructed in the performance of their duties, the probability of accident during the periods of their employment is greatly increased.

In 1915 the greatest number of accidents occurred to those who had been at work four hours. The 1914 figures show more accidents to have occurred to employees having been at work two and three hours, while 1913 figures give three and four hours as having the high value. The report, furthermore, shows a decrease in accidents occurring to employees under 22 years of age and an increase in employees between the ages of 30 and 40.

LETTER TO THE EDITOR.

"The Technically Trained Man in Business."

Sir,—I have read with interest your recent editorial on "The Technically Trained Man in Business," (August 3rd issue *The Canadian Engineer*). I am myself a young engineer quite recently graduated from a well-known Canadian university, and I realize quite fully that I know nothing of business methods and very little of business law. I am not at all favorably impressed with the means adopted in some, at least, of our universities, to make the student familiar with business methods or business law. Perhaps, being but a mere student, I am not at all qualified to criticize the methods of my Alma Mater, but it appears to me that a course in business law which compels a student to take dictation in that subject, for one hour per week, for one year, at a furious rate of speed, and subject to all the errors incident thereto, and without any opportunity whatever for discussion, is, at any rate, not all that it should be. As far, however, as we young graduates are concerned, this is past and gone. What concerns us, as young engineers, is how we can acquire this information. Unfortunately, some of us are not, on account of our technical duties, thrown into contact with the business world, and we are therefore left to grope for ourselves. It seems difficult to make much progress.

Personally, beyond reading somewhat carefully such Acts of Parliament as the Bank Act, the Joint Stock Companies' Act, etc., I have accomplished nothing. I would appreciate, and I believe that many young graduates would also appreciate, a series of articles in your excellent magazine dealing with these subjects—business methods and business law. It would doubtless be impossible to go very fully into these subjects, but at any

rate many useful suggestions as to how and where to acquire information along these lines could be given; and possibly some of the more obscure problems could be dealt with more or less at length.

R. C. McCULLY.

Bulyea, Sask., August 14, 1916.

PERSONAL.

W. E. SEGSWORTH, Toronto, has been elected a member of the Institution of Mining and Metallurgy.

JOHN H. GRAY, A. W. McVITTIE and MARTIN H. RAMSAY, all of Victoria, B.C., have been authorized to practice as land surveyors in British Columbia.

J. A. JOHNSTON, who for some time has filled the position of district inspector of the Hydro-Electric Commission at Brockville, Ont., has been appointed manager of the Light and Power Department of that town.

Major W. N. ASHPLANT, former city engineer of London, Ont., who was recently slightly wounded in the ear by a shrapnel fragment, and who returned to duty within a few days, has been officially reported as wounded and missing.

K. B. KUNDSSEN, B.Sc., of London, England, has joined the Toronto staff of L. B. Mouchel & Partners, engineers. Mr. Kundszen is a member of the Danish Society of Civil Engineers. He has lived in England for the past three years, and recently was captured by the Germans while en route to Denmark for a vacation. As he was a citizen of a neutral country, however, he was soon released.

OBITUARY.

Major W. A. CASEY, a well-known civil engineer of Victoria, B.C., has been killed in action.

FRED. WALKER, first superintendent of the Lethbridge division of the C.P.R., died recently at Tacoma, Wash., after a long illness.

H. L. WILLIAMS, of Leamington, Ont., who for many years was engaged in the building trade, recently passed away at the age of 84.

A. J. L. EVANS and GEORGE REVELL, who went to the front with the mining engineers from Kootenay, B.C., have both been killed in action.

JOSEPH NEWMAN, resident of St. Catharines, Ont., for the greater part of his lifetime of sixty years, and a former member of the contracting firm of Newman Bros., died on September 21st after a lingering illness.

J. H. LEAHY, contractor, died recently at the Royal Victoria Hospital, Montreal. Mr. Leahy had been associated with works in that city for many years. He had the contract for the paving of Notre Dame Street through Maisonneuve and for the construction of many city drains and sewers.

JOHN BANNERMAN, a well-known resident of Ottawa, passed away recently, following an operation. He was born in Scotland 66 years ago and came to Canada at an early age, settling in Ottawa, where he resided ever since. Formerly he was a member of the firm of Powers and Bannerman, and was the constructor of the first pipe for the Ottawa waterworks system.