

handle same, Canada will, at a minimum of effort and expense, be relieved of a menace with respect to her coal supply which threatens not only her economic life, but the physical life and well-being of a large proportion of her citizens."

If our outside supply of coal is cut off, we must look to our peat, lignites, and coal in East and West. Under the circumstances, the public naturally want to know what is being done to obtain this coal in East and West and what is being done for its distribution to the central portions of the Dominion. There is a proper desire to know what action the Dominion government is taking in these matters; whether conferences are being held; whether expert knowledge is being applied; and what time and funds are necessary to obtain lignite and peat in order satisfactorily to relieve the situation, not so much for the present, but more especially for the future.

PROVINCIAL CONSULTING ENGINEERING

Just as this issue goes to press, we are in receipt of thirteen typewritten pages from Mr. Thomas Adams, town-planning adviser of the Commission of Conservation, in reply to the editorial, "Provincial Consulting Engineering," in our issue of December 13th, 1917. As the reading portion of the paper has already been prepared for press, we cannot print Mr. Adams' reply in full until our next issue, in order to avoid missing the mails with this week's paper, but in fairness to Mr. Adams we desire to make immediate acknowledgment of his well-prepared reply.

The editorial above mentioned was written not so much in a spirit of criticism of Mr. Adams' report, as from a desire to do something to curb the growing tendency toward the ill-considered creation of too many provincial bodies with wide and autocratic powers. It is apparent from Mr. Adams' reply, and from another review of his report in the light of the explanations made in his reply, that he intended no slight upon the present efficiency of the work of the municipal and consulting engineers in Canada. In fact, Mr. Adams appears to have been a genuine and staunch friend of the engineering profession in Canada, and we believe that he is fully awake to the possible evils suggested in our previous editorial, and that he would surround any legislation which he might propose, with ample safeguards against injustice to individual engineers.

Mr. Adams is in a position to recommend and secure the employment of engineers by municipalities which now ignore the profession, and his ideas upon the subject are doubtless essentially sound. It is important, however, in the working out of these ideas, that the engineers in Canada should be fully consulted at every turn, and we would suggest that close co-operation between the Commission of Conservation and the new legislative committee of the Canadian Society of Civil Engineers would be productive of the best results.

PERSONALS

Lieut. JAS. BOYD McLACHLAN, B.Sc., Montreal, has been elected an associate member of the Institution of Civil Engineers.

WALTER ROBINSON McRAE, of Toronto, has been elected a member of the American Institute of Electrical Engineers.

Lieut. JOHN CUMMINGS, of the Canadian Railway Troops, has been elected an associate member of the Institution of Civil Engineers.

W. B. FORTUNE, formerly superintendent of erection of the Quebec Bridge, has been asked to join the American International Corporation, to superintend ship construction.

CARL ERNEST ROGERS, draftsman for the Montreal Public Service Corporation, Montreal, Que., has been elected an associate member of the American Institute of Electrical Engineers.

HAROLD L. WOOLCOTT, assistant to light, heat and power superintendent, Canadian Explosives, Limited, Nobel, Ont., has been elected an associate member of the American Institute of Electrical Engineers.

F. F. BACKUS, general manager of the Toronto, Hamilton & Buffalo Railway, with headquarters at Hamilton, has been appointed railway traffic expert in charge of traffic at the Canadian terminals on the Niagara frontier.

WILLIAM STEVENSON, formerly mining engineer for the Brazilian Collieries, has been appointed district inspector of mines for the Crow's Nest Pass and Pincher Creek districts, Alberta.

REGINALD H. BALFOUR, B.A.Sc., sales manager of the Eugene F. Phillips Electrical Works, Montreal, has been elected a director of that company. The capital of the firm has been increased to \$4,000,000, practically all paid up. When interviewed by *The Canadian Engineer*, Mr. Lawford Grant, the general manager, stated that a new charter, with more extensive powers, had been obtained, and admitted that the company looked forward with confidence to greatly increased business, both foreign and domestic, after the war.

ARTHUR V. WHITE, of Toronto, whose article on the coal situation appears in another part of this issue, is one of the consulting engineers to the Commission of Conservation, and is also consulting engineer to the International Joint Commission on the Lake of the Woods reference. He was formerly consulting engineer with Brown Brothers, London, England, for whom he executed commissions in France, Belgium and the United States. Mr. White became associated with R. A. Ross, of Montreal, in the field investigations of the Ontario Power Commission, the precursor of the Hydro-Electric Cower Commission of Ontario, and later was for a time with the Department of Public Works, Canada. He has persistently urged energetic action with respect to Canada's national fuel and power problems.

OBITUARY

GEORGE KENRIC BORIGHT, of Cowansville, Que., whose death occurred on January 10th, was an electrical engineer, a graduate of McGill University, Montreal, class of 1910.

The construction of the new mill at the Davidson property in Porcupine is proceeding satisfactorily, and will probably be completed by February.

The problem of conserving the waters of the Grand River is being worked out by N. Cauchon, of Ottawa, who suggests that two districts be developed, not only in the way of conserving the water supply in the tributary districts, but also developing the irrigation system. These districts, in Mr. Cauchon's opinion, should be the Hamilton and Ottawa sections. The Hamilton includes the Grand River as far as Fergus and Elora.