

committee or tribunal. The engineer is reduced to impotence even when the facts are in his favor, by the need for clothing his thoughts in a garb that will be recognized by the uninitiated.

It is difficult to bridge the gulf which separates the mysteries of craftsmanship and the simple commonsense of an outsider willing to be enlightened. The wish to understand and the desire to impart knowledge does not serve to give comprehension.

For reasons of this kind editors of daily newspapers do not send experts to elicit information and write up technical matters. If the specifically trained man be selected, it is most probable that his account will be unintelligible to the average reader. No matter how he tries to simplify his material, the expert cannot divest himself,—save in very exceptional cases,—of his technical language.

Until, therefore, the engineer can divest himself of technicality upon occasion, or until the general public become more scientifically minded, there is little real hope of genuine understanding between them.

Some of the greatest scientists have had the happy faculty of making abstruse theory clear to the average man. Sir Robert Ball is an instance in point. Kelvin stated that he never believed in the most promising theory until he had made a model to illustrate it in the simplest manner. He even went so far as to state that unless a model could be constructed, he was inclined to the belief that the theory was untenable.

The first step toward the engineer taking his proper place in public affairs is that the general populace should have some real understanding of his work. If the engineer is ever to become a focal point for popular vision, he must cultivate popular comprehension; he needs to adjust his view-point from the particular to the general.

For many reasons it is desirable that the engineer should bulk more largely in public affairs. One reason why he does not is outlined above; it is undue insistence upon exact technicality.

Try to explain to a child of seven,—and permit cross-examination,—some engineering device or abstruse theory. Try to reduce to the child's comprehension some natural law underlying practice. It will reveal how far one has travelled in a technical sense. The attempt is worth making and the result will prove the hopelessness of mere technical explanation.

PERSONALS

HON. ROBERT ROGERS, Minister of Public Works, Dominion Government, has resigned.

L. A. PARDO, Chatham, has been appointed superintendent of good roads for Kent County.

B. W. KNOWLES has succeeded W. SAMPSON as superintendent of the Nickel Plate mine, Hedley, B.C.

HOWARD G. KELLEY, M.Can.Soc.C.E., has been appointed president of the Grand Trunk Railway, vice E. J. Chamberlin, resigned.

Colonel WILLIAM F. MORSE, consulting sanitary engineer of New York City, recently visited Toronto and inspected the Don incinerator.

GEORGE SCOTT has been appointed superintendent of the Moncton Tramways, Electricity and Gas Company, succeeding A. B. CORYELL, who has resigned.

R. L. DAVIS, Buffalo, general superintendent for the Southern Ontario Gas Company, was in London recently to discuss the natural gas situation with the utilities commission.

W. E. SEGSWORTH, mining engineer, Toronto, has been appointed by S. A. Armstrong, director of the military hospitals commission, as his assistant in the vocational training department.

R. B. BENNETTS, of Tacoma, has been appointed consulting engineer for the Ladysmith Smelting Corporation. He will supervise the installation of a copper converter plant at Ladysmith, B.C.

J. D. MURRAY, superintendent of the Alberta and Great Western Railway, is confined to the General Hospital, Edmonton, as the result of a motor accident. His condition is considered serious.

W. G. ROSS, chairman of Montreal Harbor Commission, has been presented with a special decoration by the Navy League in recognition of valuable services on behalf of the naval service and Navy League.

Prof. JOHN C. McLENNAN, University of Toronto, chairman of the Industrial Research Commission, has been honored by His Majesty by being appointed an officer of the newly founded Order of the British Empire.

R. M. HALFPENNY, superintendent, and W. JACKSON, assistant, chief engineer, of the Edmonton, Dunvegan and B.C. Railway, have retired, and were tendered a banquet by forty members of the staff at the Phoenix Cafe, Edmonton.

A. T. PERRIN, assistant chief draughtsman of the Dominion Bridge Co., of Lachine, P.Q., has resigned his position to become manager of the Iberville, P.Q., plant of the Rapid Tool & Machine Co., the head offices of which are located at Lachine, P.Q.

ALFRED E. FORSTALL, consulting gas engineer of New York, has been appointed by P. A. Macdonald, public utilities commissioner of Winnipeg, to investigate the conditions that prevail in the gas industry in Winnipeg with a view of fixing a standard rate for gas.

ARTHUR J. FARNSWORTH has been engaged by the TAYLOR ENGINEERING COMPANY, Vancouver, to conduct a research department in connection with the works of that firm. Mr. Farnsworth has occupied several posts at industrial power plants in Eastern Canada, and was for a time on the staff of the New York firm of engineers, Stone and Webster.

W. F. TYE and N. CAUCHON, the consulting engineers who reported to Hamilton on railway entrances, addressed a representative gathering of citizens at a luncheon held last week in Hamilton. By means of lantern slides, the engineers explained the scheme which they recommend, and it was endorsed by those present, including members of the City Council, the Board of Trade, Rotary Club, Manufacturers' Association and other organizations.

Lieut. FRANK STEERS, son of Mr. C. J. Steers of the Department of the Interior, Ottawa, has been wounded in the recent fighting. He was educated at Toronto University, but before being graduated left for the Canadian Northwest to do surveying for the Dominion government. He latterly was in the employ of the Department of the Interior in Ottawa. He was given a commission in the Canadian Engineers Training Depot at St. Johns, P.Q., and went overseas last fall.