DRAUGHTSMAN WANTED.
Prominent Engineer in Mexico Makes Peculiar Request.

A prominent engineer in Mexico has just telegraphed the Mining Department, asking that a mechanical engineering draughtsman be procured for him. He offers a starting salary of between one hundred and thirty-five and one hundred and forty-five dollars per month, and also offers to pay all the traveling expenses incurred. The engineer does not require a graduate, but states that any man, graduate or undergraduate, who is fairly proficient in this line of work is eligible for the position.

The importance of this request lies in the fact that the engineer is willing to take his chances on any man that is a Tech man, and is willing to pay well for the work. In doing this he is paying Technology the same compliment that Belova has so often done in his praise of graduates of the Institute and in his selection of Tech men for his most responsible positions.

COAL CONSUMPTION.

Pittsburgh Greatest Coal Burning City.

More fuel is consumed in the city of Pittsburgh and its immediate vicinity, and more coal is shipped to and through Pittsburgh district than in any other district in the world, according to Edward W. Payley, of the United States Geological Survey. With a population of about one million of that of Greater New York the consumption of coal alone in Pittsburgh is nearly equal to that of the much larger city. Greater New York consumed in 1911 approximately 19,000,000 short tons and Pittsburgh used about 15,500,000 short tons. But Pittsburgh once consumed several million tons of coke and considerable quantities of natural gas, which, added to the coal consumption, gives the city a good lead over New York as a fuel consumer.

In the quantity of coal handled the comparisons are still more striking. Pittsburgh's business exceeding that of New York by nearly 50 percent. In 1911 the total coal traffic in New York Harbor, including the city consumption, the transshipments to New England and upriver points, and the broker and export trade, amounted to approximately 25,000,000 short tons, whereas the coal traffic of Pittsburgh including rail shipments East and water shipments West amounted to nearly 22,000,000 tons.

In the total movement of coal to Pittsburgh and points east and west therein there was an increase in 1911 of 1,574,705 tons over 1910. Of the increase by the shipments through or from the district. On account of the depression in the iron and steel trade the local consumption of coal at Pittsburgh decreased about 1,600,000 tons, or from 15,600,654 tons in 1910 to 14,096,644 tons in 1911. The rail shipments to Pittsburgh decreased about 1,408,000 tons and the water shipments about 200,000 tons. The decrease in the consumption of coke was, of course, much larger. The movements of coal both east and west, however, showed increases, western shipments from 2,463,582 tons to 25,201,264 tons, all in water shipments to lower Mississippi River points, and eastern shipments, all rail, increasing from 15,787,144 tons to 13,128,666 tons. The water shipments were the largest since 1890.