

LUSITANIA'S ATLANTIC VOYAGE.

On her maiden trip the new Cunarder "Lusitania" did not make the speed generally expected, although from the standpoint of marine engineers she has carried out her part well. Many fully expected that the "Lusitania" would break all ocean records on her first voyage. This she failed to do since her average speed was only 23.01 knots per hour, while the average speed of the "Kaiser Wilhelm II." of the North German Lloyd on her record trip was 23.58 knots per hour.

In view of this fact the "Lusitania" has been subject to many scathing remarks which were not at all justified. The steamer made a record maiden voyage, which is all that could reasonably be expected of her, especially in view of the fact that her machinery was of an entirely new type, and required more than the ordinary carefulness and attention that is given to engines of the reciprocating type, with the operations of which marine engineers are fully conversant.

As every engineer well knows, it would have been very unwise, if not dangerous to run these new engines at their top speed on the first trip, and the fact that about one-quarter of the quantity of coal estimated as necessary, was not used was evidence that they did not do this. There can be no doubt, whatever, after what she has already done, that the "Lusitania" will do what has been expected of her. As we write report comes to hand that on the return trip between Sandy Hook and Queenstown, a distance of 3,080 miles, the average speed was 22.75 knots over the whole distance. The time for the total trip being 5 days 3 hours and 23 minutes, while the previous record for the same trip was 5 days 7 hours and 23 minutes.

The captain says he is of opinion that the "Lusitania" will do even more than has been expected of her, as soon as the right time comes to speed up.

EDITORIAL NOTES.

Mr. Francis Dagger, the telephone expert for the Saskatchewan Government, has been making inquiries in the province regarding the present telephone service, and he finds that the people are strongly in favor of Government-owned telephones. In many of the towns and districts of the province there are at present no telephone connections whatever, and in many places where telephones are installed, the charges are considered exorbitant. The population of this Western province is growing very rapidly, and the time is opportune for the establishment of an independent telephone service. Many of the places at present without telephone communication are very small, and what is required is a service that will give inter-communication between these small villages and towns. One letter received in answer to an inquiry of Mr. Dagger's regarding the telephone situation in one of the Western towns is very interesting, and reads as follows:—"The Saskatchewan Telephone Company provide the service (?) in our municipality. There is only one 'phone, so that we get no rates in a business or residential system. We pay 30c. for a service to Moosejaw, seventeen miles, and 25c. for a service to Mortlach, eight miles. The farmers in our neighborhood have no telephone service. The feeling among our community regarding the efficiency (?) of the present telephone service and the rates charged is in no wise complimentary to the company." After reading over the many replies received in answer to the inquiry sent out, one is inclined to believe that no other question, except, perhaps, the extension of railway facilities, would have brought out such an unanimity of opinion, and replies received certainly go to show that the Government has been very wise in taking up this all-important question.

The fact that the United States Steel Corporation has decided to erect a plant in Canada goes to show that it is alive to the enormous expansion of railways that will take place in this country within the next few years. It is safe to say that before a great while the vast iron ore resources of Canada will be taken full advantage of, and before long all the steel required for home use will be made in the Dominion. Railway development of the past year has been very great, but as yet this development has only just begun. There are still many districts covering a wide area that the railroad is unknown to. Sooner or later these areas will be one network of railway lines, and it is pleasing to Canadians to know that the enormous quantities of steel that will be used in construction will be "made in Canada," and that Canadian raw material will be used.

* * * *

According to a contemporary the Bethlehem Steel Company offers to furnish rails for a moderate advance on the twenty-eight dollar price, with .04 phosphorus, and a twenty per cent. discard from the ingot. From this it may be taken that the quality of steel rails is about to be improved. Rails similar to those offered would cost about twenty-five per cent. more than the ordinary rails, and as well as being reasonably safe, they would have a life more than double that of the rails at present in use. From this it will be seen that an improvement in the quality of rails purchased may be looked for. Apparently the attitude of the rail manufacturers has undergone somewhat of a change since they appear to be willing to manufacture a product that will come up to the specifications issued by the railroad company with very little extra cost. Indeed several of the manufacturers have discontinued operations until such time as standard specifications can be agreed upon by the makers and the railroad companies. Both the railroads and the rail makers have evidently come to the conclusion that they must reckon with the general public if they are to continue the carrying on of their business on a successful basis.

* * * *

Now that our schools and colleges have again opened, a word to the student who intends entering the engineering profession may not be out of place. According to Prof. V. Karapetoff, there are three essential requisites for a young and successful engineer. First, he should have a sound professional knowledge; second, a knowledge of business forms and of human relations; and last but not by any means least, a good and strong character. The young man in training should make it his business not only to know how to do things, but to know why they are done. If he does not cover his ground in this thorough manner, it is not likely that he will ever get to be anything more than a subordinate. The business side of an engineer's training should not be neglected. There are many engineers to-day, men who are exceptionally proficient as engineers, but who cannot write a creditable business letter, let alone make out a specification. Of course, the engineer is not expected to have the same knowledge of business forms that a man would have that had devoted himself to this particular line. At the same time he should know enough about them to enable him to handle the commercial side of any work that he might have in hand, almost as successfully as he would handle it from the engineering side. A good strong character is not the least important part of an embryo engineer's equipment. Unless an engineer has courage to carry out his work, and the perseverance to achieve results, his engineering training would be practically useless. He should make a study of being polite, and making his personality pleasing to those with whom he comes in contact. He will do well to bear in mind that all that is to be learned in the engineering profession, no matter what the subject may be, is not taught in schools and colleges. After a few years spent in the school of experience, he will find that there is much yet to be learned that he has not even dreamed of.