

circumstances in which criticism would find room for expression. Add to the difficulties—engineering, financial, strategic, and politics—and you have a combination that will quickly breed scandal talk.

The reason for Mr. Lumsden's resignation has not been given. It is not a matter of holidays nor incapacity for hard work. Men of Mr. Lumsden's type do not quit work in the midst of difficulties. The motive for his resignation must be sought elsewhere.

Last winter Major Hodgins' charges were not fully considered. The Government and the contractors were pleased to see them dropped. Greater candor on the part of the Government at that time and a more thorough investigation at that time would have made unnecessary much of the work of the Arbitration Board.

The public have decided that Mr. Lumsden resigned because, from first to last, the politicians appointed and promoted more engineers than did the chief, and any fairy tales that may be invented will not satisfy.

The public are about right, and, Mr. Graham, if you are going to save the situation, you will require more resignations, and those from men around the top.

The C.P.R. furnished scandal talk for twenty years. The G.T.P. will do likewise unless some courage is shown in handling the present situation.

THE ENGINEER AND HIS JOB.

The engineer who is most sought after is the one who asks as few questions as possible. Whether as an engineer taking charge of work for a client or as an engineer reporting to his chief, he will never favorably impress by fussing and volleys of questions.

Results are what are required, and no amount of talk or show will take its place. Your client or your chief does not want to be worried with unnecessary questions, nor does he want you to take undue responsibility.

The successful engineer is the man whose courage and good judgment will allow him to take the initiative, and who can be trusted to work out successfully the scheme and its details.

THE ENGINEERS' CLUB, TORONTO, ANNUAL EXCURSION.

The Engineers' Club, Toronto, have arranged to hold their annual excursion this year on July 16th and 17th. The trip will be by C.P.R. train to Bobcaygeon, and from there on the following day the party will sail through the Kawartha Lakes and Canal to Lake Simcoe, returning by the York Radial Railway to Toronto.

Those who took the trip with the Club last year had a most enjoyable and profitable time, and it is expected this year the attendance will be even larger than on previous occasions. There is much to see, the trip is planned away from the usual path of sightseers, and those wishing to go should at once communicate with the treasurer, J. L. Street, 37 Melinda Street (M. 3280), so that travelling arrangements may be completed, and so the comfort of all provided for.

EDITORIAL NOTES

The Dominion Iron and Steel Company made a new record in nearly all of its departments during the month of June. The products were as follows:—

	Tons.
Pig iron	24,260
Steel	28,142
Rails	18,419
Wire rods	7,404
Total shipments	27,000

The Canadian Pacific Railway Company's fiscal year closed June 30th. Gross earnings for the year were the greatest on record, being at least \$76,117,167, compared with \$71,384,173 last year. In June the gross earnings amounted to \$6,354,000, but this figure will be considerably augmented by the miscellaneous receipts when the final reports are made up.

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The Interstate Commerce Commission have issued the railway accident returns for the first three months of 1909. The returns show that in the United States there were 663 people killed and 15,122 injured. This shows an increase in casualties of 344, but a decrease of 65 in deaths over the first three months of 1908. The damage to cars, engines and roadways by these accidents amounted to \$1,847,202.

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The ratio of working expenses to traffic receipts on the French railways is increasing. On the Orleans system in 1905 the ratio was 46.70 per cent., in 1906 it was 48.29 per cent., and in 1908, 53.88 per cent. The increased price of material had something to do with this, but so also had the decision to grant each employeé fifty-two holidays in the year. This alone cost this system \$600,000.

PRECIPITATION FOR JUNE, 1909.

The rainfall was very deficient in nearly all portions of the Dominion, except in a few isolated localities, noticeably in the Gaspé Peninsula, and in the extreme southwestern portion of Saskatchewan, where for the most part the usual quantity appears to have been well exceeded. Ottawa City recorded an amount in excess of the average, also a few places in the extreme southwestern counties of Ontario, in each instance owing to the prevalence of thunderstorms in the localities affected. In British Columbia the negative departure varied from six-tenths of an inch to three inches. In the Western Provinces, the deficit was very generally from 33 to over 100 per cent., in Ontario, from one and a quarter to two inches and a half, in Quebec, from three-fourths of an inch to over two inches, and in the Maritime Provinces from one-half to nearly three inches.

The table shows for fifteen stations included in the report of the Meteorological Office, Toronto, the total precipitation of these stations for the month.

Station.	Depth in inches.	Departure from the average of twenty years.
Calgary, Alta.	2.1	-1.0
Edmonton, Alta.	1.8	-1.3
Swift Current, Sask.	5.0	+2.0
Winnipeg, Man.	1.5	-2.0
Port Stanley, Ont.	2.8	+0.0
Toronto, Ont.	1.2	-1.5
Parry Sound, Ont.	1.1	-1.6
Ottawa, Ont.	2.4	+0.8
Kingston, Ont.	1.1	-1.7
Montreal, Que.	1.6	-2.1
Quebec, Que.	3.2	-0.7
Chatham, N.B.	3.0	-0.5
Halifax, N.S.	1.1	-2.7
Victoria, B.C.	0.5	-0.6
Kamloops, B.C.	0.8	-0.6

CANADIAN SOCIETY OF CIVIL ENGINEERS' ANNUAL EXCURSION.

This year the Canadian Society of Civil Engineers held their annual excursion on June 24th and 25th, to Windsor, Ont., and visited the Detroit tunnel and the Canadian Bridge Works, Walkerville.