

Institute provides a research Fellow who devotes his whole time to the work, with the exception of three hours a week given to instruction in chemistry. Considering the new demands that will be made after the war along the line of industrial development and the avoidance of waste, our Canadian Universities cannot put too much energy into the effort to reproduce in Canada the conditions which the English educational authorities are now seeking to imitate from Pittsburg.

Among the scientific problems with which we
AIRCRAFT are confronted, and in regard to which our Universities ought to be able to give efficient aid, are those connected with aircraft. At the present moment our air service is playing a most important part in nearly all our operations in Flanders. To show that our University men at the front are alive to the vital necessity of developing this service, the following citations may be made from a communication received from a Canadian graduate serving in the Royal Flying Corps:—

“If there is one principle which more than any other has been indisputably proved by the experience of the war to date it is that speed, power to manoeuvre, and climbing power are the salient points of the successful aeroplane in war. Size, the number of personnel, and the offensive and defensive armament are subsidiary, and indeed of no avail without the other qualities. The enemy can build as many of his great “Battle-planes” as he likes, but as long as our machines can out-climb, out-speed, and out-manoeuver these, as they have invariably done to date, his energy has been wasted. He will no doubt realize this and will set about making good his deficiencies. Although our present position is satisfactory we must not remit our efforts for a moment, because in the phase of the war now not far distant, aeroplanes will be of double the importance they are even now.

“It is no exaggeration to state that when the dead-lock in the West gives place to a battle of movement, a primary