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Engineering Socieites

ELEMENTARY ELECTRICAL ENGINEERING.

Elsewhere in this issue will be found the first of a series of article dealing with "The Elementary Problems in Electrical Engineering."

The Canadian Engineer, although primarily for the civil engineer, feels that it must keep in touch with the designing engineer in every branch. This series of articles is prepared especially for the engineer who has been following municipal, hydraulic or railway work, where in addition to being a specialist, it is required of him that he should have certain definite knowledge of the elementary work in other branches. Electricity plays to-day so important a part in our industrial life that, aside from the highly specialized electrical engineer, there are a large body of men who must know something of electricity, and it is for these men who have not given electricity any special thought that Prof. L. W. Gill, of Queen's University, consented to give these series of articles. As will be seen, he has commenced at the ABC of the subject, but as the course is continued difficult problems will be dealt with.

We will be pleased to learn of any special matters that you would care to have dealt with in this series.

PUBLIC ENTERPRISE AND PUBLIC IMPATIENCE.

In a young, growing country one of the most notable characteristics is the impatience manifest and the desire shown for all manner of modern improvements and conveniences. The desire is a notable one, but too often it is expected that the great public conveniences which are possessed in older cities should spring up in a night in the quickly-growing centres of this new country.

Public impatience is sometimes a good thing. It prevents indifference to questions which, being everybody's care, are sometimes neglected; it is the spur which drives to completion large undertakings, and it is the critic who keeps within bounds the municipal spendthrift.

But public impatience without a leader frequently demands injudicious and unusual undertaking. It frequently expects in newer centres the same perfection in public services as is secured in older centres after several centuries of experimenting and improving. It requires from municipalities and public corporations the services and accommodations which they as individuals would not consider it fair to give.

The householder, to always have a supply on hand for emergencies, would require large quantities in store and unreasonable amounts invested; yet for every emergency that arises public impatience expects the municipality or the corporation to have full supply.

For the rush hour at six the street railways are expected to provide accommodation, even if to provide that