

It is a good business for a manufacturing concern to have its output just a little ahead of the market. It is a wise policy for our university to spend money and energy in developing the department that will be in a position to produce trained men for the openings which will arise with the development of our mineral lands. It is fortunate that the Provincial universities have men who know the possibilities of our mineral lands, who, knowing, have the faith that Ontario will come quickly to her own, and with that faith the courage that makes it possible for them to develop a policy that will provide for the coming needs of the mining industry and to meet the aspirations of our young Canadians.

### "CANADIANS OF TO-DAY AND TO-MORROW."

Under this heading the Toronto "Globe" has been giving their readers a series of personal sketches, descriptive of the personality and work of a number of Canadians who, because of their material advancement, are said to have "made good."

Leaders in law and commerce and railway building have had their success pictured, and of the series none have been more interesting than that of last week's issue, when Paul E. Bilkey, in three thousand words, gave us a pen picture of R. J. Fleming, Genial Despot. Mr. Fleming has handled successfully one of the most complicated transportation problems of Canada, Toronto Street Railway, owned by a private corporation, yet acting under franchise, which requires that the citizens of Toronto shall give their approval to new extensions, makes it necessary for the railway to even build where the uninitiated imagine they should extend or attempt to crowd in the old channels the largely increasing traffic.

Toronto is none too well served by their street railway, but none but a Fleming could give so good a service and avoid so successfully complaints.

The "Globe" is doing a service to Canada in picturing pleasantly the men who are held by the public responsible for the business misfits of our community. In Toronto's case, the public, just as much as the railway, are at fault in the unsuccessful dealing with their transportation problem, and because one man stands to represent the railway is no reason why he should be the abused one, and it is fortunate that our journalists are content to show the pleasant side of the lives of the men who, though successful in business, are disliked because of their success.

### RAILLESS TRACTION.

The possibilities of railless traction for transportation of passengers and freight on the public highway is being demonstrated in Italy and Austria with some considerable success. It will be surprising if some such system of transportation does not quickly find a place on highways in Canada.

In Italy, one route is sixty miles long. The average fixtures are much similar to the average work for the ordinary rail traction, with the difference, of course, that there are two wires.

Many districts in Canada require better transportation facilities, but the service demanded is not heavy enough to guarantee returns on large outlay. The perfecting of motor carriages and drays as to carrying capacity and running gear; completion of long distance transmission lines, making the sale of electric energy possible

over wide areas; and improvement of our highways are conditions which are very favorable for the installation of railless cars.

We understand some of our Canadian engineers, very familiar with transportation problems, are now working on such schemes as those which are successful in Europe, and we look to their early adoption in some of our similar municipalities.

### THE SANITARY REVIEW.

In its issue of March 5th, 1909, the Canadian Engineer announced a new departure. The "Sanitary Review" became an addition to the usual columns.

It was felt that, in Canada, a demand would be met by devoting a portion of the journal entirely to engineering problems affecting sewerage, sewage disposal, water supply, water purification, and kindred subjects.

The effort has been to put before our readers as concisely as possible the results and conclusions of the world's investigations in these subjects, as well as to deal with home sanitary interests.

With the continuously increasing population of Canada and centralization of people in cities, towns and villages, a greater proportion of civil engineers than in the past are now giving attention to subjects relating to municipal hygiene.

The United States, Great Britain and Europe have given years of attention to this particular line of engineering, and it was felt that much gain would result in focusing engineering attention in this direction.

The Canadian Engineer flatters itself that its effort has not been without results, and that the "Sanitary Review" portion has played, and will continue to play, a leading part in the very apparent advance which this country is making in sanitary engineering enterprise.

The difficulty at first felt was in obtaining the right man to edit this special department. This difficulty was overcome by the services of Mr. T. Aird Murray, who has had charge of the "Sanitary Review" since its commencement, and who contrives, in spite of his many other engagements, to direct this section of the Canadian Engineer.

Mr. Murray's extensive and wide knowledge, backed by practical experience, has enabled him to contribute articles which have been referred to and quoted throughout Canada from time to time, and, we think, have not been without effect in adding interest and knowledge to many sanitary problems relating to sewerage and water supply.

No doubt exists in the mind of the "man who knows" but that Canada is fast realizing the prime importance of exact and efficient sanitary knowledge, and that the time is past for unscientific, haphazard and temporary work of an expedient character.

The Canadian Engineer takes this opportunity of thanking its many readers who, from time to time, have marked their appreciation of our effort as illustrated in the "Sanitary Review."

### EDITORIAL NOTES.

Toronto does not require, as the "Telegram" suggests, a new head for their Engineering Department, nor, as the "Star" suggests, a man whose specialty is engineering, but what Toronto does require is a Board of