

Millions of money was being spent on irrigation schemes. Thousands of settlers are coming to live on the semi-humid lands, and if the best results are to be secured the Government must carry on experiments, distribute literature, and train in their own fields the young men—their young men—eager to be a successful agriculturist or horticulturist in the irrigated lands belt.

It is to be hoped that Alberta will so locate her Agricultural College that part of the farm land may be irrigated. Raw land in the fertile valleys of the West is now worth from one to two hundred dollars per acre. Even on the great plains the capital invested is so large that only intense farming will bring satisfactory results. It is, therefore, necessary that instruction be given in the practice and theory of the artificial application of water to crops.

As yet we are not educated in irrigation matters. A few of the large farmers and a very few engineers have made some progress in the art in Canada, but the great body of producers are ignorant of the best methods, and every facility ought to be offered so that they may secure the best technical training, and thus be able to make the most of their opportunities.

RAILWAY COMMISSIONERS' SITTINGS.

The Board has decided to postpone the Operating Sittings, fixed for Ottawa, Ont., Tuesday, September 7th, to Tuesday, September 14th, 1909, at the hour of ten o'clock in the forenoon.

The date for the September Traffic Sittings remains unchanged, and traffic matters will be heard at Ottawa, Tuesday, 21st September, at the hour of ten o'clock in the forenoon.

GRAND TRUNK CANADIAN DIRECTORATE.

(The Monetary Times.)

Sir Charles Rivers Wilson at Montreal last week gave a shower bath to the Canadian-directorate-for-Grand-Trunk proposal. Every year at the annual meeting the proposition, together with Mr. Fairbairn, a strenuous and eloquent pleader, receives a similar cold douche. Sir Charles stated that no one of weight favoured the innovation. He probably forgot that Sir Robert Perks recently numbered himself as an "Aye," while many prominent business men in London, Montreal, Toronto and Winnipeg would like to witness the change. The Grand Trunk's president sees no objection to a small board of Canadians here. This, we take it, is the proposal. That, and the listing of Grand Trunk stocks on the Canadian Exchanges as suggested by the Monetary Times, would undoubtedly help sentiment so far as it concerns the road. Sentiment is a consideration in relation to earnings. The best way to succeed is to stop harmful discussion. The Canadian directorate will be talked until it comes. The sooner it arrives, the quicker will the chatter cease and will folks get down to business proper.

EDITORIAL NOTES.

The Canadian Forestry Association are holding a special meeting at Regina, Sask., September 3rd and 4th, 1909. The subjects dealt with will refer particularly to conditions in the Prairie Provinces, and will embrace: Tree Planting on the Eastern and Western Sections of the Prairies, Forest Reserves, Game Protection, Growing Wood for Fuel and for Windbreaks, and the Relation of Forests to the Conservation of Moisture. The speakers will include the best-informed men on forestry subjects in Canada.

The Toronto Street Railway's daily average receipts amount to over one hundred thousand dollars per day.

The city's income from their percentage of earnings amounts to over two thousand dollars daily. This is over twice as much as they received from this source five years ago.

PERSONAL.

MR. E. RICHARDS, B.A.Sc., of the Electrical Department, City Hall, Toronto, is now on a business trip to Great Britain.

MR. PHELPS JOHNSON, chief engineer of the Dominion Bridge Co., Montreal, Que., and Mr. Paul Wolfel, chief engineer of the American Bridge Co., have been called in in consultation by the Quebec Bridge Commission in reference to the plans for the superstructure of the Quebec Bridge.

MR. BENJAMIN R. WESTERN and W. Hull Western, Mr. Walter Mueller and Mr. W. H. Denney have formed the Manufacturers' Publicity Corporation, with offices in the Hudson Terminal Buildings, 30 Church Street, New York.

DR. R. K. McCLUNG, who for the past two years has been in charge of the Physics Department of Mount Allison University in Sackville, N.B., has resigned to accept an appointment to the physics staff of the University of Manitoba in Winnipeg. Dr. McClung is a graduate of McGill University, and after graduating was appointed to a position on the physics staff of that institution. He later spent three years doing research work in physics at the Cavendish laboratory, Cambridge, England, after which he returned to again join the staff of McGill, where he remained until appointed to the professorship of physics in Mount Allison. During the past year he has been engaged on the writing of a college textbook on one of the modern branches of physics, which is at present in the hands of the publisher, and is expected to appear this fall. He takes up his duties in Winnipeg at the beginning of October.

SIR WILLIAM HENRY WHITE, K.C.B., who from 1885 till 1902 was the responsible designer of all the war vessels for the British navy, is in Toronto. Sir William is on his way to Winnipeg, where he will deliver an address at the meetings of the British Association for the Advancement of Science. In addition to having served as president of the Institutes of Civil Engineers and Mechanical Engineers, and as vice-president of the Institute of Naval Architects, Sir William has also written extensively upon professional matters. His chief works are "A Manual of Naval Architecture" and "A Treatise on Shipbuilding." Sir William and his party will remain in Toronto for several days. At present they are in residence at the King Edward.

MR. D. M. SAXBY, of Toronto, has been appointed electrical engineer by the city of Prince Albert, Sask.

MR. T. L. PRENTER, who has been with the C.P.R. for twenty-four years, has accepted the position of assistant manager of the British Columbia Electric Railway. He will have special charge of the Chilliwack branch.

MR. F. C. ARMSTEAD, supervising engineer of the stoker department of the Westinghouse Machine Company, who, for a number of years, has been located at East Pittsburg, Pa., has moved his headquarters to the Westinghouse Works, Attica, N.Y., where the stokers are manufactured.

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NORMAN M. HALL, B. Sc.

G. T. Pacific
Rivers, Man., Aug. 12, 1909