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The Canadian Engineer

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Copy and cuts for changes of advertisements must
be in our hands by the Monday preceding date of
issue. If proofs are to be submitted, changes should
be in our hands at least ten days before date of issue.
When advertisers fail to comply with these conditions,
the publishers cannot guarantee that the changes will
be made.

TRACK ELEVATION.

We give elsewhere in this issue an abstract from
a report on "Track Elevation in Chicago." The elimina-
tion of grade crossings in Canada has just commenced.
As the population becomes more dense the demand for
subways and viaducts will increase. As the time ele-
ment becomes a greater factor in railway competition
and as the volume of traffic increases the railroad com-
panies will more willingly undertake this work.

In this country some care must be exercised in the
demands we make on the railway in connection with
such work. In the case of new roads and branches being
built a certain amount of grade crossing elimination may
be provided for. To require railways to spend millions
to protect crossings that may be effectively protected
more cheaply in other ways will always be a waste and
misfortune.

Chicago has been fortunate in the track elevation
work because the railways were as anxious as the muni-
cipality to undertake the work. The time saved, the
fewer accidents and their costs, which include investi-
gations, wreckage and damages paid, and the more
certain connections lessen the strain and tend for efficient
railway operation.

ENGINEERING EDUCATION AND COM- MERCIAL LIFE.

This week sees our colleges of Applied Science
opening for another year of academic work. These
colleges have achieved such splendid success in the bal-
ancing of their course of study, in the efficiency of their
teaching, and their graduates have attained such pro-
minence in the world of affairs and business that it is
not to be wondered at a large number of young men
desirous of securing a university training before en-
tering business and commercial life should of their
volition choose a training in a science college.

It is fortunate that at least one department of our
universities has enough of the "practical" to attract
and enough of the "theory" to train. Not that practical
subjects do not train nor theory attract, but it requires
a judicious combination of the two to interest the young
man of to-day.

The closer the courses of study and the methods of
teaching parallel the conditions found in actual affairs,
the more popular will the course become.

FREE ENGINEERING ADVICE.

In our issue of September 3rd Mr. T. S. Scott,
Assistant City Engineer of Toronto, had a most inter-
esting letter on "Free Engineering Advice." In his
communication Mr. Scott pointed out the fact, well
known to many engineers, that members of the en-
gineering staff of cities were frequently requested to
give free much advice that should be paid for with a
large fee.

Mr. Scott's letter drew forth many replies, but
unfortunately these, pending the communications with