

be much easier for trainmen leaving the employ of one company and entering that of another to feel sure of their ground in handling trains.

In the past a man who was familiar with rules on one road, attempting to handle a train where the method of signalling was somewhat different, would in a moment of stress or anxiety, confuse the signals. Where quick action is required for best results, the men must be able to act almost unconsciously, and the best way to secure this is to drill one system continually.

The Railway Board have worked for considerable time on the new rules, and it is expected that they will give satisfaction and be as kindly received as other innovations they have introduced from time to time.

THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

Some four years ago the Provincial Legislative Assembly of Ontario passed an Act organizing the Ontario Railway and Municipal Board, giving them, among other duties, charge of the regulation of traffic affairs on routes of railways coming under Provincial control.

The Board have had many difficult and intricate problems to unravel and adjust. So far, they have been successful, preventing in a number of cases much litigation, with attending delays.

In the matter of the City of Toronto's street car service, they have attempted a solution of one of the most difficult and contentious transportation problems of the Province.

The City of Toronto granted a franchise covering a certain area.

The railway company secured the franchise on a sliding scale, and are to-day paying a higher percentage of their returns to the city than they expected. The city council demand that they extend their lines and improve their service. The company contend that they will extend their lines and improve their service if given a free hand, but will not undertake to do the work if it must be done under the direction of the Ontario Railway Board.

The test of the Board will be its usefulness in securing results. It was not expected to constitute itself a board of trial only; the people are looking more to it as an arbitration board, whose efforts will be directed more towards bringing the extremes together than to refereeing. Just as soon as the corporations realize that the purpose of the Board is to do all in their power to facilitate transportation matters, heartier co-operation will be certain.

The Dominion Railway Board quickly gained the confidence of the transportation companies and the people by making it clear that their sole purpose was to give to both the railways and the people every assistance in solving the difficulties and contentious questions which would arise. The Ontario Railway Board would lose nothing by following the example of the much more powerful, yet very considerate actions of the Federal Board.

THE USEFULNESS OF THE ONTARIO BOARD OF HEALTH.

The method of administering the affairs of the Provincial Board of Health for the Province of Ontario has been brought to the attention of the reading public by a letter from Mr. Fred. H. Chesnut, B.A.Sc., and an interview with Mr. T. Aird Murray, C.E. These gentlemen

lament the secrecy which surrounds the investigations carried on by the Board. They offer suggestions which are undoubtedly well suited to the wants of the Province, but it appears to us that while we are waiting for this new arrangement, which in the course of time must come, in connection with the affairs of the Board of Health, some inexpensive method of making effective the laboratory work of the department might be found.

The Faculty of Applied Science of Toronto University is Government sustained. Engineers, physicists and chemists are upon its staff. Its departments are equipped to carry out experiments in chemistry, physics and engineering. But with all this it has, in addition, under its direction and sustained by the co-operation of the staff of undergraduates and graduates, a technical journal.

Let the laboratory branch of the Provincial Board of Health become a department of the Faculty of Applied Science, encourage in that faculty the teaching of basic principles of sanitary engineering, and allow Applied Science to publish monthly the information which is reserved for the annual blue book of the Department of Public Health, and the people of the Province will be kept in touch with the work of the Board and of the usefulness of this department, and the University will be more readily appreciated.

University presidents, professors and governors have recently been lamenting the lack of interest taken in University affairs and University work. We see in the experimental work of the Provincial Board of Health possibilities for the investigation of many problems that have to do with the health of the people of the Province and, at the same time, demonstrate the necessity and advisability of employing university-trained men in this investigation.

Lecture trips through the Province to bring the University to the people will not secure as direct practical results as would the knowledge that the practicability of treating impure water with calcium hypochlorite was developed by University men in a laboratory under the direct supervision of the University. The Board of Health of the University have the men for this work. The Faculty of Applied Science has a journal which has the circulation and the standing and the editorial staff that make it a suitable medium to properly place information before interested readers.

Why not combine these departments which are similar in their object, and in this way improve the efficiency both of the Board of Health and of the University?

EDITORIAL NOTES.

The new era in transcontinental railway building commenced with the placing on the Toronto Stock Exchange of Canadian Northern Railway stock. Although not placed on the Exchange as a stray subscription, yet the \$5,000,000 worth of bonds listed last Friday is to be converted in 1916 into common stock at par. For some time Canadians have been watching for this announcement. By 1916 the Mackenzie-Mann roads will reach across the continent.

* * * *

The Grand River Improvement Association, with headquarters at Guelph, Ont., have petitioned the Hydro-Electric Power Commission to make a complete survey of the Grand River with a view to ascertaining the extent of water power locked in that stream. In addition to the possible water powers of this river, the question of reclamation of flat lands and disposal of waste along the river will also receive attention.