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Engineer of September 17th, our circular department will be
obliged if you will kindly return it to Box 21, Toronto, and
receive in return one month's extension of your subscription.

DIVIDED RESPONSIBILITY.

For efficient work, a department must have but one head. Divided authority in street control or any other work is to be regretted, and must lead to no end of trouble.

Just recently one of our most important Western cities decided that from this time forward the city engineer was to have full charge, and to be wholly responsible for the condition of the city streets. It is hard to imagine that for years the city engineer, the waterworks commissioner and the gas and light commissioner could each do as he liked with that part of the city street he required for his own work.

The water commissioner would open a trench for a main; the gas commissioner would tear up a street to make a gas connection, and in neither case could the city engineer—the man who was supposed to provide good pavements—interfere. As a result, complaints as to the manner in which the streets were left were frequent. Responsibility could not be fixed, and wrangling and discontent resulted.

The city engineer should have full control of city streets; he should be the man of authority and responsibility. Let the other departments using the streets do so at the option of the city engineer.

CONGESTION ON YONGE STREET, TORONTO.

The congestion of certain parts of Yonge Street, Toronto, has led the city engineer's department to make a count of vehicular and foot traffic passing a certain point.

The day on which one count was made was September 28th, an ordinary day in the city's affairs. It was found that the greatest vehicle traffic at Queen and Yonge Streets was between 4.30 and 5.30 p.m., when the count was 97 going north and 120 going south. Although the Queen and Yonge Street corner (the departmental store district) was the centre of congestion in the afternoon, yet it was found that King and Yonge Streets corner was the centre of traffic in the forenoon. The hour between 10.30 and 11.30 a.m. gave the maximum of traffic.

Between 6.30 a.m. and 6.30 p.m. about 22,000 people walked down Yonge Street past Adelaide.

The eccentricities of city traffic are many, but in large centres of population it is the duty of the city engineer to be prepared with information as to the traffic not only this year, but in previous years.

Figures of traffic at any period are of more value if there are available other data for comparison.

THE ELECTRIC FURNACE.

Elsewhere in this issue we give considerable space to an extract from the report of Dr. Eugene Haanel,