

head of Yukon's two thousand miles of navigation, right into Dawson City. Dr. Alfred Thompson, M.P. for Yukon, who obtained this grant, will take surveyors with him into the territory to start the work on his return to his constituency. At the present time the motor has penetrated into the heart of Africa, and almost everywhere else. Tourists go thousands of miles in order to travel over some road, hitherto unknown to the power car. And thus, when this motor road is finished into Dawson, it will not only open that Canadian city to the tourist traffic of the world, but attract tourists from many lands.

Ottawa, Ont.—The improvement works and storage reservoirs on the Upper Ottawa by dams at Temiskaming and Quinze are dealt with in the annual progress report just published by the public works department. The storage of the surplus water of the Ottawa River has been demanded by various interests for a great number of years. In 1902 and 1903, the matter was particularly brought to the attention of the government, memorials being presented asking that this work be undertaken as a national enterprise. During periods of low water in the river, navigation is rendered difficult, and the power developments supplying energy for industries and public utilities suffer severely. To remedy these conditions, it was represented that the best scheme would be to establish some system of storage reservoirs at the head waters of the Ottawa River, by which some of the surplus waters of the spring could be collected and conserved, to be released gradually during the low period and thus augment the low flow. The total appropriation in 1912 for construction work was \$353,000, and the total expenditure since storage commenced is \$609,347. The principal feature of the report is that by C. R. Coutlee, engineer in charge, who tells in detail of the work accomplished by the department by day labor on the storage dams at Quinze and Temiskaming, and who makes some interesting general comment. He says in part: "The full benefits of the great storage system now nearing completion, will not be felt until subsidiary reservoirs are created all the way down stream. The Mississippi, for instance, is not benefited by its reservoirs much below St. Paul, say 150 miles down stream. Now, if private capital begins building dams in the river, there will be no general system observed and chaos will result. Owing to the great cost and the divided control of the river between Ontario and Quebec, companies would often pen up only one side of the stream. This would ruin the river for navigation and an attempt to use the other side for power would be met with law suits and great construction difficulties. Private dams take no heed of power possibilities above and below their immediate site and the money is not always available to make them strong beyond chance of accident. Inspection would be lacking both as to upkeep and as to the control of the water flow and riparian rights." The dams now are practically finished and their benefits are already apparent in low water seasons.

Ottawa, Ont.—That the government is fully alive to Canada's greatest problem, that of transportation and its allied facilities, is indicated in the more than generous appropriation for the purpose made this year. The engineering staff of the public works department is applying itself to the preliminary arrangements for calling of tenders on several new and very expensive works and of proceeding with other undertakings already in progress. After session there is always a demand by members of parliament to have works in their respective constituencies started immediately. This cannot always be done, as time is required for the preparation of plans. However, the intention is to have all the works comprised in the forty-five million dollars appropriations under way before the year terminates. All parts of the country have

been looked after in what may be described the big national works. Halifax is to have new terminals and docks for the I.C.R. costing eight or ten millions, while a big dry dock is also to be built. St. John has the extensive Courtenay Bay improvements in full swing including also a dry dock. In a few days a contract will be awarded for the largest dry dock in America at St. Joseph de Levis, opposite Quebec, while the River St. Charles is being deepened and many new terminal facilities added for railway and steamship services. At Montreal the harbor board is proceeding on the strength of government advances with the yearly stage of improvements to aggregate in cost \$18,000,000. Tenders will be called this week for the Toronto harbor works to cost \$6,000,000, while a good start has been made and bigger plans are in view for similar works at Hamilton. On July 17, the tenders for the first section of the Welland Canal will be in and those for other sections will be called in a month or so. On Georgian Bay extensive dredging works are in progress and work being rushed on the Trent Canal, while at the Soo, with its abnormal shipping, a subsidized dry dock is under construction. Port Arthur and Fort William improvements consist of new docks and warehouses, grain elevators and harbor improvements. A system of internal elevators will be built on the prairies, those at Saskatoon and Moosejaw being already decided on. Out at the coast Vancouver is to have big docks and harbor facilities and a dry dock, while the similar works and breakwater at Victoria are well started. Esquimalt, in the extreme west, gets a first-class dry dock. Departmental expenditures in two years have doubled with the growth of the country and its coincident demands for up-to-date facilities for handling traffic have both necessitated and justified the extensive outlays now being started.

PERSONAL.

MR. F. W. PETERS, general superintendent of the British Columbia division of the Canadian Pacific Railway, who has been in Europe since April, has just returned.

MR. J. D. CRAIG, of the Department of the Interior at Ottawa, is in charge of the boundary survey from Mount St. Elias to the Arctic Ocean, and arrived in Skagway recently, expecting to complete the work before the end of the summer. The survey has been in progress during the past four years.

MR. J. DARLINGTON WHITMORE, A. M. Can. Soc. C.E., has been appointed boro' engineer at Whangaree, New Zealand, and is taking up his duties at once. Mr. Whitmore was city engineer at Moose Jaw, Sask., for five years, until, in 1910, he opened offices as consulting, municipal and sanitary engineer.

MR. ALBERT NUTTALL, formerly erection superintendent, Structural Steel Company, and for the last two years superintendent of construction for Canada of the Cleveland Bridge Company, has been appointed superintendent of erection, bridge department, Canada Foundry Company, Limited, with headquarters at Toronto.

MR. P. W. WARD, who for the past two years has occupied the position of eastern manager for E. R. Watts & Son, Canada, Limited, and who resigned a short time ago, has accepted an appointment to the position of eastern sales manager for the Eugene Dietzgen Company, Limited. Mr. Ward will manage the eastern business of the firm in engineering and architectural instruments and supplies from the company's headquarters at 432 St. Catherine's Street West, Montreal.

MR. COLLINGWOOD B. BROWN has been appointed to the position of chief engineer of the government railways,