

against this Act after one year from the date of the commission of the offence.

26. Injunction

Where any person after conviction for practising or attempting to practise as a professional engineer without being a member of the association or otherwise permitted so to do by this Act, practises or attempts to practise as a professional engineer within the province, the association may apply to a judge of the Supreme Court for an injunction restraining such person from practising or attempting to practise as a professional engineer in the province, and the court shall, on being satisfied that such person has practised or attempted to practise as a professional engineer in the province, grant the same injunction.

27. Fraudulent Representations

If any person shall wilfully procure or attempt to procure himself to be registered or licensed under this Act, by making or producing, or causing to be made or produced, any false or fraudulent representations or declarations, either verbal or in writing, he, and every person knowingly aiding or assisting him therein, shall be liable on summary conviction thereof to a fine of one hundred dollars.

28. General Provisions

1. Nothing in this Act shall be read so as in any way to infringe upon the power of legislation given to the Parliament of Canada by *The British North America Act*, nor to take away or infringe upon any powers or privileges specifically granted to land surveyors, engineers, or any other class of persons, by virtue of *The Mines Act* or *The Boilers Act* or any other legislation of the Province of Alberta or of the Dominion of Canada or regulations made thereunder.

2. In particular nothing in this Act shall prevent any person now registered under *The Alberta Architects Act* from doing any act or thing which is within the scope of, or is ordinarily incidental to, the normal and distinctive employment of an architect.

29. Restriction of Activities

The activities of the association are hereby restricted to the functions necessary to the administration of this Act.

SCHEDULE A.

Works

Transportation work, roads, railways, waterways, and all detail works connected therewith, such as bridges, tunnels, yards, docks, lighthouses, rolling-stock and vessels, also aeroplanes and airships.

Public utility works, such as telegraph systems, telephone systems, electric light systems, water works, gas works, irrigation works, drainage works, sewerage works and incinerators.

Steel, concrete, reinforced concrete structures.

Mechanical works, such as steam boilers, engines, turbines, condensers, pumps, internal combustion engines, and other motive power machinery and accessories.

Electrical machinery and apparatus and works for the development, transmission, and application of all forms of electrical energy.

Mining and metallurgical works, such as mining properties, mine and concentrator machinery and apparatus, oil and gas wells, smelters, cyanide plants, acid plants, and metallurgical machinery, equipment and apparatus, and works necessary for the economical winning or preparation of metals, minerals or rocks.

All buildings and structures necessary for the proper housing or operation of the above mentioned works.

Process

The mechanical, electrical, chemical, electro-chemical mining, or metallurgical treatment of the inorganic elements and combinations thereof for all industrial purposes.

Investigations relating to the examination, exploration and development of rocks and minerals, mineral deposits, rock structures and the application of geology to the industries of arts, or to engineering.

EARLY EXPLORATIONS AND SURVEYS IN THE CANADIAN NORTHWEST*

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HUDSON BAY has played such an important part in the successive stages of the development of Northwestern America, that the history of that part of the continent must begin with the exploration of this inland sea. Its discovery was incidental to the search for a northwest passage to the east. Thus in 1500 A.D., when the Portuguese navigator Cortereal discovered the entrance of Hudson's Strait, without further investigation he hurried home to announce that he had discovered the sought-for passage. However, others who attempted to follow up his discovery, met with misfortunes until in 1610 Henry Hudson penetrated into the bay as far as the southwestern coasts.

Two years later Thomas Bulton followed where Hudson had gone, and, wintering near the mouth of the Nelson River, named it after one of his men. Other navigators extended these explorations; among them was Captain James, who went as far as the south end of James Bay in 1631.

For two centuries after this, the search for the northwest passage to the Pacific was continued, chiefly by British navigators. While their persistence resulted in the discovery of all the Arctic lands lying to the north of the American continent, it also resulted in the death of many a heroic sailor.

Search for the Western Sea

When the more complete exploration of the shores of Hudson Bay made it evident that if the northwest passage existed, it must be in a very northerly latitude, this same powerful impulse to reach the western sea seems to have seized explorers by land. They pushed westward and ever westward toward that vision of their ambition, to stand and look out over that great sea in the west. Yet a century and a half rolled by after the discovery of Hudson Bay before it was vouchsafed to McKenzie to be the first to realize that vision.

About the middle of the seventeenth century, adventurous Canadians began to explore the country lying westward and northward from the French settlements in Canada. The two names most prominently associated with the earliest discoveries beyond the Great Lakes are those of des Groseilliers and his brother-in-law, Radisson. These men, during the years 1658 and 1659 made an expedition westward from Lake Michigan to the Great Plains and returned to Lake Superior. They were the first Frenchmen known to have explored Lake Superior, although the lakes below that were known before their time.

This great lake attracted them so much, and the fur trade there proved so good, that they returned again from 1661 to 1663. Travelling north from Lake Superior, they reached the shores of James Bay. A year later they went by a small ship from Quebec around to Hudson Bay. But they could get so little assistance or even encouragement in these adventures from the authorities or merchants in Canada, that they finally drifted to England to seek assistance for further expeditions.

English Support des Grosseilliers

The English merchants appeared more ready to venture in the fur trade. In 1668 des Groseilliers sailed from England to Hudson Bay, where he built a fort on Rupert's River. The next summer he returned to England with such a cargo of furs that there was no further difficulty about interesting influential people in that trade. As a result, the "Company of Adventurers of England, Trading into Hudson Bay" was formed, with Prince Rupert at its head. In 1670, this company sent out ships and established Moose Factory.

The French soon realized the mistake they had made in allowing the service of two such enterprising adventurers as

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