

As the capital stock of the company is \$10,000,000 it will be seen that the surplus indicated is equal to $2\frac{1}{8}\%$. The above comparison fails to indicate the real improvement in the Quebec Railway, Light, Heat and Power Company. Included in the extraordinary income mentioned above for last year was \$100,000 which was not earned by the company itself but by its subsidiaries, previous to July 1st, 1910, at which date the amalgamated company began business. In reality, therefore, the surplus of \$62,328 might have been shown as a deficit of \$26,991 on the year's business, being \$37,672, less the organization expenses of \$10,681.

The situation, therefore, is that instead of going practically \$27,000 behind, as was the case last year, the company will be \$213,781 ahead.

The dividend payments amounted practically to \$100,000 per quarter. As the dividend was passed some few months ago, these payments will no longer be necessary. Two of these payments were made during the past year, so that had the company not made them, the surplus would have been increased by about \$200,000. Assuming that above figures are correct, it is manifest that the situation in Quebec Railway, Light, Heat and Power has improved.

POWER POSSIBILITIES AT CARILLON.

Another new power development in the vicinity of Montreal is being discussed. The site of the proposed development is Carillon, about sixty miles up the Ottawa River from Montreal. Carillon is the terminal point of the Ottawa River Navigation Company. Navigation is uninterrupted, save for canals and locks, from Montreal to Carillon. Here, however, passengers westward bound are compelled to leave the boat and take the train, the cause of the interruption being the rapids or falls of Carillon, and the famous old dam. This dam took some five years to build and cost some \$3,000,000.

For many years, a great deal of power has been going to waste at this point. Estimates on the amount of power vary very greatly, some placing it as high as 150,000 horsepower. This estimate, however, is not generally credited. In the estimate made for the commission of conservation, the Carillon rapids are credited with being able to supply 26,000 horsepower from the present possible head of 13.5 feet, but it is added that with the river canalized, and with the water control which is included in the Georgian Bay canal scheme, a head of 40 feet with a total of 200,000 horsepower can be developed.

Mr. Henry Myles, formerly president of the Montreal board of trade, is at the head of the company which proposes to develop the falls. It is claimed that there will be no difficulty in getting the capital, and that the power can be readily sold in the city of Montreal.

NEW FORESTRY ENGINEERS.

At the University of Toronto nine men received the degree of Bachelor of Science in Forestry, and three others are eligible for the degree after passing supplemental examinations. The recipients of the degree were Messrs. R. M. Brown, F. G. Edgar, E. J. Finlayson, H. S. Irwin, R. G. Lewis, C. McFayden, E. C. Manning, W. L. Scandrett and W. J. Vandusen. All of these entered the employ of the Dominion Forest Service. Their present disposition is as follows: R. M. Brown, forest assistant Brazeau forest reserve, Edmonton, Alta.; F. G. Edgar, for assistant Bow River reserve, Calgary, Alta.; E. J. Finlayson, Inspector of Fire

Ranging; R. G. Lewis, head office, Ottawa; C. McFayden, forest assistant, Crow's Nest forest reserve, Pincher Creek; W. L. Scandrett, in charge of forest survey party near the Porcupine forest reserve No. 2, Saskatchewan; W. J. Vandusen, supervisor, Crow's Nest forest reserve, Pincher Creek, Alta. Mr. Irwin has since joined the British Columbia forest service.

The State of Wisconsin is overhauling its forest laws, and at the last session no fewer than eight bills were passed dealing with different aspects of the forestry question.

PERSONAL.

J. V. DILLABOUGH, B.Sc., D.L.S., has been appointed office engineer of the Hudson Bay Railway, Fort Garry Court Winnipeg.

MR. J. D. GILMOUR, late of the C.P.R., forestry department, has been appointed supervisor of the Brazeau forest reserve, with headquarters at Edmonton.

DR. A. S. ESTEY, medical health officer of Calgary, Alberta, has tendered his resignation to the mayor and council of that city.

MR. M. J. K. ALLEN, who a few weeks ago resigned as city engineer of Regina, has become manager of the Ontario Asphaltic Concrete Paving Company, which company has just secured contracts for 30,000 square yards of pavement in North Toronto.

MR. G. SKIFF GRIMMER, of the U. of N.B. class of 1908, is engineer and forester for the American Canning Company, near St. Andrews, N.B. The company has a considerable tract of timber and will grow timber for box shooks.

MR. JOHN DUDGEON, of F. S. Dudgeon, Limited, London, England, called at *The Canadian Engineer* office this week on his way home, after seeing to the installation of one of their excavators at the plant of the Tofield Coal Co., Tofield, Alta.

MR. HARRY HARTWELL, who for the past year has been acting as resident engineer on the Sooke Lake waterworks development scheme, has severed his connection with the firm of Messrs. Sanderson & Porter, which is supervising that work, and will hereafter be identified with the F. S. Pearson Engineering Corporation, of New York city.

MR. R. G. LEWIS, B.Sc.F., has been for some time engaged in the compilation of the forest products bulletins for 1911 at the head office of the Forestry Branch at Ottawa. He will leave shortly for the Maritime Provinces, in connection with the compilation of the study of the wood-using industries of the Maritime Provinces, on which the Forestry Branch is entering.

MR. SAMUEL HALE, the new general manager of Algoma Steel, is at present vice-president and general manager of the Wisconsin Steel Company. He will take up his position about October 1st. Mr. Hale is 43 years old, and was born in Chicago. He started in the steel business in 1893 with the Illinois Steel Company, and served with them in various capacities until 1899, when he was appointed assistant general superintendent. He was subsequently associated with the operations of the International Harvester Company, whose steel properties were organized into the Wisconsin Steel Company, of which, as stated, Mr. Hale was made vice-president in charge of the operations. With these he has been associated for the last ten years.