

Among the powers and functions of the department of industries the following may be mentioned:—

1 To carry out an economic survey of the natural resources of the province, and to furnish advice in regard to the best methods of utilizing such resources.

2 To aid by loan, guarantee, or guarantee of securities on approved plans any enterprise calculated to encourage the economic and commercial manufacture of the natural resources or products of the province.

3 To consider and deal with plans submitted by representative bodies of returned soldiers of British Columbia for promoting and providing for employment through the establishment of new industries and the development of existing industries.

The maximum which the government will be empowered to borrow for this purpose, will be \$2,000,000, according to the present draft. While this sum is not great in view of the already extensive debt of British Columbia, there is an important principle involved which should be carefully considered before action is taken. It is one thing to create a department to assist industry by education, publicity and other means to which public action is peculiarly adapted; but it is quite unnecessary and unwise for a Canadian province to risk money raised on the credit of the taxpayers as a whole, to such borrowers as the public officers see fit to favor, when adequate banking machinery exists for such purposes. It is distinctly an injustice to holders of the province's bonds that new securities, ranking equally with those already outstanding, should be issued except for necessary and useful works. We suspect that this measure is in some degree the result of agitation on the part of would-be industrial leaders whose credit is not sufficiently good to satisfy the careful examination of a bank; its adoption will appreciably affect the credit of the province. Investors and bond dealers in Canada, Great Britain, and the United States, will hesitate before loaning money to a province which has embarked on such an uncertain enterprise.

It may be said that this money will be used productively in private industry, whereas if expended on roads or other public works it would to some extent be wasted. The latter can, it has been found by experience, be provided only by public enterprise, and a certain amount of extravagance is inevitable; in the case of the former, however, it is not necessary for the government to intervene at all. The saving attained by pledging the credit of the province as a whole may, and probably will, be more than offset by actual losses, and by the degree to which the standing of British Columbia is affected in the investment world. Government loans on farm property, while not commendable, are at least secured by tangible assets. Loans on personal credit require a careful estimation and a personal relation which a government is peculiarly unfitted to give.

#### PERSONALS

DR. JOHN L. BATES, superintendent of the Forest Products Laboratories, Montreal, has resigned, to join the staff of Price Bros. & Co., Quebec.

JOHN FLOOD, JR., a civil engineer of St. John, N.B., has been admitted to partnership in the general contracting firm of John Flood & Son, and the name of the firm has been changed to John Flood & Sons.

W. A. MCLEAN, deputy minister of Highways, Ontario, has recovered from his recent illness sufficiently to return to his home. He still hopes to be able to attend the Good Roads Congress in the Parliament Building, Quebec City, on May 21st, when he will address the meeting on "Shall We Restrict the Load or Build the Road."

DR. FREDERICK HAYNES NEWELL has been elected president of the American Association of Engineers. He graduated in 1885, at the Massachusetts Institute of Technology, and after field experience in Colorado and other states, was appointed as assistant hydraulic engineer of the U. S. Geological Survey. He is the head of the civil engineering department of the University of Illinois and is

widely known as a public spirited engineer. He was the first chief engineer, 1902 to 1907, and director, 1907-1914, of the U. S. Reclamation Service.

CHARLES W. TARR, vice-president and general manager, Morris Knowles Ltd., engineers, located at Windsor, Ont., was born at Lawrence, Mass., at which place the first slow sand filter was built to treat the water from the Merrimac River, before it was supplied to the city. In 1896, he was employed by the Metropolitan Water Board at Clinton, Mass., where the Wachusett Reservoir was under construction.



He has superintended construction of many public utilities, including water supply and purification plants, distribution systems, sewage collecting and purification works, pavements, bridges, etc. Mr. Tarr is a member of Engineering Institute of Canada, American Society of Civil Engineers, Detroit Engineers Society. Is now vice-president and general manager, Morris Knowles, Limited, at Windsor, which firm has

reported on the water supply and sewage problem for the Essex Border District, consisting of Ford, Walkerville, Windsor, Sandwich, Ojibway and Townships of Sandwich East and Sandwich West. A portion of the intercepting sewage system is under construction, aggregating five miles in length. Water purification plants were designed for Ojibway and Amherstburg, the latter having been built and now operating. A report of the various possible sewage systems for Ford City was made, together with the plans and estimates of cost.

A. K. GRIMMER, C.E., who superintended the installation of the filtration plant at Woodstock, N.B., has been appointed town engineer for the development of the town of Temiskaming for the Kipawa Co., Ltd. Mr. Grimmer was formerly city engineer of Medicine Hat, Alta. Later he went to take up consulting work in the Maritime Provinces and located at St. Andrews, N.B. Just previous to accepting his present position he was connected with the Bate-McMahon Maritime Co., at Halifax.

#### OBITUARY

DUNCAN McDONALD, inventor of the paye-as-you-enter street car, died on May 8th, at St. Agathe, of tuberculosis. He was, at one time general manager of the Street Railway Company, and later, was a controller of the city of Montreal.

Construction of the new race track and exhibition buildings in Connell Park, Woodstock, N.B., is now under way. P. Corbett is the engineer in charge.

The city of Moose Jaw, Sask., is considering an extension to their present waterworks system with an alternative plan to obtain 4,000,000 gallons per day from the Saskatchewan River. The alternative plan would mean a conduit approximately 60 miles in length and an expenditure of about \$1,630,000.