

that on July 1 next, a local service will be inaugurated in that section of the country.

There is a gap of some 20 miles between Horseshoe Bay and Squamish, where heavy rock work will be necessary. This section will be left by the construction gangs until all the other portions of the contract between Fort George and Vancouver are well on towards completion. It will then be undertaken and promptly finished.

Between Squamish and Clinton, where the heaviest work has been encountered, the grade is all but completed. Steel is laid as far as Cheakamus River; and as soon as the bridge is completed at this point, steel will be laid right through to the Pemberton Meadows country, and thence through to Lillooet.

It is intended that ballasting shall go on simultaneously with operations of construction, so that the road will thus be put into operation with the minimum of delay. There has been considerable delay in the section of Cheakamus, but this part of the line necessitates the construction of 12 bridges.

After passing the Pemberton Meadows, the track has been continued to cross the Fraser at Lillooet. Here a further delay of a few weeks will ensue to permit of the building of a large bridge. The piers for this structure are already in place; and once the bridge is finished, the laying of track will continue to Clinton and above that point.

In November next, Mr. Sperry expects that construction will have advanced to such a degree of completion as to permit of the inauguration of a mixed train service from Squamish to Lillooet, a distance of 120 miles, this run being made in five or six hours. Mr. Sperry has already placed orders for a large amount of rolling stock, which is to be utilized in equipping the road for regular traffic. This equipment is to be thoroughly modern and up-to-date, so that the railway service will not be excelled by that of any other trans-continental system in Western America.

PERSONAL.

GERALD PONTON, C.E., of Calgary, has been in England during the past month investigating the various methods of road building.

ARTHUR SURVEYER, of Surveyor and Frigon, Consulting Engineers, Montreal, is leaving for Europe on August 1st, to attend the "White Coal" Congress at Lyon.

CHAS. HARPER, B.A., of the research laboratory of Queen's University, Kingston, has been appointed professor in charge of the Department of Science at Moose Jaw College.

The Canadian Northern Railway Company announces, from its Winnipeg office, the following appointments taking effect July 5th:—

Mr. I. L. Boomer, Superintendent at Edmonton, (3rd district Western), becomes Superintendent at Calgary (4th district Western Division, newly created).

Mr. J. C. O'Donnell becomes Superintendent at Edmonton, (3rd district Western), in place of Mr. Boomer. Mr. O'Donnell has been promoted from Trainmaster, his headquarters formerly being at Rainy River, Ont., on the 1st district Central.

Mr. M. G. Hurd, formerly Chief Dispatcher at Saskatoon, (2nd district Western), becomes Chief Dispatcher and Trainmaster at Calgary (4th district Western).

Mr. R. Nelson, formerly Chief Dispatcher at Edmonton, becomes Chief Dispatcher and Trainmaster at Edmonton (3rd district Western).

OBITUARY.

The death is announced of Mr. Everett Ketcheson, an assistant engineer on the construction of the Trent Valley Canal. Mr. Ketcheson was drowned in Trent River on July 11th.

From Haileybury comes the report of the death of Mr. Murdock Lloyd, mining engineer of Toronto, from injuries sustained from a boiler explosion at the Tough Oaks Mines at Swastika.

A fatality occurred near Lytton, B.C., on July 6th, when Mr. John Middleton, a member of a Canadian Northern Railway survey party was killed by falling a distance of 70 feet from a ledge of rock.

While taking measurements in a sewer tunnel Mr. Robt. Strathern, a resident engineer, Department of Sewers, city of Toronto, was asphyxiated by illuminating gas which had escaped from a broken main and had flooded the sewer. Several other members of Mr. Strathern's party were overcome and narrowly escaped death. In connection with their removal from the tunnel, and with an attempt to save the life of the resident engineer, is associated the name of Mr. M. P. McDonald, assistant engineer, whose heroic efforts have occasioned great admiration.

COMING MEETINGS.

UNION OF CANADIAN MUNICIPALITIES.—Annual Convention to be held in Sherbrooke, Que., August 3rd, 4th and 5th, 1914. Hon. Secretary, W. D. Lighthall, Westmount, Que. Assistant-Secretary, G. S. Wilson, 402 Coristine Building, Montreal.

WESTERN CANADA IRRIGATION ASSOCIATION.—Eighth Annual Meeting to be held at Penticton, B.C., on August 17, 18 and 19. Secretary, Norman S. Rankin, P.O. Box 1317, Calgary, Alta.

AMERICAN PEAT SOCIETY.—Eight Annual Meeting will be held in Duluth, Minn., on August 20th, 21st and 22nd, 1914. Secretary-Treasurer, Julius Bordollo, 17 Battery Place, New York, N.Y.

CANADIAN FORESTRY ASSOCIATION.—Annual Convention to be held in Halifax, N.S., September 1st to 4th, 1914. Secretary, James Lawler, Journal Building, Ottawa.

ROYAL ARCHITECTURAL INSTITUTE OF CANADA.—Seventh Annual Meeting to be held at Quebec, September 21st and 22nd, 1914. Hon. Secretary, Alcide Chausse, 5 Beaver Hall Square, Montreal.

CONVENTION OF THE AMERICAN SOCIETY OF MUNICIPAL IMPROVEMENTS.—To be held in Boston, Mass., on October 6th, 7th, 8th and 9th, 1914. C. C. Brown, Indianapolis, Ind., Secretary.

AMERICAN HIGHWAYS ASSOCIATION.—Fourth American Road Congress to be held in Atlanta, Ga., November 9th to 13th, 1914. I. S. Pennybacker, Executive Secretary, and Chas. P. Light, Business Manager, Colorado Building, Washington, D.C.

AMERICAN ROAD BUILDERS' ASSOCIATION.—11th Annual Convention; 5th American Good Roads Congress, and 6th Annual Exhibition of Machinery and Materials. International Amphitheatre, Chicago, Ill., December 14th to 18th, 1914. Secretary, E. L. Powers, 150 Nassau St., New York, N.Y.

In *The Canadian Engineer* for July 2nd, an error appeared in reporting the name of the writer of the article entitled "Laying Outside Hill Roads." appearing on page 108. The author's name is Capt. A. C. Garner and not "Gardner," as appeared.