

of sand among lands of better quality; none of it, however, can be classed as good agricultural land. At the present time this tract carries, in places, a good stand of spruce, as good a stand as will be found anywhere in the country. The reproduction of the forest is good, and this should make one of the most valuable forest tracts in the west. The rate of growth is good. As it is calculated that the present stand of timber, which is held under license, will be cut out in ten years, it will be seen that the necessity for looking for a future supply is close at hand.

RAILWAY AND OCEAN TERMINALS FOR HALIFAX.

The Dominion government will build new railway and ocean terminals nearly two miles south of the present terminals at Halifax.

The new docks are to extend for one and a half miles from the Lumber Yard to Point Pleasant Park, and will consist of six piers, 1,250 feet long and 300 feet in width, with capacity sufficient to dock at least thirty ships. There will be one bulkhead loading pier, 2,000 feet in length, at which the ocean greyhounds will land. This pier will be equipped with immigration buildings, sheds and a grain elevator.

A new union passenger station will be erected at the end of Hollis Street, just north of the docks mentioned, which will be of ample size and suitable architecture.

The new terminals will be approached by a double-tracked railroad, which will branch off the main line at the Three Mile House and extend southerly through the low divide between Bedford Basin and the head of the northwest arm. It will then skirt the arm in such location as will do the least damage to property in that vicinity, avoiding all level crossings, and for the most part passing through deep cuttings so as not to mar the beauty of that district, and finally reaching the terminals by passing under the lower end of Young Avenue. The streets in the residential district where the railway is submerged will be carried over the cutting on artistic bridges in keeping with the present surroundings.

THE CANADIAN SOCIETY OF CIVIL ENGINEERS.

Professor C. H. McLeod, secretary of the Canadian Society of Civil Engineers, has sent out the list of nominees for officers and members of the council for the year 1913, as submitted by the Nominating Committee of the Society. It will be observed that with the exception of the nomination for president, two members are proposed for each office. There are three vacancies in District No. 1, and one in each of the other districts. The extra vacancy in No. 1 is caused by the resignation of Mr. Phelps Johnson, who has been nominated for the office of president.

FOR PRESIDENT—Phelps Johnson.

FOR VICE-PRESIDENT—H. G. Kelley, F. C. Gamble.

FOR COUNCILLORS—

District No. 1—R. J. Durley, J. M. R. Fairbairn, W. J. Francis, Geo. Janin, F. H. Pitcher, J. M. Robertson.

District No. 2—F. A. Bowman, T. C. Burpee.

District No. 3—A. R. Decary, W. D. Baillairge.

District No. 4—S. J. Chapleau, A. A. Dion.

District No. 5—H. E. T. Haultain, C. H. Mitchell.

District No. 6—E. P. Fetherstonhaugh, W. A. Duff.

District No. 7—H. E. C. Carry, T. H. White.

PERSONAL.

MR. R. J. FULLER, B.A.Sc., has been appointed to the staff of the city architect's department in Toronto.

MR. T. AIRD MURRAY, consulting engineer, has returned to Toronto after an extended trip through the West.

MR. W. J. ELMENDORF is in charge of the property of the Portland Canal Tunnels, Limited, in the Portland Canal district, British Columbia, as general manager.

MR. ROBERT D. HEDLEY, formerly manager for the Canadian Mining Operators, Limited, Vancouver, B.C., has opened an office in Vancouver as consulting engineer.

PROFESSOR WALLACE P. COHOE gave an address on "The Function of the Chemist in the Industrial Development of Canada," before the Society of Chemical Industry in Toronto on October 31st.

PROFESSOR R. J. DURLEY, M.Inst.C.E., of McGill University, Montreal, Que., has been awarded the Crampton prize of the Institution of Civil Engineers of Great Britain for a paper presented during the 1911-1912 session.

MR. D. H. McDOUGALL, assistant general manager of the Dominion Coal Company, has been appointed to the general managership of that company, which position has been rendered vacant by the resignation of Mr. J. Butler.

MR. H. P. BELL, late of London, England, has opened an office in Toronto as consulting chemical engineer, with temporary quarters at 409 Kent Building. Mr. Bell will undertake inspections and reports on industrial processes and plants.

MR. F. A. DALLYN, B.A.Sc., of the Ontario Board of Health, is at present taking samples of water from Lake Huron, the River St. Clair and Lake St. Clair. It is understood that the results of the analyses will be used before the International Joint Commission when the Provincial Board of Health present their arguments regarding lake pollution.

MR. HARRY DIX, for the past two years in charge of the heating and ventilating department of the Douglas Milligan Co., Limited, has severed his connection with that firm to join the engineering staff of the Canadian Domestic Engineering Co., Limited. Mr. Dix is a Boston man who came to Canada for permanent residence several years ago and has a number of friends in and around Montreal. He is well fitted for the responsibility of his new position and the connection should prove mutually beneficial.

MR. C. A. DUNHAM, who has been appointed signal engineer for the Grand Trunk Railway System, received his earlier education in Hamilton, Ont., which was supplemented by educational work at Scranton, Pa., and Chicago, Ill. He entered the railway service in 1884, since which time and up to 1886 he was with the mechanical department Chicago, Burlington and Quincy Railroad, at Chicago; April, 1886 to 1887 in bridge department, New York, Chicago and St. Louis Railroad; in 1887 he was for several months with the U.S. Rolling Stock Company at Hegewich, Ill., following which he became connected with Grand Bros., railroad contractors, serving in this capacity until January, 1890. From January, 1890, to September, 1892, was in the operating department of the Chicago, Burlington and Quincy Railway. September, 1892, to March, 1896, with the Union Switch and Signal Company, and the National Switch and Signal Company; March, 1896, to March, 1901, inspector of signals, Illinois Central Railroad; March, 1901, to June, 1905, signal engineer same road; June, 1905, to date, signal engineer, Great Northern Railway.