

a few weeks. As for the Esquimalt drydock, which will be included in part of the permanent naval policy of the Government, nothing can be done until a complete survey is made of the harbor. It is understood that a party will leave at once to undertake this work; and Mr. Rogers states that construction will be rushed with all possible speed.

**Saskatoon, Sask.**—According to civic authorities, cheap power is the chief requirement of Saskatoon to make it a milling centre. If a low rate of power is obtainable, it is only a matter of a short time until large mills will be under construction. It is understood that Hydro-Electric developments are shortly to receive consideration. It is the opinion of several engineers around the city that to make the power scheme profitable two dams will have to be built in the river. The Saskatchewan River probably carries more sand down with it than any other river in the Dominion. The idea now is to build a dam far up the river in the neighborhood of Pike Lake, which would act as a breakwater and hold all the silt which would otherwise drift down the river and form against the real dam, which is to supply the head water, which will make the wheels go round. If this is not done all the sand silt will form a drift up against the real dam, and thus spoil the head of water to a material degree. It is now seven years since Saskatoon first investigated the potentialities of the South Saskatchewan River with a view of producing power. At that time Saskatoon paid Engineer Mitchell, of the Ontario Hydro-Electric power scheme, \$800.00 to report on the conditions of the river in the Saskatoon district with a view to securing the best of the different power sites in the vicinity of Saskatoon. There is a chance, on the other hand, that the visit to Prince Albert may mean the re-opening with that city of negotiations to take a block of power from their power-house at LaColle Falls. This opportunity was given to Saskatoon some time ago, but the city fathers did not embrace the scheme very heartily. If this is done, a right-of-way will have to be purchased between her and the site of the falls, a distance of something over a hundred miles.

**Fort William, Ont.**—Good progress is being made by the 200 men, who, with about 40 teams, are clearing and grading roads in the district for the Ontario Government. At present some 80 men and 30 teams are engaged on the Oliver Road, about two miles from Port Arthur. The men in charge of the work report that no unlooked for obstacles have been met with. Another large crew of laborers are working on the Pigeon River Road, which is ultimately to connect Fort William and Port Arthur and Duluth. It is intended to have the Pigeon River Road cleared and graded as far as the Minnesota boundary line this fall. Work on the continuation of the highway has been commenced in Cook County, Minn.

**Vancouver, B.C.**—"Switzerland annually receives millions in revenue from her mountain scenery and I see no reason why we should not do so within the next few years," said Col. R. E. Thomson, provincial engineer of Strathcona Park at the Progress Club recently. There was, he added, everything in the island area that would appeal to the mountain climber. There were peaks of great height, crevasses, glaciers and "chimneys," a rather narrow opening in the rock in which mountain climbers delight. Strathcona Park, he said, would be made a place to which tourists the world over would be attracted. Camping places along the sides of the many lakes would be improved and put into proper condition. The large number of small lakes just west of the Beaufort range of mountains would be surrounded with camping settlements. Here children would be able to play close to nature, while all kinds of outdoor sports could be indulged in. The land would be piped, thus

assuring the campers of an adequate water supply and of a pure quality. The beaches about these lakes would furnish admirable places for bathing and swimming, while boating, canoeing and other aquatic sports would be fostered by the tranquil stretches of water which reflect the mountains close by. It is the purpose of the government, said Col. Thomson, to preserve all the curiosities of nature that would be found. Beaver dams and the work of the animals would be kept intact, so that people might see the real work of these creatures. The big trees which are in some cases over thirteen feet in diameter, would be left standing and proper supervision exercised to see that they were protected. Employees of the Strathcona Park, are now experimenting with flowers from the Himalaya Mountains to see if the same shrubs and roots can be grown in this province. The flora in the park would, he thought, equal that about Mount Rainier to the south. Nowhere could the wishes of the alpine climber be better satisfied than in Strathcona Park.

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### PERSONAL.

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MR. T. F. SUTHERLAND, assistant inspector of mines, now resident in Cobalt, comes to Toronto on July 1st to assume his duties as chief inspector of mines for Ontario.

MR. A. P. HAZEN, who has been in the employ of the Dominion Government at Ottawa, on the design of the Port Nelson terminal of the Hudson Bay Railway, has just resigned.

PROF. V. I. SMART, of McGill University, department of railway engineering, is leaving to assume the position of general manager for the General Railway Signal Company, of Canada.

MR. D. W. McLAUGHLIN, of the engineering staff of the Hudson Bay Railway, has just left for Port Nelson to conduct survey work in connection with the establishment of the railway's terminals at that point.

MR. E. T. CORKILL, who has been chief inspector of mines in Ontario for some years, has just accepted a position with the Canadian Copper Company, at Copper Cliff. The office is that of safety engineer, and is the first of its kind in Ontario.

MR. GEORGE IRVING has been appointed Canadian manager for the National Meter Company, of New York, and not Mr. George Irvine, as stated in a recent issue of *The Canadian Engineer*. Mr. Irving will make his headquarters at 229 Spence Street, Winnipeg.

MR. R. E. HORE, Mem. Am. Inst. M.E., and for some years instructor in Geology and Petrography, Michigan College of Mines, succeeds Mr. J. C. Murray, resigned, as editor of the "Canadian Mining Journal," Toronto. He graduated from the University of Toronto in 1905.

MR. J. G. SEYFRIED, structural engineer and assistant to the chief engineer, Grand Trunk Railway, at Montreal, has resigned to accept an appointment as engineer, Bridge Department, Canada Foundry Company, Limited, Toronto. Mr. Seyfried will have charge of the designing and estimating, and will become assistant to the manager of the Bridge Department, Mr. J. L. Brower, M.C.S.C.E.

HON. LOUIS CODERRE, secretary of state, who is now also minister of mines, that branch having been recently transferred to his portfolio, has decided this summer to make an extensive western trip, going as far as Dawson City. Mr. Coderre will travel west with the delegates of the International Geological Congress, which meets in Toronto in