

The authorities of the University of Toronto must be careful or they will have a tragedy staring them in the face very shortly. At the football game on October 14th in the new University Stadium the bleachers were seen to sway over a foot under the synchronous movements of the crowd. A bad accident will certainly be the result unless measures are immediately taken to stiffen the structure and prevent in future the repetition of Saturday's performance.

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Since last week's issue there has been another failure of a dam in the United States, and, while in this case no lives were lost, still a tremendous amount of damage was done. Little excuse can be found for failures of this kind. With careful inspection of the materials and the construction of the work, and with care and conservatism in design, dams can be built with assurance of safety. We repeat what we said in our last issue, that Government supervision of the designs, foundations and construction, where a failure means loss of life, is required.

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The City Planning Association of Winnipeg appointed a permanent secretary last week who will hereafter be an active force in laying out and planning the growth and development of the city, so that the costly errors of older communities may be avoided.

The new secretary, Mr. F. J. Cole, of the Garden City Association of England, is a man of much experience in city planning, and thoroughly competent by training and experience to do the work he has been engaged to do for Winnipeg.

Winnipeg is a city that has done splendid work in laying out parks, streets and other features of the city beautiful, but there was a feeling among the progressive men of the city that there was no expert information available, and the City Planning Association was formed, Mr. Cole's appointment following the organization of that body. We wish every success to the new organization and the new secretary. It is a department which will, if handled rightly, do good work in advancing the æsthetic side of the city's development. Toronto made such a departure some time ago, and, while as yet the results obtained by the Guild of Civic Art there have not been very great, still they have done something towards educating the people.

PROGRESS OF THE GRAND TRUNK PACIFIC.

It was not stated at the adjourned annual meeting of the shareholders of the Grand Trunk Pacific Railway at Montreal this week when the new transcontinental would be completed from coast to coast. Mr. Charles M. Hays, president, told, however, of the progress of construction and stated that during the year the track laying on the main line of the western division had been extended from Wolf Creek to Fitzhugh, west of the Athabaska River in the Rocky Mountains, which is 1,027 miles west of Winnipeg and will be the divisional point for that section; that the construction work is under full headway, with night and day forces to Tete Jaune Cache, on the Fraser River, beyond Yellow Head Pass, on the western slope of the Rocky Mountains, and it is expected that the track laying will reach this point, which is 1,094 miles west of Winnipeg, before the close of the year.

On all portions of the line which have been sufficiently completed trains are at present in operation, and a daily through freight and passenger service is established on the

line between Winnipeg, Edmonton and Edson. From the stage to which construction has advanced, we should judge that the line should be completed at least by the end of 1914.

For the purpose of establishing suitable hotel accommodations throughout the country, which will be traversed by the company's lines, it is proposed to construct a chain of first-class modern hotels.

The company has been granted a subsidy by the Canadian Government for the construction of a floating dry-dock at Prince Rupert, at an approximate cost of \$2,200,000, on which work has already been commenced, and tenders have also been called for the construction of terminals and a station in that city.

The steamer Prince John has been added to the company's fleet on the Pacific Coast, and placed in service between Prince Rupert and the Queen Charlotte Islands.

Good progress has been made in the construction work on the eastern division and the present condition of that work shows a total of 1,223.45 miles of main line track, and 136.50 miles of side track laid, and the remaining portions of this section are all under contract.

The names of the following directors were proposed for re-election—Mr. Hugh A. Allan, retired; Alfred W. Smithers, Sir Henry Mather Ackson, Geo. Von Chauvin, Col. Frederick Firebrace, Chas. M. Hays, E. J. Chamberlin, Wm. Wainwright, E. H. Fitzhugh, W. H. Biggar, E. B. Greenshields, the Hon. R. Dandurand, the Hon. Geo. A. Cox, E. R. Wood, and J. R. Booth.

THE NEW MINISTER OF PUBLIC WORKS.

Honorable F. D. Monk, K.C., B.C.L., D.C.L., Minister of Public Works, comes of old Devonshire stock on his father's side, the family having settled in New France under the French regime. On his mother's side he is French. He was born in Montreal in 1856. He occupied the position of recognized representative of the French Conservatives in



HON. F. D. MONK,
The New Minister of Public Works.

the House of Commons up to the time the Nationalist movement became strong in Quebec, when he formed an alliance with Henri Bourassa. He broke with the English-speaking Conservatives on the autonomy bill and on the naval question. Mr. Monk is a lawyer and a professor of constitutional law in the Montreal branch of Laval University.