

specimen of matrimony vine (*Lycium europaeum*), this being in the shelter of a five-foot board fence. At 'Gourdeau Park,' where the greater part of the trees were planted, all that remains is a few specimens of the Scotch broom (*Genista scoparia*), while in the little garden at the main station, where there is some shelter, there remained of the trees planted, one pine (probably *Pinus cembra*), one American elm and one Manitoba maple. The two last mentioned were less than two feet high and were in the habit of growing up rapidly each summer, killing back each winter. The pine was about six inches high and two feet broad.

A danger to be apprehended is that the surface of the island may be wholly swept away (as has already happened in the case of a large part of the original island), leaving an immense area of submerged shoals. In that case the danger to passing vessels would be as great as now, and the possibilities of rescue of shipwrecked persons, (with the life-saving station gone) would be reduced to a minimum.

Is not such a danger worth the spending of many thousand dollars to avoid? On similar plantations (similar, at least, as regards the problems presented by natural conditions) France has spent several millions of dollars, and the single state of Massachusetts some hundreds of thousands.

In the problem presented by Sable Island not only do property considerations enter, but considerations involving the saving of human life. At the least the subject is worthy of continued and persistent experiment, and it is to be hoped that the authorities will not rest satisfied, or torpid, in consequence of the failure of this one attempt.

THE WINNIPEG CONVENTION.

RAILWAY ARRANGEMENTS.

Owing to the fact that the Convention will be held on the day preceding and the first two days of the Winnipeg Exhibition, delegates attending from points within what is called the 'Winnipeg Exhibition District' will not be required to secure certificates. They will purchase railway tickets at the special rates in force during the Exhibition. It will be necessary, however, that those travelling on these tickets give their names and addresses to the Secretary for the purpose of compiling the railway returns. The Winnipeg District extends from Fort William on the east to the Alberta-British Columbia boundary. (On the Canadian Pacific Railway these rates extend to Golden and Cranbrook, B.C.)

FROM EASTERN CANADIAN POINTS.

Delegates attending from points in Canada from Port Arthur eastward can secure

single fare rates (plus 25c) on the convention certificate plan. To secure these rates delegates will purchase one way first class tickets which will be sold them at the lowest one way first class fare, plus 25c. When purchasing these tickets they must secure a standard certificate which the agent will furnish upon request, and this certificate when signed by the Secretary in the Convention at Winnipeg as showing that the party was a delegate will be honored for ticket through to original starting point free.

Going Dates.—Tickets for going trip by all rail routes will be sold July 3 to 6 inclusive; days of sale via lake and rail routes to be announced later.

Returning.—Standard convention certificates properly filled in and signed by the Secretary of the Canadian Forestry Association will be honored at Winnipeg up to and including July 24 for tickets to original starting point free, except that where lake routes are used additional payment will be required as follows:

Lake Arbitrarities.—The following additional amounts to be paid at Winnipeg when certificates are honored for return journey if passengers elect to travel via lake routes, viz.:—(Via C.P.S.S. line or Sarnia N. N. Co., and Port Arthur). Going all-rail, returning lake and rail, \$9.00 additional. Going lake and rail, returning all-rail, \$4.00 additional. Going lake and rail, returning same route \$13.00 additional.

FROM BRITISH COLUMBIA POINTS.

Rate: Certificate plan arrangement; one way first class tickets and standard convention certificates to be issued from starting point to Winnipeg at the lowest one way first class fare plus 25 cents.

Going Dates: July 4, 5 and 6.

Return: Certificates signed by Mr. Jas. Lawler, Secretary, Canadian Forestry Association, to be honored at Winnipeg up to and including July 12th for free return tickets back to starting point with a transit limit of 10 days.

NEW USE FOR SAWDUST.

'Son, why don't you play circus? It's great fun. First you make a sawdust ring.'

'Where'll I get the sawdust, dad?'

'Here's the saw. Just saw some of that cordwood into stove lengths. You can have all the sawdust you make.'

These, then, are a few of the problems to be solved by the forest engineer and I think you will agree with me in stoutly maintaining that he may well be proud of his profession, and that in the practise of it he will find abundant opportunities for the exercise of all the engineering skill he is possessed of.