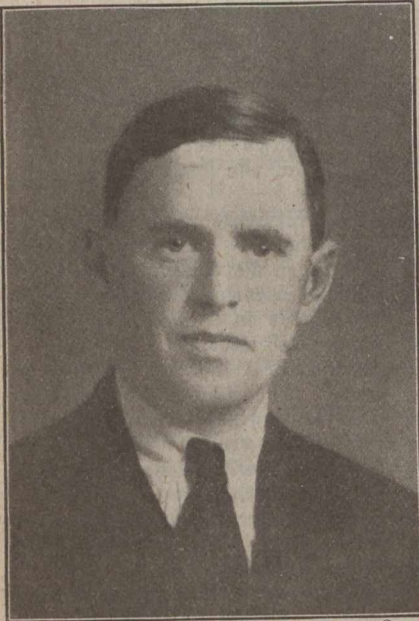


PERSONALS

W. A. SIBBETT, of Bracebridge, Ont., has sailed for South America, where he has been employed by the Columbian government to survey the Barranquilla Harbor and to plan extensive water-front improvements. Mr. Sibbett was born November 4th, 1890, in Bracebridge, Ont., and was educated at Barrie Collegiate and the University of Toronto, where



he graduated with honors in civil engineering with the class of 1911. He joined the staff of W. H. Fairchild, of Brantford, Ont., in order to study for the O.L.S. degree, and in 1912 he passed the necessary examinations. The following two years were spent with Mr. Fairchild in surveying and municipal work, and Mr. Sibbett was then appointed surveyor of the North Bay division of the C.P.R. In January, 1915, he joined a staff of engineers who were surveying harbors in British

Columbia for the Dominion government, but in December, 1915, he resigned this position and enlisted as a private in the 122nd Muskoka Battalion, although he obtained a commission before he went overseas in April, 1917. While waiting to be sent overseas, Mr. Sibbett studied for the D.L.S. examinations, obtaining that degree in 1916. The military unit to which Mr. Sibbett was attached was sent directly from Canada to France, and there he was promoted to the rank of captain, and in April, 1918, he was transferred to the headquarters' engineering staff of the Canadian Forestry Corps. Last January he returned to Canada and obtained a provincial government survey contract for work in Northern Ontario, which contract he had just completed when he was recommended to, and accepted by, the Columbian government for the work above mentioned. Mr. Sibbett's present address is c/o Pinedo, Weeber & Co., Barranquilla, Colombia, South America.

GEORGE J. GUY, chairman of the Hamilton Harbor Commission, has been appointed vice-chairman of the Canadian Deep Waterways and Power Association.

HENRY HYMMEN, who has been water works superintendent of Kitchener, Ont., for the past 19 years, has resigned in order to take charge of the plant of the Dominion Products Co., Guelph, Ont.

J. CAMPBELL BRADY, of the British Columbia public works department, has been promoted to the rank of district engineer and will be in charge of No. 6 district, with jurisdiction over Cranbrook, Fernie and Columbia ridings.

LEWIE D. WALKER has been appointed water works engineer and inspector for the Canadian Fire Underwriters' Association, Toronto. Mr. Walker returned from overseas last March and joined the engineering staff of the British-American Nickel Corporation, at Deschenes, Que. Before going overseas he was employed at Sault Ste. Marie, Ont., in dock construction for the Department of Public Works of Canada.

W. BLAZER, civil engineer of the Government Service for Water Power and Electricity, Dutch East Indies, and whose headquarters are at Bandoeng, Java, is visiting Canada and the United States under a commission from the Netherlands' government to study water power stations. It is understood that the water power potentialities in the islands of

the Dutch East Indies total several million horsepower. The government has developed and is operating several plants generating power for railway shops, etc., there are over three hundred private water power plants for plantations and other industries, and the government is pursuing an active development policy. Mr. Blazer intends also to visit Switzerland.

OBITUARY

JOHN DOBSON, for many years the senior member of the firm of Dobson & Jackson, contractors, Winnipeg, died in that city December 15th.

ROAD CONSTRUCTION IN BRITISH COLUMBIA

SPEAKING of the development of roads in British Columbia, J. Campbell Brady, a district engineer with the provincial public works department, said that the intention for the coming season is to improve and complete the road from Windermere to Cranbrook, making it come up to the standard of the Banff-Windermere highway, which the Dominion government recently took over and proposes to finish as an auto highway within the next two years. When these roads are completed, it will be possible to drive on a hard-surfaced road through Cranbrook to Spokane, via Yakh and Kingsgate.

From Golden to Windermere is approximately eighty miles, and most of this highway is in very fair condition. Twelve miles before Windermere is reached is the point at which the Banff-Windermere road converges. This road, which has only been partly developed by the provincial government and by the Canadian Pacific railway, now becomes a part of the Dominion government's park system.

A zone of five miles wide on each side of the highway has been set apart as a park area. At the Columbia, or Radium, hot springs, two miles from the junction of the Banff-Windermere highway with the road from Golden, there is every likelihood of a new tourist resort being established.

The annual meeting of the Ontario Good Roads Association will be held in Toronto March 3rd to 5th, 1920. The Ontario county roads superintendents will also convene at Toronto March 1st to 3rd.

In a speech at Brockville, Ont., Hon. F. C. Biggs, minister of public works for Ontario, dealt with the road system in that province. He said that the government hopes to add materially to it, and that instead of being 500 miles in length, the provincial highway should be 1,500 miles, touching every country. Unless this could be done to some extent, opposition to trunk roads will develop. He stated his belief that the provincial highway is the best advertising medium that Ontario has, and he strongly advocated further help from the government for the townships in road construction, and urged the appointment of permanent township road superintendents. Rural depopulation, said the minister, could be offset by good roads, improved rural schools, and the "Hydro."

Representing practically every municipality east of Kingston, a deputation waited on the Ontario government recently and requested that the Hydro-Electric Power Commission be instructed to proceed with the development of power at Chats Falls, Ont., and also with the development of the St. Lawrence river, in order that electric power may be furnished to industries which now wish to establish manufacturing plants in the eastern section of the province. W. E. Smallfield, chairman of the Utilities Commission of Renfrew, Ont., stated that 120,000 to 150,000 h.p. could be developed at Chats Falls, which is 30 miles from Ottawa, at a cost of from \$5,000,000 to \$8,000,000. This development, he claimed, could be undertaken at once, whereas it might take ten to fifteen years to get power from the St. Lawrence river.