

the lily is a very true saying, but a little touch of white paint over any disfiguring marks will make it a great deal more presentable—at a distance, anyway, and that is how our tourists see things.

When the returned tourist talks is when his value to the railroads is at its highest. His friends may be just waiting to settle the much-discussed question of "where to go" when he tells of his travels. They probably only need a little encouragement in certain directions in order to make them decide.

Some work is done on the railroads in the spring, but it is generally of a utilitarian nature. It is usually summer before the efforts of trackmen and station agents are evident, at least to the travelling public.

ALTITUDES IN CANADA.

The Board of Railway Commissioners have taken a step in the right direction in their recent order, in which all railroad companies when submitting profiles of their roads or extensions, must base all elevations shown thereon to Mean Sea Level. This will apply to all lines, commencing, terminating or intersecting with any of the lines as listed in White's "Altitudes in Canada," a work which has been widely distributed. This will tend to spread the network covered by "Altitudes in Canada," and will be of inestimable use to engineers who will in the future be commencing some work from a point which is already listed in the book. The order also stipulates that any line touching tide water must show elevation above Mean Sea Level.

It would be of advantage to engineers if all works were carried on with a common datum, and it would be in our own interests to include not only railroads but any engineering work in the above order. Of course, we will still have to resort to the old stump B.M. We usually assume it to be elevation 100.00 in out-of-the-way places, but wherever possible we should carry on the elevation in respect to Mean Sea Level.

SASKATCHEWAN LAND SURVEYORS.

The officers of the Saskatchewan Land Surveyors' Association elected at the annual convention in Regina are: W. R. Reilley, Regina, president; R. W. E. Loucks, Regina, vice-president; H. G. Phillips, Regina, secretary-treasurer. Four councillors were elected as follows: W. M. Stewart, Saskatoon; E. W. Murray, Regina; W. Thompson, Grenfell; and F. Lamb, Saskatoon. P. W. Brown, of Saskatoon, and S. Young, of Regina, were appointed auditors.

PERSONAL.

E. E. FORGEUS has been appointed purchasing agent of the Eastern Car Co., New Glasgow, N.S.

T. V. McCARTHY, B.A.Sc., of the Waterworks Department, Toronto, has enlisted for overseas in the 43rd Howitzer Battery.

H. S. PHILLIPS, formerly chief draftsman in the Sewer Section, City Hall, Toronto, has accepted a similar position with the Canadian Nitro Products Company.

Lieut.-Col. CHARLES H. MITCHELL, C.E., M. Can.Soc.C.E., Toronto, has received from the French government the officer's cross of the Legion of Honor.

SAMUEL G. ALLEN has been elected president of the Franklin Railway Supply Company, and Mr. Joel S. Coffin, formerly president, is now chairman of the board.

J. E. RICHARDS, general auditor of the London and Port Stanley Railway, has been appointed manager and treasurer of the road, succeeding F. T. LEVER-SUCH, who resigned. Mr. Richards was formerly with the Chatham, Wallaceburg and Lake Erie Electric Railway.

OBITUARY.

CHARLES H. CONERY, well known as a paving contractor, died last week in Guelph.

WM. NORRIS, manager of the Chatham, Wallaceburg and Lake Erie Electric Railway, died in St. Joseph's Hospital, London. He was fifty years old, and was formerly connected with the London Street Railway Company.

THOMAS TOMLINSON, head of the firm of Thomas Tomlinson & Son, iron founders, Frederick Street, Toronto, died on February 22 in the Western Hospital, following an accident. The deceased was 45 years of age.

MANITOBA BRANCH, CANADIAN SOCIETY OF CIVIL ENGINEERS.

At a meeting on March 6th of the General Section of the Manitoba Branch of the Canadian Society of Civil Engineers Messrs. W. G. Chace and M. V. Sauer gave an interesting review of the present and proposed hydro-electric development in the Niagara Falls district. The differences in the various plants were pointed out, special features were discussed, and the advances made in electric power transmission within the last twenty years were dealt with.

VANCOUVER BRANCH, CANADIAN SOCIETY OF CIVIL ENGINEERS.

Detailed description of the government's great floating drydock at Prince Rupert, largest but one of all Canadian docks of a similar type, the Montreal construction being slightly more imposing was given by J. H. Pillsbury, of the engineering staff of the Grand Trunk Railway and engineer in charge of the construction of the northern dock, before the members of the Vancouver branch of the Canadian Society of Civil Engineers at their meeting in the Board of Trade rooms.

The dock has a lifting capacity of 20,000 tons, about the tonnage of a steamer of 650 feet. It is in three sections, each one capable of being sunk and lifted independently for the accommodation of smaller vessels. In connection with it there is a very complete plant, including light and power plant, machine shop and ship-building plant. The cost of the whole plant, dock and its accessories was about \$800,000.

COMING MEETINGS.

AMERICAN WATERWORKS ASSOCIATION.—Thirty-sixth annual convention to be held in New York City, June 4th to 8th. Secretary, J. M. Diven, 47 State Street, Troy, N.Y.