

aged discovery by ready issue of mining licenses, and they have compelled developments in the Mines Branch. The Department of Crown Lands flooded the country with reliable information as to the arrangement and deposits of geological formation of the mineral belts.

The same Government have encouraged and supported the formation of the School of Mines at Kingston. The provincial university—the University of Toronto—has been slow to recognize the important part a strong department of mining-engineering might play in the development of this large industry within the boundaries of the Province and it is only within the last few weeks that they have appointed a full professor of mining in the person of Mr. H. E. T. Haultain, M.E. The formation of this new department was most encouraging to those who had the best interest of the mining industry at heart, and now that the Provincial Government have signified their interest in this department of university work by electing to the Board of Governors of the University of Toronto a prominent mine owner and engineer, Mr. Reuben W. Leonard, of St. Catharines, there is not lacking evidence that this department will receive the attention which it has deserved, but, hitherto, has not received.

We congratulate the University on the appointment of Mr. Leonard to this position. It is fortunate that men with interests so large as his are willing to give of their time to the successful carrying on of the educational institutions of the Province.

We have no doubt that Mr. Leonard recognizes the opportunities that are now his, to develop the Applied Science Departments of the University; to encourage the study of Mining-Engineering; to raise the standard of requirements for mining men and technical colleges, and to improve the status of the mining engineer.

Mr. Leonard is a public-spirited man, having taken a very active part in the affairs of the Canadian Society of Civil Engineers, the Canadian Mining Institute, and various charitable and philanthropic societies. In the new work he will undertake he can be counted upon to give much attention and thought.

May he continue to keep in touch with the great mining industry of the Province, the men who are at its head, the consulting mining engineer and thus be able to secure for the industry a heartier co-operation between the teaching staff of our colleges and the men in the field.

RAILWAY CONSTRUCTION, BRITISH COLUMBIA.

Already the fruits of the McBride Government railway policy are in evidence. The impatience the people were disposed to show some time ago is rapidly disappearing as miles of construction work in several sections of the Province are under way.

New territory, agricultural and mineral, is being opened. Large sections of the Province are being brought in direct touch with transcontinental railways and ocean and river transportation, and business activity is noticeable in large distributing centres.

Transportation problems are the first concern of the new territory, and it is fortunate that British Columbia has enough faith in its future to develop these transportation outlets.

BRITISH RAILWAY RATES.

For years past British railways have had three classes of passenger rates—first, second and third. It is understood that a movement is on foot to abolish second class rates. The main difference between first and third class accommodation is the number of passengers allowed in each compartment. In the first class compartment three passengers are allowed in each seat and in the third five. But the difference in the fare between the two classes is very marked, and indicates why so many people in Great Britain travel third class in preference to first. It will be noticed from the following figures that the third class rate is approximately two cents a mile, while the first class rate is almost double that.

London to Liverpool (201 miles).....	\$7 35	\$4 00
London to Glasgow (401 miles).....	14 50	8 50
London to Edinburgh (395 miles).....	14 36	8 16
London to Folkstone (70 miles).....	2 87	1 47
London to Dublin (334 miles).....	13 40	8 12
London to Stratford-on-Avon (121 miles)	4 00	2 10
London to Plymouth (226 miles).....	9 40	4 50

EDITORIAL NOTES.

A very extensive survey is being made of the eastern boundary of the large timber reserve in British Columbia. It is expected that the work will not be completed till 1912.

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The long-continued drought has made it very difficult, and, in some cases, impossible for the lumbermen to run their logs in the northern streams. This will have a serious effect upon the timber supply at this time, and already prices are showing some advance.

PRECIPITATION FOR JUNE, 1910.

There was a great lack of precipitation throughout Canada during June, except in the Maritime Provinces and very locally in South Eastern Saskatchewan, where an amount in excess of the average was recorded.

The amount of rainfall in the Western Provinces and Ontario was, in most localities, considerably less than half the usual quantity.

The table shows for fifteen stations included in the report of the Meteorological Office, Toronto, the total precipitation of these stations for June.

Ten inches of snow is calculated as being the equivalent of one inch of rain:

Station.	Depth in inches.	Departure from the average of twenty years.
Calgary, Alta.	1.50	— 1.77
Edmonton, Alta.	2.70	— 0.71
Swift Current, Sask.	2.20	— 0.85
Winnipeg, Man.	2.40	— 1.04
Port Stanley, Ont.	1.60	— 1.11
Toronto, Ont.	1.06	— 1.73
Parry Sound, Ont.	1.40	— 1.56
Ottawa, Ont.	1.40	— 1.35
Kingston, Ont.	1.00	— 2.20
Montreal, Que.	3.30	— 0.72
Quebec, Que.	2.70	— 1.60
Chatham, N.B.	4.51	+ 1.48
Halifax, N.S.	5.10	+ 1.20
Victoria, B.C.	1.00	+ 0.04
Kamloops, B.C.	1.20	— 0.08