

The Hamilton council have voted in favor of securing their power from a private corporation. Stratford, Galt and Brantford are not very enthusiastic. If the municipalities are going to build this line definite contracts must be entered into at once, else the benefit of a low market will not be secured.

EDITORIAL NOTE.

Fort William is growing in a very modern way. One warehouse now building is to cost \$10,000, and a block of commercial buildings \$100,000. The building permits issued so far this year amount to \$1,230,000.

ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

Copies of these orders may be secured from the Canadian Engineer for a small fee.

5152—August 7—Granting leave to the Northern Pipe Line Co. to lay a six-inch pressure pipe under the track of the C.P.R. in the immediate vicinity of the town of Wallaceburg, Ont.

5154—August 11—Authorizing the Bell Telephone Co. to erect, place and maintain its aerial wires across the tracks of the G.T.R. at Elizabeth Street, St Marys, Ont.

5155—August 11—Authorizing the C.P.R. to open for the carriage of traffic that portion of the diversion of the Edmundston branch of the N.B.R. Co. between mileage 33.1 and 33.7 and the bridge at Grand River on the said Edmundston branch.

5156—August 11—Granting leave to the rural municipality of Wallace to erect, place, and maintain its telephone wires across the track of the C.P.R. at public crossing half mile east of Hargrave, Man.

5157—August 11—Granting leave to the rural municipality of Wallace to erect, place, and maintain its telephone wires across the track of the C.P.R. two miles east of Elkhorn, Man.

5158—August 11—Granting leave to the rural municipality of Wallace to erect, place, and maintain its telephone wires across the track of the C.P.R. at public crossing three miles east of Hargrave, Man

5159—August 11—Granting leave to the rural municipality of Wallace to erect, place, and maintain its telephone wires across the track of the C.P.R. at public crossing two miles west of Hargrave, Man.

5160—August 11—Granting leave to the rural municipality of Wallace to erect, place, and maintain its telephone wires across the track of the C.P.R. between Sections 28 and 29, Township 19, Range 26, one mile west of Virden, Man.

5161—August 11—Granting leave to the Uxbridge and Scott Telephone Co to erect, place and maintain its aerial wires across the track of the G.T.R. at 7th Concession of Uxbridge, or Main Street, Uxbridge, Ont.

5162—August 13—Authorizing the C.P.R. to reconstruct bridge No. 73.1 on the Laggan section of its line of railway in the Province of Alberta.

5163—August 13—Authorizing the C.P.R. to reconstruct bridge No. 37.0 on the White River section of its line, in the Thunder Bay district, Province of Ontario.

5164—August 12—Authorizing the municipality of the parish of Notre Dame de Perpetuel Secours du Charney, P.Q., to construct, at its own expense, a highway across the right of way and track of the G.T.R. on the property of Pierre Fontaine.

5165—August 12—Approving of the C.N.O. Railway Company's Standard Passenger Tariff, C.R.C. No. 26, cancelling its Standard Passenger Tariff No. 1, covering its line of railway between Toronto and Sudbury, Ont.

5166—August 12—Approving of the C.N.O. Railway Company's new Standard Freight Tariff, C.R.C. No. 74, cancelling its Standard Freight Tariff, C.R.C. No. 1, covering its line of railway between Toronto and Sudbury, Ont.

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STONE ARCH CULVERT.

These days we hear a great deal about permanent structures and the use of cement for such works.

We reproduce here a photo of a stone arch culvert on Yonge Street at Newtonbrooke, about eight miles north of Toronto.

Yonge Street was used as a highway before 1800, and during the War of 1812-15 was improved as a military road.

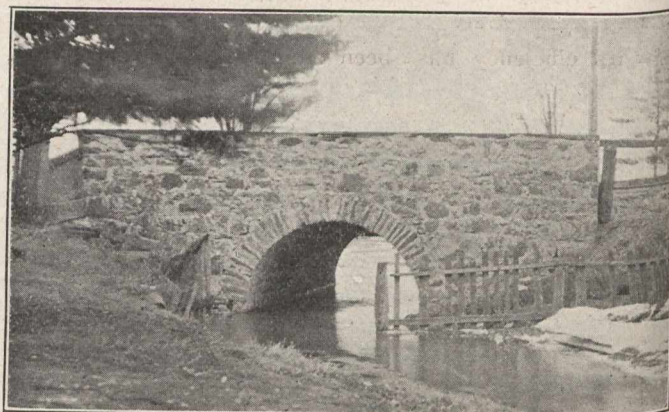


Photo by E. Gilson, Willowdale.

Stone Arch Culvert.

Later, about 1835, part of the road was macadamized, and a number of large stone culverts built, among them the one shown in the illustration.

The culvert is 42 feet long and carries not only the highway traffic but also the roadbed of the Metropolitan Street Railway, which runs the heaviest electric rolling stock used in Canada.

At the water line the opening is 10 feet wide and rises 7 feet.

Seventy-three years' exposure to the elements has done but little injury to the structure. It is said that during that period the arch proper has been neither repaired nor patched. Its first cost may have been large but it certainly illustrates the value of erecting permanent structures.

RAILROAD EARNINGS.

The following are the latest figures:

	Week Ending:	1907.	1908.	Change.
C.N.R.	Aug. 14	\$ 190,800	\$ 167,600	—\$ 23,200
C.P.R.	Aug. 14	1,546,000	1,420,000	— 126,000
G.T.R.	Aug. 14	910,996	778,936	— 132,060
T. & N. O.	Aug. 14	15,988	18,053	+ 2,065
Toronto St. Ry. Aug. 14		67,140	66,917	— 223

A COLD FACT

☞ During the First Six Months of 1908 the subscription receipts on the Canadian Engineer in cold cash were 50% more than during the twelve months of 1907.

☞ There is only one explanation--It is this--We are giving the civil engineers and contractors of Canada the kind of information they are looking for.

☞ All readers of the Engineer possess purchasing power in themselves--the kind of subscriber the intelligent advertiser is looking for.