

The saving from good roads in the matter of postal delivery, parcel delivery and produce transportation is of great importance. The advantages of good roads are hard to over-estimate. They enhance the value of farm lands; add wealth to the producer and consumer; they save wear and tear and worry and waste; they beautify the country and bring it in touch with the city; they give to scattered people social, religious and educational advantages; they are the avenues of trade, the highways of commerce; they bind the country together in thrift and industry and intelligence; they promote a social intercourse and prevent intellectual stagnation.

To-day, one of the live economical problems is the high price of food and the increased cost of living. Good roads, by reducing the cost of transportation, will reduce cost to the consumer and the cost of living. What has been waste will be marketable and useful.

More money is wasted annually on highways in America than would pay for the upkeep of our trans-continental railways. It is only in recent years that people have come to realize the waste, and such discussions as are likely to take place at the Good Roads Association meeting in Niagara Falls will be a strong factor in eliminating wasteful methods in highway work.

THE PROGRESS OF AERONAUTICS.

The year 1910 will go down through history as an epoch-marking year in aeronautics. In Europe and in America the flights made during the last few months have demonstrated that man has been able to perfect the heavier-than-air machines, and that aviation is now something more than a dream.

The English Channel has been crossed and re-crossed. Long flights have been made in England, France, Germany and the United States, and in Canada, Montreal and Toronto have seen ascensions of two and three thousand feet.

Dirigible balloons for many years have been used to navigate the air, but more recently the perfecting of monoplanes and biplanes has drawn attention to the heavier-than-air machines in such a way as would indicate that these machines are no longer simply a scientific plaything, but a commercial and marketable undertaking.

It has been estimated that over two hundred men have mastered the art of flying. In England alone some eight hundred aeroplanes have been completed or are under construction. Prize money has been freely offered, and much of it has been attached by the aviators.

Firms manufacturing flying machines are engaging aviators to ride their specially constructed machines, thus reviving the old-time rivalry between firms that existed in the earlier days of cycle and motor racing.

The perfecting of the gasoline motor for use in the automobile has developed the strong, reliable machinery which the aviator requires for his flying machine. In still air these monster birds, which measure forty feet from tip to tip, soar and circle with apparently as much poise and confidence as a condor.

The perfecting of the telephone, the wireless telegraphy, the development of great speed in ocean travel and railroad transportation has made more complex our social problems. The perfecting of the aeroplane. What will it bring?

STANDARD REGULATIONS OF THE DOMINION RAILWAY BOARD AFFECTING HIGHWAY CROSSINGS, AS AMENDED MAY 4th, 1910.

Unless otherwise ordered by the Board, the Regulations regarding the future construction of highway crossings are and shall be as follows:—

1. With each application, the railway company shall send to the Secretary of the Board three sets of plans and profiles of the crossing or crossings in question:

Scale:

Plan	400 ft. to an inch.
Profile of railway {	Horizontal.. 400 "
	Vertical.... 20 "
Profile of highway {	Horizontal.. 100 "
	Vertical.... 20 "

1st set, for approved by and filing with the Board.

2nd and 3rd sets, to be furnished to the respective parties concerned, with a certified copy of the Order approving of the same.

2. The plan and profile shall show at least one-half mile of the railway each way and 300 feet of the highway on each side of the crossing.

3. The plan shall show all obstructions to the view from any point on the highway within 100 feet of the crossing to any point on the railway within one-half mile of the said crossing.

4. The Company shall give the Municipality in which the proposed crossing lies, 10 days' notice of the application and copies of the plan, and furnish the Board with proof of service.

5. The road surface of level or elevated approaches, and of cuts made for approaches, to rural railway crossings over highways shall be 20 feet wide.

(a) A strong, substantial fence, or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (one and one-half inches by six inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, shall be constructed on each side of every approach to a rural railway-crossing over a highway where the height is five feet or more above the level of the adjacent ground—leaving always a clear road-surface of 20 feet in width.

6. Unless otherwise ordered by the Board, the planking, or paving blocks, or broken stone topped with crushed-rock screenings, on rural railway-crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) shall be 16 feet wide.

7. In cities, towns, and villages, the width of all kinds of approaches to a railway-crossing over a highway (street or avenue) and of the planking between the rails and on the outer sides thereof, must be regulated by the position of the street and the traffic or the anticipated traffic thereon, but shall not be less than 20 feet wide.

8. Cuts and Fillings on Highway Crossings.—Wherever a cut on the line of railway exceeds 9 feet or a filling thereon exceeds 7 feet at a highway or street crossing, the railway company, before proceeding with the work of construction, shall refer the matter to the Board, with a full statement of the facts and circumstances, that the Board may decide as to the advisability of ordering a separation of grades at the said crossing.

9. In special cases, it may, upon application, be ordered that any existing highway crossing be constructed so as to conform to the foregoing standards and requirements.