

The Commission state that "a bridge of the adopted span that will unquestionably be safe can be built, but in the present state of professional knowledge a considerably larger amount of metal would have to be used than might be required if our knowledge were more exact." They do not, however, pass an opinion on the general design, but their report would lead one to infer that the general design was acceptable and that lower unit stress in the working out of this design would give satisfactory results.

The lack of money caused the failure of the first bridge, the design being modified to suit the estimate, and unless the Government appoint a commission of engineers to design a new bridge; prepare sufficient specifications and superintend construction, failure may easily occur again. A board of eminent Canadian engineers, having in view the safe design of a structure and not a very limited estimate would prepare plans and complete the structure safely and economically, and just as successfully as engineers from other lands.

ORDERS OF THE RAILWAY COMMISSIONERS OF CANADA.

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

4552—April 1—Authorizing the corporation of the town of Thorold, Ont., to lay its water pipes through, across, and under the lands and railway of the Niagara, St. Catharines and Toronto Railway Company.

4553—April 2—Authorizing the C.P.R. to construct a spur to the premises of the McLeod Milling Company, Macleod, Alberta.

4554—April 1—Recommending to the Governor-in-Council for approval the by-law of the Canadian Northern Ontario Railway respecting the travelling upon and use of the railway.

4555—April 1—Recommending to the Governor-in-Council for approval the by-law of the Canadian Northern Quebec Railway respecting the travelling upon and use of the railway.

4556—March 28—Directing the G.T.R. to provide and keep at its own expense a watchman at Thames Street, Ingersoll, Ont., daily between the hours of 6 a.m. and 11 p.m.

4557—April 2—Authorizing the township of Rochester to erect its telephone wires across the tracks of the C.P.R. at the Charon Line, about one and one-half miles east of Belle River Station, Ont.

4558—April 2—Authorizing the Crow's Nest Southern Railway Co. to operate its trains over the track of the spur of the C.P.R., about three-quarters of a mile east of Hosmer, B.C.

4559—April 1—Authorizing the C.P.R. to make a special rate of \$50 per capita for mining students of McGill University for a trip from Montreal, P.Q., to Vancouver, B.C., including side trips to Rossland and Greenwood; also, rate of \$40 per capita from Montreal to Rossland, Phoenix and Greenwood, B.C.

4560—April 3—Authorizing Damase Albert of St. Francis de Madawaska, to lay a water pipe under the track of the Temiscouata Railway, in Lot No. 240, in the Parish of St. Francis, N.B.

4561—April 6—Authorizing the Arthabaska Water & Power Company to lay, place, and maintain two underground conduits, each containing three electric power cables, across the lands and tracks of the G.T.R. on Cadastral Lot No. 461, Third Range of Arthabaska, P.Q.

4562—April 6—Authorizing Bell Telephone Company to cross with its aerial wires, the track of the G.T.R. at Brewster Avenue, Lachine, P.Q.

4563—April 6—Approving deviation of C.P.R. Company's main line and double track at Tunnel Island, mile 0.29 to mile 1.24.

4564—April 6—Authorizing the Commissioners of the Transcontinental Railway to take possession of, expropriate, use and occupy that portion of the right of way and lands of

the C.P.R. Company at or near St. Basil, N.B., and to change location of its line.

4565—April 1—Authorizing D. J. McKay, of Crossfield, Alta., to establish a crossing over the track of the C.P.R. with an additional track, at Nanton St., Crossfield, Alta.

4566—April 9—Approving revised location of the G.T.R. branch line in the town of Welland, Ontario.

4567—April 8—Authorizing Central Ontario Railway to divert the public highway through Lot 23, Concession 3, Township of Monteagle, Ontario.

4568—April 8—Authorizing the Central Ontario Railway to construct its railway across the highway at Station 403.40, Township of Monteagle, Ontario.

4569—April 8—Authorizing M. J. Costello to prepare and issue tariff of tolls to be charged upon the line of the Vancouver, Westminster & Yukon Railway Company.

4570—April 7—Authorizing Commissioners of Transcontinental Railway to take possession of, expropriate, use and occupy that portion of the right of way and lands of the New Brunswick Railway Company, about nine miles west of Grand Falls, N.B., also to deviate line of railway of the said New Brunswick Railway Company.

4571—April 7—Approving location of British Yukon Railway Company from Macrae, on main line, at Station 1905-40.8, near mile post 103, towards the Tahkeena River, a distance of 12.5 miles.

4572—March 31—Authorizing the town of Galt to put storm drain and connections under the track of the G.T.R. on George St., Galt, Ontario.

4573—April 7—Approving standard freight mileage tariff, C.R.C., No. 288, of the Niagara, St. Catharines & Toronto Railway Company, to apply between stations on its new lines, omitting its main line between Port Dalhousie and Niagara Falls.

4574—April 8—Authorizing C.P.R. to construct a branch line to and into the premises of E. & T. Fairbanks & Company, Limited, Sherbrooke, P.Q.

4575—April 9—Approving standard drawings for frame and pile trestles of the C. N. Quebec Railway upon its St. Jerome, Montford & Garneau-Quebec Divisions.

4576—April 9—Authorizing C.P.R. to construct an additional track of its railway across the public highway at Maxwell, N.B.

4577—April 8—Extending until June, 1908, the time within which the Canadian Northern Ontario Railway Company shall install interlocking and derail plant at Elbow Creek crossing with the C.P.R.

4578—December 26, 1907—Authorizing Vancouver, Victoria & Eastern Railway to take additional lands required by it for the diversion of the River Road, so called, New Westminster District, Municipality of Delta, B.C.

The officers of the Canadian Crocker-Wheeler Company, Limited, are well known to the electrical and manufacturing trade in Canada. Mr. F. E. Lovell, president of the new company, is a member of the old established lumber firm of H. Lovell & Sons, of Coaticooke, P.Q., who have extensive interests in mills and timber limits throughout the Province of Quebec. Messrs. Russell A. Stinson and F. Jno. Bell, vice-president and secretary-treasurer respectively, have been identified with the manufacturing, construction, and sales ends of the electrical trade in Canada for the past fifteen years, and are particularly well known in Montreal, where they are welcoming their many old friends at the head office of the company, which has recently been opened in the Street Railway Chambers, Place d'Armes Hill.

In surveying work on railroads the Yellow Crayons are used for marking various points on the rails. For such work the ordinary chalk is likely to wash off after one rain storm. Dixon's Yellow Crayons, however, will leave a clear mark for months. One case was recently reported where the marks were seen distinctly after eight months' exposure to the weather.