ship of McIrvine, to a point on the International Boundary near Pithers' Point, and from a proposed connection between the C.N.R. and Duluth, Rainy Lake, and Winnipeg R. R. over certain highways in the Township of McIrvine.

4936—June 23—Granting leave to the Sarnia Street Railway to cross with its track the track of the G.T.R. where the same crosses Christina Street in the Town of Sarnia, also to cross with its trolley wire the tracks of the G.T.R. at the same point.

4937—June 25—Authorizing the C.N.R. to construct, maintain and operate branch line railway or spur from a point in Lot 29, Sec. 21, Township McIrvine, to a point on the International Boundary, near Pithers' Point, and from a proposed connection between the C.N.R. and Duluth, Rainy Lake and Winnipeg R.R.

4938—June 23—Authorizing the C.P.R. to open for the carriage of passenger traffic that portion of its Pheasant Hills Branch from Saskatoon to Asquith, Sask., a distance of 23 miles.

4939—June 2—Authorizing the use of additional track constructed by the C.P.R. across the public road at Janetville, mileage 11.7 of its main line from Burketon to Bobcaygeon, between Lots 24, Con. 12, Township of Cartwright, and No. 1 Con. 15, Township of Manvers County, of Durham.

4940—June 26—Granting leave to the Erie Telephone Company to erect, place and maintain its wires across the track of the G.T.R. at Jarvis Station, Ontario.

4941—June 26—Granting leave to the Manitoba Government Telephones to erect, place and maintain telephone wires across the right of way and track of the C.P.R. 2½ miles west of Glenboro, Man.

4942—June 30—Approving revised location of the G.T.P. Ry. from the west line of Section 7, Township 53, Range 17, West, to the West Line of Section 31, Township 52, Range 20, West of the 5th meridian, Dist. of No. Alberta, Alberta; mileage, 10.238 to mileage 30.11.

4943—June 26—Authorizing the G.T.P. Ry. to construct a bridge over the Kaministiquia River, at West Fort William, Ont., on its Lake Superior branch.

4944—June 26—Granting leave to the C.N.R to erect, place and maintain its telegraph wires across the track of the C.P.R. at Wanapitae, mileage 107.7 north from Parry Sound, Ont.

4945—June 30—Authorizing the Bell Telephone Company to erect, place and maintain its aerial wires across the tracks of the C.P.R. at public crossing about 3½ miles south of St. Felix de Valois, P.Q.

4945—June 30—Authorizing the Bell Telephone Company to erect, place and maintain its aerial wires across the tracks of the C.P.R. at public highway crossing ¾-mile north of G.N.R. Diamond near Joliette, P.Q.

4947—July 3rd—Authorizing the Cardoc-Ekfrid Telephone Company to carry its telephone wires across the tracks of the M.C.R. at two points, one 360 yards to the east and one 340 yards west of Melbourne Station, Ontario.

4948—July 3rd—Approving plan of C.P.R. bridge No. 9,17 on its Nipigon Section.

4949—July 3rd—Authorizing the New Brunswick Telephone Company, Limited, to carry its telephone wires across the tracks of the C.P.R. at St. Stephen, N.B.

4950—July 3rd—Authorizing the Bonaventure and Gaspe Telephone Company to carry its telephone wires across the tracks of the Atlantic & Lake Superior Railway at a point 2¾ miles west of New Carlisle, P.Q.

WATER POWERS OF CHURCHILL.

Mr. W. Thibaudeau, C.E., was sent to Fort Churchill, on Hudson Bay, to make an exploration survey from the Fort to the Pas. In his report he refers to the water-powers as follows:—

"Deer River, at its mouth, has a minimum flow of 70,000 cubic feet per minute. A dam eighteen feet high can be built at reasonable cost and would generate 1,600 horse-power. Two dams of the same height could be built within ten miles of the river mouth, which is twenty-five miles from Churchill.

"North River, which is three hundred and fifty feet wide during December, had a flow of not less than 250,000 cubic feet per minute. This could be dammed for fifteen feet high and would generate about 5,000 horse-power.

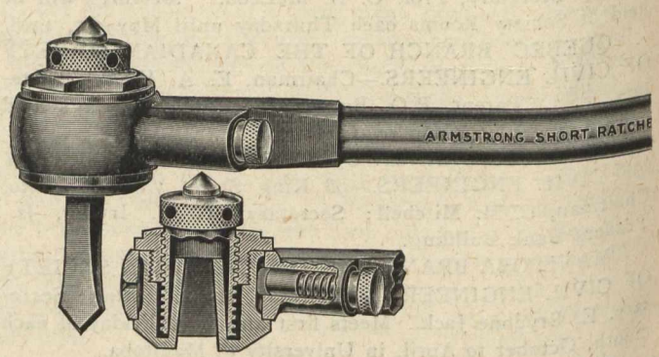
"On Churchill River, within sixty and eighty miles from Churchill, large water-power could be developed and transmitted to Churchill.

"Nelson River, Burntwood River, and Grass River, have a number of falls which could be utilized for the development of power for use in pulp mills or other industries."

THE ARMSTRONG SHORT RATCHET DRILL.

There has long been a demand by boiler makers, machinists and general repair men for a ratchet drill with a very short head for use in places where the height of space is limited, but it was found difficult to make one without sacrificing some of the good features of the common ratchet drill, such as length of feed, strength and simplicity. The manufacturers of the Armstrong Short Ratchet Drill claim to have overcome these difficulties and offer the trade the ratchet drill herewith illustrated.

The sectional view shows it to be very simple and of strong construction, although a somewhat difficult machining proposition. The spindle and drill socket are made in one piece and the spindle is deeply recessed to receive the hollow feed screw. The telescoping of the feed screw over the drill



socket so as to secure a short, compact and strong ratchet drill without shortening the feed screw is the principle feature of the tool and enables the operator to drill holes in places where he could not possibly get at with the ordinary ratchet drill.

This drill can be reversed instantly. It is made of the very best material throughout, and is guaranteed to stand constant and rough usage for years. The handle and head is one piece, drop-forged of steel, the handle being turned true and polished. The pawl and centre are made of tool steel carefully tempered. All other parts are turned from bar steel and hardened.

Three style spindles are furnished. Style A Spindle taking drills with No. 1 taper square shank, Style E Spindle taking drills with No. 2 taper square shank, Style R Spindle taking drills with No. 3 Morse taper shank. Steel sleeves and sockets will be furnished by the manufacturers to fit Style R. Spindle to take smaller size Morse taper shank drills or taper square drills. Spindles are interchangeable.

ACCIDENTS DURING MAY, 1908.

Trade or Industry.	Killed.	Injured.	Total.
Lumbering	28	9	37
Building trades	1	16	17
Railway service	21	31	52
Navigation	9	8	17
General transport	6	6	12
Civic employees	1	3	4
Unskilled labour	5	8	13