

tion of P. B. Motley, M. Can. Soc. C.E., Engineer of Bridges C.P.R. G. E. Roehm is the Canadian Bridge Co.'s Contracting Engineer; C. M. Goodrich is its Designing Engineer, and S. H. Young was in charge of its field work.

An illustration of the completed bridge

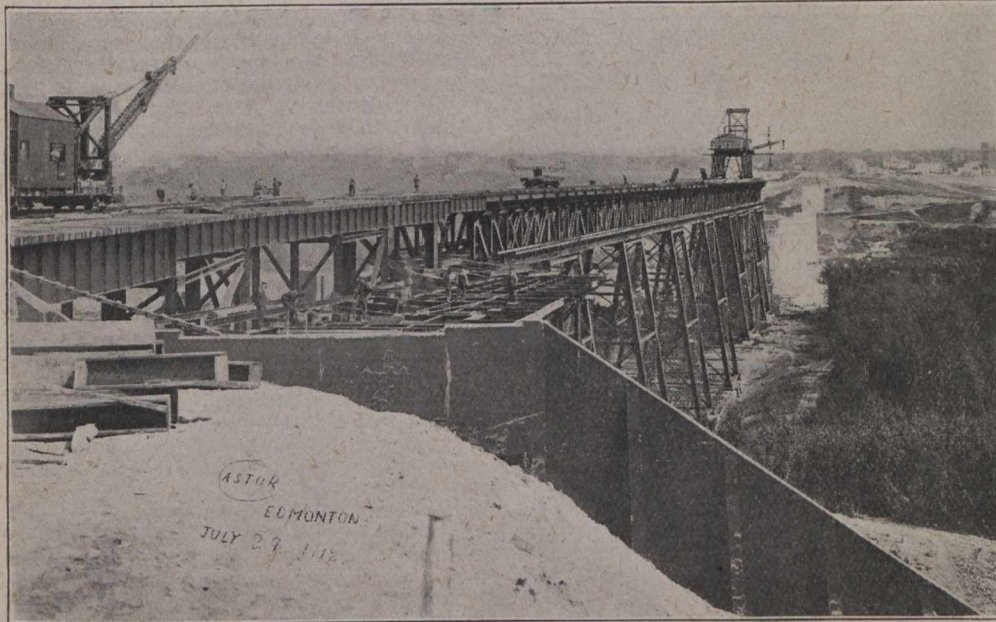
First Aid to the Injured on the Canadian Northern Railway.

Canadian Railway and Marine World for Aug., 1912, contained an article describing the activities of the St. John's Ambulance Association in its first aid work on the

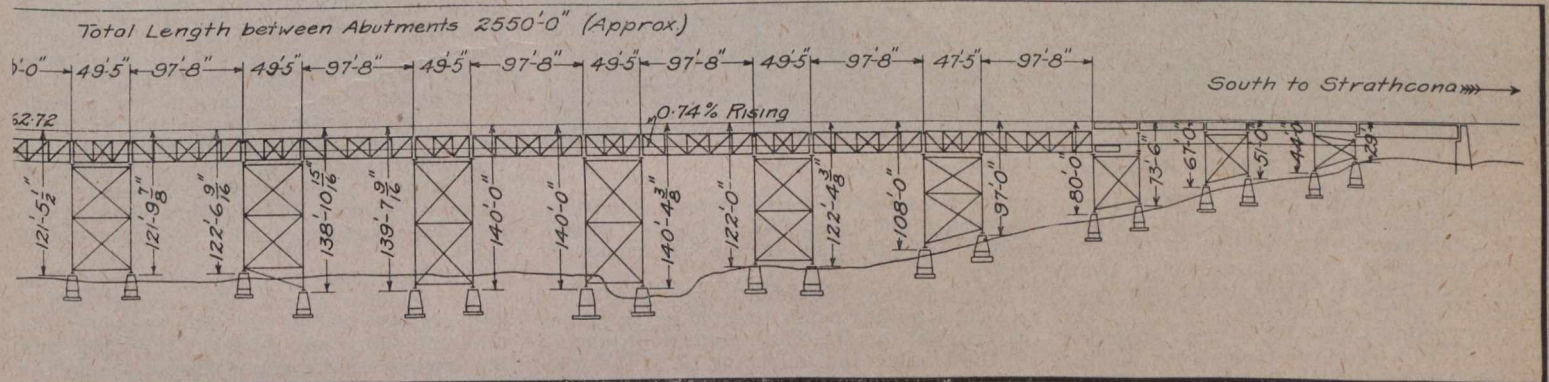
ally with the first mentioned organization. An understanding exists between the two associations that neither will enter upon the other's home territory, but that abroad the field is equally open to both.

The first seeds of the new work on the C.N.R. were sown in 1911 by recently arrived Scotchmen who had been connected with the Association in the old land, and by whose enthusiasm the work has been brought to the new world, the organization on the C.N.R. being the first on this side of the Atlantic. For the whole C.N.R. system, there is what is called a local committee, with jurisdiction over the work through the entire system. What are termed sections are organized locally for the different shops and terminal yards on the system as desired. As yet, only one section has been put in operation, with the shop section for the Fort Rouge shops at Winnipeg, where the introduction of the work has been attended with a high degree of success, the men taking to it enthusiastically.

To qualify for membership in the association, it is necessary to take a course of instruction, under the direction of a qualified medical man, which takes the nature of lectures and practical work, nine lectures in all. The text book followed is the "Ambulance Hand Book," by Sir Geo. Thos. Beaton. The following is a synopsis of the work covered, outlined according to lectures:



Edmonton Bridge Construction July 29, 1912.



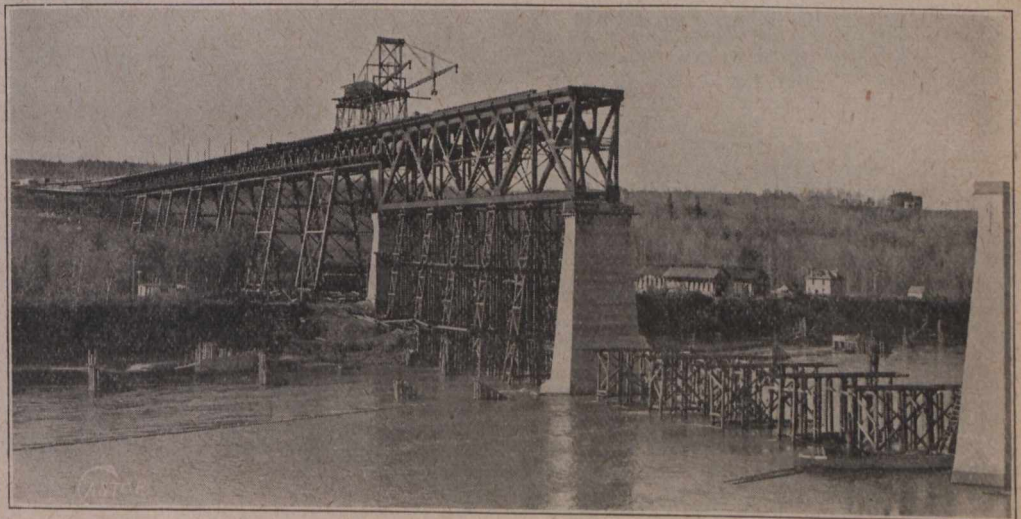
Canadian Pacific Railway Edmonton Bridge—Strathcona End.

appeared in Canadian Railway and Marine World for August.

Icing Refrigerator Cars.—In replenishing of ice on refrigerator cars in transit, the rule generally observed is that the bunkers shall not sink below half full before refilling. A good rule is to never let the ice fall below the level of the top of the load in the car. In general practice, it is the custom to replenish the ice every 24 to 30 hours, and on long runs the filling stations are so located as to make this possible.

Concrete Telegraph Poles.—Having demonstrated the utility of concrete telegraph poles on its New York Division, the Pennsylvania Rd. is said to be contemplating the placing of this material on its Western Pennsylvania Division, in the expectation that they will serve the purpose as practically in that locality as in the semi tidal swamp districts of the New York Division.

Railway Operating Revenue for June on the large steam roads of the United States amounted to \$253,356,489.71, an increase of \$15,992,193.36 over June, 1912; operating expenses were \$178,394,785.37, an increase of \$15,744,779.64; and net operating revenue was \$74,961,704.34, an increase of \$247,413.72. The operating ratio increased from 68.52 to 70.41%.



Edmonton Bridge Construction Sept. 30, 1912.

Canadian Pacific Ry. The Canadian Northern Ry. is also coming along with similar aims in view, under the St. Andrew's Ambulance Association, an organization with headquarters in Glasgow, Scotland, and which outside of Scotland is in friendly riv-

First lecture—Introductory remarks, explanation of the scope and object of lay help in ambulance work, special attention being drawn to the need for it as well as the usefulness and simplicity of it. Short sketch of the principal features of the