

They were put within the road allowance when they should have been dug in the adjoining field. From now on it is going to cost something to render them safe.

Warning notices of steep hills, sharp turns, and railway crossings should be erected at proper distances from them. It would be advisable to have these signs standard in form and placed in the most conspicuous position.

The Ontario Motor League have done something in this regard, but their signs are often stuck up on telegraph posts, and in places where they are not always readily seen. These signs are a great help on the main travelled roads but the motor car is now found in the most remote districts and it is there where the dangerous roads are, and where signs denoting danger are badly needed.

Another matter that is giving some concern to the county road superintendents and motorists is the erection of rural mail-box posts too near to the travelled road. It makes it difficult to grade properly and they are sometimes so close to the road as to be a menace to the safety of the travelling public. This has been inquired into and the following are the rulings of the law clerk of the Post Office Department:—

Circular No. 86.

CIRCULAR TO POST OFFICE INSPECTORS.

The inspector will find, in the law clerk's opinion quoted herein, a ruling governing several questions which have been raised, affecting rural mail delivery service:—

1. Responsibility for accidents resulting from collision with rural mail box posts.
2. Right of township or county authorities to compel the removal or displacement of rural mail box posts.
3. Action to be taken by municipal authorities where it is considered that the box posts are in a dangerous position.
4. Right-of-way to be exercised by courier in performance of service.

"The authority under which the Post Office Department is acting is paragraph (n) sub-section I. of section 9 of Post Office Act, as amended by 3-4 George V., chap. 38, section 2:—

"This Act is public Act.

"1. The amendment referred to authorizes the postmaster-general to cause the erection, on rural mail routes, of posts for rural mail boxes at such places as to him appear convenient.

"In my opinion such posts can, in no circumstances, be considered as an obstruction, but as public works for public utility.

"In these circumstances, no responsibility lies with the Department (or with the owner of mail box) for accidents which might happen through collision with said posts or otherwise.

"2. The township authorities have no power whatever to compel the removal or displacement of rural mail posts.

"3. Should, however, any rural mail box posts be inconveniently erected, the proper course for the township authorities to follow, is to petition the superintendent of rural mail delivery, Ottawa, who will have the matter investigated.

"4. The Act also authorizes the postmaster-general to make regulations to render the said Act effective.

"The rural mail regulations so made, provide that the courier shall collect and deposit mail matter from and in mail boxes without being obliged to leave his rig.

"This, therefore, authorizes the courier to cross the road from right to left when necessary to serve a box,

and, naturally to stop on the left side of the road the required time to diligently serve said box.

"He is consequently given such privileges and rights of way as are required and necessary to perform his duty as courier.

"But outside of the above, the Act or Regulations confer upon him no special right-of-way on public roads.

"In such rights as are conferred upon the courier are protected by Section 125 of the Post Office Act, which makes it an indictable offence to obstruct wilfully the progress of the mails.

"(Signed) A. Bolduc,

"Superintendent."

Post Office Inspector, Kingston, Ont.

In conclusion, we should all remember that carelessness is the cause of a great percentage of accidents. Education along these lines, although seemingly slow, is achieving results; and everyone should bear in mind that "an ounce of prevention is worth a pound of cure," and we should do all in our power to reduce the number of accidents that are taking the lives of our citizens, when human lives have more value to the country than they ever had before.

BRITISH COLUMBIA ENGINEERS VISIT PREMIER

Requesting that the British Columbia government use engineers at present in the province, or at least in the Dominion, before going elsewhere for engineering services, a deputation from the British Columbia Society of Civil Engineers interviewed the provincial premier last week.

The question of a charter for the new society was touched upon and the premier expressed his pleasure that it was not the intention of the society to ask for a closed corporation, but that their object was "to unite the engineers of the province so that the status of the profession might be kept at a high state and that the members might benefit by exchanging their individual knowledge on the different specialized branches of their calling."

The deputation consisted of E. N. Horsey, resident engineer of the B.C. Electric Railway Co.; Mr. Seaton, engineer of the Public Works Department of the Dominion Government at Vancouver; Mr. Robertson, resident engineer at James Island for the Canadian Explosives Co.; Frank M. Preston, assistant engineer of the Sewer Department of Victoria; Bateman Hutchinson, civil engineer and land surveyor of Victoria; Mr. Macrae, assistant Dominion Government engineer on the breakwater work and honorable secretary of the society.

The Dominion Steel Foundry Co., Ltd., and the Hamilton Steel Wheel Co., Ltd., are to be amalgamated through an exchange of shares of the two companies for shares of a company to be incorporated under the name of the Dominion Foundries and Steel, Limited.

What is believed to be the longest concrete trestle in the world was completed by the California State Highway Commission and formally opened last year. The trestle is nearly three miles long, and traverses the Yolo basin, a marshy tract more than 120 miles long, which is flooded for six or eight months annually. There is a clear width of driveway of 21 feet. The average height of the trestle is 20 feet. It consists of reinforced beam and slab construction in 20-foot spans resting on reinforced concrete piles 32 to 50 feet long. The material cost \$148,000 and the construction \$246,000. The work was done by contract, the material being furnished by the commission.