

once. There are 400 men employed, and 500 more can be taken on just as fast as they come along. (June, pg. 177.)

The Edmonton and Slave Lake Ry. Co. gives notice of application to the Dominion Parliament for an act to revive the act incorporating the Co. passed in 1899, and to extend the time for the commencement and completion of the railway. The original incorporators of the Co. were: Hon J. Costigan, J. W. McRea, E. C. Whitney, W. J. Poupore, G. Goodwin, M. P. Davis, W. C. Edwards, and F. X. St. Jacques, of Ottawa; F. H. Hale, Woodstock, N.B.; J. Robinson, Newcastle, N.B., and H. J. Beemer, Quebec. The Co. was authorized to construct a standard gauge railway from the Edmonton District Ry. Co.'s station in that town via Athabasca Landing and Lesser Slave Lake to Peace river, about 400 miles, and with power to build and operate vessels on the Athabasca river, Lesser Slave Lake, and any other navigable waters adjacent to the railway.

A survey has just been completed by F. Degendorfer, C.E., to ascertain the most feasible route for a line between Edmonton and Athabasca landing. The country offers no difficulties to the construction of the line, which Mr. Degendorfer says would follow the trail to 16 miles beyond the Sturgeon river, then bending westerly for 16 miles to the head of the Tawatinaw river, and down the valley of that river 34 miles to its mouth at Athabasca landing. The total length of the projected line is 96 miles. The country is well settled to the Sturgeon river. An alternative route has been suggested by way of St. Albert, Morinville and Legal, reaching the head of the Tawatinaw at the same point as the other. Mr. Degendorfer is making a preliminary location survey.

Edmonton, Yukon and Pacific.—It was expected that grading would be completed between Strathcona and Edmonton by the end of Oct., and that tracklaying would be finished and the line opened a couple of weeks thereafter. On Oct. 13 Mr. Armstrong, engineer in charge of construction, said 60% of the grading had been completed, but that work was being delayed, owing to wet weather and scarcity of men and teams. M. McCaulay has a subcontract for grading on the town side of the Edmonton bridge. The line will join the Calgary and Edmonton Ry. about a mile south of its terminus at Strathcona station, and will proceed due east one mile to Little Mill creek, then northwesterly to the bridge across the Saskatchewan, following the course of the Little Mill and Big

Mill creeks, and from the bridge the line is a straight one into Edmonton. There has been considerable cut and fill work, and three bridges, two of 150 ft. each and one of 220 ft., have been built. The station yard is being laid out on the east side of Second St., Edmonton. There will be 1,200 feet of siding accommodation, in addition to spur tracks for unloading car lots by teams. Sites have been laid off for elevators adjoining the siding which will be used for through traffic.

Reports were in circulation that the Calgary and Edmonton Ry. was seeking by injunction to prevent the E.Y. & P. connecting its tracks with the C. & E., but N. E. Brooks, Inspector of the C. & E., says the story is quite incorrect. (Sept., pg. 272.)

Fraser River Bridge.—The surveys for this bridge at New Westminster, B.C., are being pushed by M. J. Maher, resident engineer in charge of construction. From soundings taken on the Stoess survey made some years ago it would appear that the foundations will have to be carried to a greater depth than was at first anticipated. It is expected that as soon as this work is completed and the cross-sections prepared, the Government will call for tenders. The bridge will be built of steel, and will cross the river between Brownsville and a spot near the milk factory, on the top of Columbia St. rise known as the Crescent. The railway part will reach Columbia St., and will be 20 ft. above the C.P.R. track, with approaches on Front St. The approaches will be T shaped, and it will be possible to enter and leave the bridge from either side, the grade of the approach being 1%. There will be two main spans of 400 ft. each, but how many others has not been determined. (Sept., pg. 272.)

Grand Falls and Kettle River Ry.—This line, which is being built under a B.C. charter, is the Canadian section of a line connecting Grand Forks, B.C., with Republic, Wash., and a portion of a larger Canadian undertaking covered by a Dominion charter granted to the Kettle River Valley Ry. Co. The line, now under construction, is 42 miles in length, of which 5 miles is in B.C. The northern terminus will be in the Ruckles addition of Grand Forks, just south of the city limits. After crossing the C.P.R. tracks the railway, following an air line, traverses the Kettle River Valley south to the international boundary. Here it crosses the Kettle river, and passing through Nelson, Wash., ascends the west bank of the river over nine miles to 1½ miles north of Curlew, and recrosses the Kettle river on a 65 ft. truss bridge. Leaving the river at Curlew on its southeasterly descent

from Canada, the line continues south through the open valley of Curlew creek to the north end of Curlew lake. Thence following the west shore of the lake the line begins the nine-mile ascent in a southwesterly direction to the summit, which is overcome through a natural pass. Two miles beyond on the other slope the line taps the Tom Thumb mine and then the Mountain Lion, and then swinging round the mountain, proceeds along Granite creek, north up Eureka creek, and passing the San Poil and a number of other mines, reaches the old Ida mineral claim in the old town of Republic, where the station will be located. Republic has an elevation of 1,000 ft. above Grand Forks, which is overcome by a compensated minimum grade of 1½%. Going north from Republic the descending grade after the summit is passed is only 8-10 of 1%. The only heavy work encountered along the entire line is at Trout creek near the summit, where considerable rock cutting was found necessary, and some earth excavation near Deer creek also on the north slope of the summit. About 2,000,000 ft. of timber was required for the bridges and culverts. The contract for the construction of the entire line was let to C. Ferguson & Co., of Spokane, who let a number of subcontracts. Tracklaying is proceeding on the B.C. section, and also between Curlew and Nelson. The grading was expected to be finished by the end of Oct., and the tracklaying by the end of this year. The Co. has entered into contracts for hauling ores from the Republic mines to the Granby smelter at Grand Forks, and it is expected that 1,000 tons a day will be carried within a year from the opening of the line. (Sept., pg. 273.)

Great Falls and Canada Ry.—We are informed that this line, between Great Falls, Montana and Sweet Grass, at the International boundary, will be transferred to the Great Northern Ry., U.S.A., as soon as the gauge is widened, and that it is expected the entire line from Great Falls to Lethbridge, Alberta, which includes the Alberta Ry. and

CANADA SOUTHERN RAILWAY COMPANY

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the times limited for the commencement and completion of the unconstructed lines or branches of railway of the Canada Southern Railway Company.

Kingsmill, Hellmuth, Saunders & Torrance,
Solicitors for the applicants.

Dated at Toronto, this 12th day of October, 1901.

CANADA AND MICHIGAN BRIDGE AND TUNNEL COMPANY

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the times limited for the commencement and completion of the undertaking of the Canada and Michigan Bridge and Tunnel Company.

Kingsmill, Hellmuth, Saunders & Torrance,
Solicitors for the applicants.

Dated at Toronto, this 12th day of October, 1901.

RIVER ST. CLAIR RAILWAY BRIDGE AND TUNNEL COMPANY

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the times limited for the commencement and completion of the undertaking of the River St. Clair Railway Bridge and Tunnel Company.

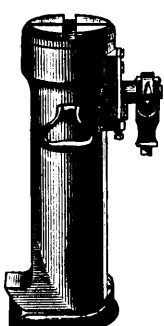
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Solicitors for the applicants.

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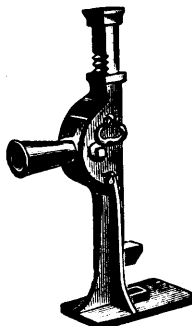
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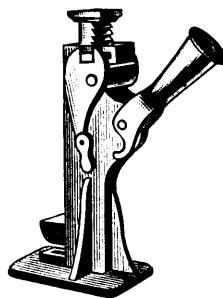
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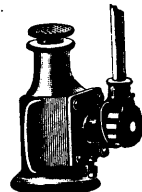
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