

L'Air Liquide Society, Montreal, has issued Oxy-Acetylene Welding and Cutting and its Applications, 60 pgs., 6 by 9 ins., thoroughly illustrated. Among the illustrations of special interest to Canadian Railway and Marine World readers are: part of water tube boiler made by welding; cutting iron bridge at Toronto; cutting bridge to pieces and burning off rivet heads; welding a rudder; adding metal to worn out dredge bucket; part of bow of s. s. Empress of Britain removed by the cutting blow pipe following a collision in the St. Lawrence; building up a worn out electric railway rail with the oxy-acetylene blow pipe; welded rail connection on electric railway; locomotive wheel reclaimed by welding; patch cut out of locomotive boiler and patch welded in; locomotive cylinder welded; cracks welded on locomotive dome; oxy-gasoline cutting outfit for railway yards, wrecking equipment, etc.

KETTLE VALLEY RAILWAY COMPANY.

NOTICE.—The Kettle Valley Railway Company will apply to the Parliament of Canada, at its next session, for an Act—

1. Extending the time within which it may construct the following lines of railway, all in British Columbia, previously authorized:—

(a) From Summer Creek or One Mile Creek to Copper Mountain and Voiget Mining Camps.

(b) From Vernon to Penticton via Kelowna.

(c) From the terminus of the branch authorized by paragraphs (b) of section 2 of chapter 101 of the Statutes of 1911, to Otter Summit.

(d) From a point on the line described in paragraph (c) at or near Tulameen up the Tulameen River, a distance of about 50 miles.

(e) From Penticton to Osoyoos Lake.

(f) From Summer Creek to Allison or Princeton and thence to Granite Creek Coal Areas.

(g) From Grand Forks to point 50 miles up North Fork of Kettle River.

(h) From Midway to Hedley.

(i) From Penticton to Nicola.

2. Ratifying and confirming an agreement between the company and the Vancouver, Victoria & Eastern Railway and Navigation Company respecting joint section between a point near Princeton and Otter Summit.

And for other purposes.
Dated at Toronto, this 15th day of December, 1914.

C. B. GORDON, Secretary.
Pringle, Thompson, Burgess & Cote,
Ottawa agents.

CANADIAN NORTHERN ONTARIO RAILWAY COMPANY.

NOTICE is hereby given that the Canadian Northern Ontario Railway Company will apply to the Parliament of Canada, at its next session, for an Act confirming and ratifying an agreement between the Campbellford, Lake Ontario and Western Railway Company respecting the terminals at Belleville, also confirming and ratifying an agreement between the Georgian Bay and Seaboard Railway Company and the Canadian Northern Ontario Railway Company respecting joint tracks and terminals at Orillia.

GERALD RUEL,
Chief Solicitor.
Toronto, 2nd December, 1914.

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CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE—The Canadian Pacific Railway Company will apply to the Parliament of Canada, at its next session, for an Act (1) extending the time within which it may construct and complete the following lines of railway (a) from a point on its Kleinberg-Sudbury Branch between Bolton Junction and Palgrave to a point at or near Campbellville (Ontario); (b) from Asquith northerly and northwesterly about 20 miles (Saskatchewan). (2) Ratifying and confirming an agreement between the company and the Canadian Northern Ontario Railway Company respecting terminals at North Toronto, and for other purposes.

Dated at Montreal the 25th November, 1914.

W. R. BAKER,
Secretary.
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