

perty between the foot of the hill and the agricultural fair grounds. M. H. McLeod, Mackenzie, Mann & Co.'s Chief Engineer, is in charge of construction. (Aug., pg. 227.)

The original agreement drawn up between the Edmonton Town Council and Mackenzie, Mann & Co. for the construction of this railway from Strathcona to Edmonton, Alberta, was not executed within the time specified owing to delay at the Dominion Public Works Department in drawing up another agreement as to the conditions on which the line could be carried across the bridge across the Saskatchewan. Acting on the verbal promises of the Department that the agreement would be duly executed, Mackenzie, Mann & Co. went on preparing for the construction of the line, but a wash-out on the Calgary and Edmonton Ry. delayed the train carrying the contractors' plant and the work could not be started on the day mentioned in the agreement with the corporation. It was, therefore, necessary that a new contract should be entered into between the town council and Mackenzie, Mann & Co. A new agreement was drawn up and was discussed and signed at a meeting of the council on Aug. 6 at which W. H. Moore, solicitor for Macken-

zie, Mann & Co., was present. The new agreement fixes the time for the completion of the line as Nov. 1, and it is also provided that the charter will not be forfeited if the line is not completed by the date specified. It was stated in reply to a question that the rails would be laid within 10 days of the completion of the grading. M. H. McLeod is chief engineer in charge of construction, and M. McCrimmon is contractor. It is not intended to do more in the way of construction than to complete the line from Strathcona into Edmonton this year; neither will any further surveys be made for the present. (Aug., pg. 227.)

Fraser River Bridge.—The approaches for this bridge at New Westminster, B.C., are being located by J. A. L. Waddell, C.E., of Kansas City, Missouri, engineer-in-chief; F. C. Gamble, C.E., Superintendent of the Provincial Public Works, and A. J. Hill, C.E. When the points for the piers are decided on a survey of the river bottom will be made on the profile executed by C. E. Stoess, C.E. The north side approach will be the most difficult, which includes a high bank, and will necessitate a double-ender span with curves up and down the bank after passing over the

C.P.R. right of way. This span will probably be a cantilever one, and will be placed as low as possible. H. P. Bell, C.E., Victoria, will be the engineer in charge of the substructure; Mr. Hare, C.E., will be engineer for the superstructure, and M. J. Maher, C.E., will be the engineer in charge of construction.

The bridge is being built in conformity with sec. 16 of an act passed at the last session of the B.C. Legislature to authorize a loan of \$5,000,000 for the purpose of aiding the construction of railways and other public works. This section gives the Government authority to cause to be built a bridge across the Fraser river in the neighborhood of New Westminster at a cost not exceeding \$500,000, for the purposes of railway, vehicular and passenger traffic and after construction of the same to enter into agreements for the use of the bridge by any railway or other companies or firms, subject to such terms as may be fixed by the Government. It is believed that this bridge will be used by the Great Northern Ry., U.S., to reach Vancouver.

Grand Forks to Republic.—The surveys for the line between these points, now being built for the Grand Forks and Kettle River Ry., the B.C. Co., and the Republic and

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