

will run presents few engineering difficulties, and an average grade. (Feb., pg. 57.)

Kitamaat Inlet to Peace River Pass.—Application is being made by John Westren, of Toronto, at the current session of the Dominion Parliament, for an act incorporating a company to construct a railway from Kitamaat Inlet, on the Pacific coast, via Hazelton, to the northern boundary of B.C., at Teslin or Atlin lake; also from Hazelton via the Skeena, Omenica and other river valleys to Peace river pass and thence to the easterly boundary of B.C.

Kamou-Tem. Littoral Electrique.—Application is being made at the current session of the Quebec Legislature for the incorporation of a company under this title to construct electric railways in the counties of l'Islet, Kamouraska, Temiscouata and Rimouski.

Kettle Valley Lines.—We were recently officially informed that grading had been completed and that rails had been laid as far as Curlew, Wash., and it was hoped to have the steel into Republic, Wash., 42 miles from Grand Forks, B.C., and 37 miles from the in-

ternational boundary, by Mar. 15. Steam shovels are being used for surfacing and ballasting. Some delay has been experienced by the bridge work being a little behind. It was reported that the Co. had come to an agreement with the Great Northern Ry. on the matters in dispute between them, but later information does not bear this out. T. W. Holland, General Manager, said in an interview at Vancouver, Feb. 28: "It is true I had engineers out taking the contours of the country for the Kettle River Valley Ry. This company has a charter covering the territory from Cascade via Grand Forks up the north fork of Kettle river to Franklin camp with a branch from near Grand Forks to Midway. It is the intention of the K.R.V.R.Co. to survey and locate the entire line covered by its charter, with a view to the early construction of the same. The recently discovered coal fields on the north fork, coupled with its timber resources and the potential ore tonnage, has emphasized the importance of a road being constructed into this district as soon as possible." On Mar. 11, we were informed that on Mar. 15, a daily service for the carriage of passengers, mail and freight, would be

operated in conjunction with the construction trains from Grand Forks, B.C., to Pelham Flats, Wash., 24 miles, and that at Pelham Flats connection would be made with a stage running into Republic, 16 miles. The line when completed will be 42½ miles long. There will be two important stations between the terminals at Republic and Grand Forks, viz.: Curlew and Nelson, Wash., but stations will probably be established at the foot of Curlew lake and at Trout creek, about six miles from the Sherman mining camp. The scenic features of the road are excellent. Almost a complete loop is made west of Curlew and at Republic. While a 1½% grade is encountered for about six miles, it will not interfere with traffic, as the ore haul will be down grade. A branch seven miles in length is projected from Ferguson to Sheridan Camp, Wash. (Feb., pg. 58.)

Kingston and Pembroke Ry.—It has been decided to carry out considerable improvements on the roadbed between Kingston and Sharbot Lake as soon as the spring opens. (Jan. pg. 3.)

(Continued on page 141.)

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