

Kettle Valley Lines.—The line operated under this name, and constructed from Grand Forks, B.C., to Republic Wash., 42 miles, under charters granted to the Grand Forks and Kettle River Ry. Co. in B.C., the Republic and Grand Forks Rd. Co. and the Republic and Kettle River Ry. Co. in Washington State, and covered in B.C. by the Dominion charter granted to the Kettle Valley Ry. Co., was completed April 12, when the last spike was driven by T. W. Holland, General Manager, and W. C. Morris, General Counsel in the U.S., and Assistant General Manager. The first sod was turned on June 5, 1901, and the whole line was under contract by Aug. 1. The northern terminus is in the Ruckle addition to Grand Forks, and after crossing the C.P.R. tracks, the line is an air one following the Kettle river on the southeast side to the International boundary, five miles distant. Crossing to the west bank of the river, the line passes through Nelson, Wash., the principal intermediate point, and about 1½ miles from Curlew, recrosses the Kettle river, and follows Curlew creek to the north end of Curlew lake. The nine-mile ascent is then commenced to the summit, which is crossed at Granite Creek Pass, and thence to Republic at a level of 1,000 ft. above Grand Forks. The maximum grade is 1½% compensated, and the maximum curvature 10°. The purpose of the line is to carry ores from the mines at Republic to the Granby smelter at Grand Forks, and as the heavy traffic will be on a descending grade the expenses of operating the line will be comparatively light; the ascending grade to Grand Forks after the summit is passed is .8%. J. A. Manley, Chief Engineer, had charge of construction, the general contractors being Ferguson & Co., of Spokane, Wash.

The construction of branch lines, including one from Ferguson to Sheridan Camp, is under consideration, but we were recently advised that no decision had been reached on the matter.

It is reported that the line is to be extended from Republic to Spokane, Wash. C. Ferguson, one of the contractors, states that the right of way of the old Spokane, Lake Shore and Eastern Rd. has been acquired, and that arrangements are in progress for going on with the work of extension. The C.P.R. is reported to be interested in the purchase. (April, pg. 126.)

Kingston and Pembroke.—We were recently advised that the extension of the line from Sharbot Lake to Carleton Jct. was under consideration. It is said to be probable that the work will be undertaken this year. We are advised that there is no intention whatever of moving the car shops from Kingston to Renfrew, as press reports stated. (April, pg. 126.)

The Klondike Mines Ry. Co., which was incorporated by the Dominion Parliament in 1899 to construct a steam or electric railway from Klondike City, Yukon, to Indian river, along its banks to the Yukon river, and along the Yukon to Dawson City, with various branches, was given power at the recent session of the Dominion Parliament to construct an extension from the Indian river to Stewart river. The issue of \$2,500,000 of bonds and the mortgage to secure the same, approved of April 19, 1902, was confirmed.

The line proposed to be constructed during the present year is from Klondike city to Stewart river. Starting from Klondike river the line will run up Bonanza creek to Grand Forks, 12 miles, with an ascending gradient of 1 7-10%; it will then cross over the divide to the Dome, with a maximum gradient of 2%, and then will proceed with a descending grade of 2% to the Indian river valley, and crossing the river at Eureka creek, will reach the summit between the Indian and Stewart rivers by a 2% gradient. The curvature will be light, except along Bonanza creek, where

it will be necessary to avoid mines and their workings, and where the maximum curve will be 16°. The grading will be mostly frozen muck and gravel, except near the mouth of Bonanza creek, where there will be some side-hill rockwork, and some cribbing to be put in along the river bank. On the divide near the Dome there will be some light rock work. There will be a number of culverts and bridges to be put in on the crossings of creeks and lateral streams running in, but they will be temporary structures of timber at first. The only large bridge will be across the Indian river, its exact location had not been definitely determined at the time of our last advices, though three preliminary surveys have been made. The line will be of 3 ft. gauge, and will be laid with English rails, 45 lbs. to the yard. It will probably be the most northerly railway in the world, with the exception of 12 miles of a 22 in. gauge line at Cape Nome, Alaska, called the "Wild Goose Rd."

A contract has been entered into with the Hawkins Construction Co. for the construction and equipment of the line, the Co. taking stock and bonds of the K.M. Ry. Co. in payment. The construction company is said not to be organized for the purpose of making profit, as the shareholders of the railway will receive a pro rata interest in the construction company. E. C. Hawkins will be in charge of construction, which was expected to be commenced in May, and to be completed to Grand Forks by July. Contracts are reported to have been let for 200,000 ties to J. J. Campbell, J. O'Brien, T. N. Sullivan, and the North American Trading and Transportation Co., each to supply 50,000. With this section completed it is expected that the line will be on a revenue producing basis. The line will go through the center of the entire mining district, and will open up the whole country for development on a far more economical scale than at present, and make possible the working of a large number of mines which contain ore of too low a grade to be worked profitably under present conditions of expensive transportation.

The original capital of the Co. was \$1,000,000, or an average of \$84,000 a mile, for the 12 miles from Klondike city to Grand Forks, the additional capital authorized \$1,500,000, in all \$2,500,000, which makes about \$21,000 or \$22,000 a mile for the additional 70 miles to Stewart river, reducing the average capitalization to about \$30,000 a mile. The cost of the line will be high on account of the expense of getting in material and equipment, the high freight rates to the coast, and the ocean and river transportation. The interests of the original promoters have been acquired for cash. It is stated that the line will cost from \$35,000 to \$38,000 a mile for construction and equipment, and 1st mortgage bonds to the extent of \$30,000 a mile of the entire line from Klondike city to Stewart river have been issued. The bonds have been underwritten by a firm in Manchester, Eng., and a portion will be placed on the market in Canada and the U.S. Stock is also being issued to the extent of \$2,500,000, and of this the Co. is offering \$750,000 at 80c. on the dollar in Dawson, San Francisco, St. Louis, Omaha, Chicago and Seattle. The provisional directors are: T. W. O'Brien, Dawson; E. C. Hawkins, Seattle; J. A. Seybold and H. B. McGivern, Ottawa. A new board of directors will probably be elected in June, and the head offices of the Co. moved from Ottawa to Dawson. (Feb., pg. 58.)

Lake Bennett Ry. Co.—The application to the Dominion Parliament for an act incorporating a company to construct a railway from Dyea river, B.C., via Lake Bennett, to Selkirk on the Yukon river, was dropped towards the end of the recent session. (April, pg. 141.)

Michael King, of Victoria, B.C., received a charter from the B.C. Legislature in 1901, in-

corporating the Lake Bennett Ry. Co. to construct the railway referred to. Acting under the advice of the Minister of Justice, the Governor-General on May 11, 1902, disallowed the act of incorporation.

Lake Erie and Detroit River Ry.—At the last session of the Dominion Parliament the agreement with the Erie and Huron Ry. Co., for the amalgamation of that Co.'s line with the L. E. and D.R. Ry. Co. was ratified, and the time limited for the completion of the uncompleted portion of the lines authorized from Leamington to Simcoe, and from Simcoe to Fort Erie, of which the section from Leamington to St. Thomas has been constructed, was extended for five years. The bill was opposed on behalf of the city of Chatham, where the shops of the E. and H. Ry. were situated, but this opposition was withdrawn on the assurance of the L. E. and D. R. Ry. Co. that they would not be closed or removed.

The Erie and Huron division is being relaid with 70 lb. steel rails, and a number of curves at Wallaceburg, Dresden and Sombra are being removed. The location of the line at Dresden will be removed a few rods further from the town, and at Wallaceburg the track will also be moved some little distance further from the business center, but there will not be any material change at Sombra.

At Walkerville the freight shed is to be moved, and the engine house to be enlarged by the addition of about 100 ft.

A coal hoisting plant is to be erected at Rondeau to tranship coal from vessels, the car ferry Shenango not being able to carry all the freight offering. The press reports that a summer hotel was to be erected at Rondeau are denied.

The new round house at St. Thomas is reported to be nearly completed, and new scales have been put in at the West Lorne stock yards by the Gurney Scale Co., of Hamilton. The ballasting on the L. E. & D. R. Ry., and on the E. & H. Ry., is to be completed during the year.

On the Port Stanley division two new bridges are to be erected, one of 164 ft. span, with masonry abutments, across the Thames a mile south of London, and the other about the same size, across Kettle creek, near Port Stanley. (April, pg. 141.)

The Levis County Ry. Co. was incorporated by the Quebec Legislature at its recent session. We were recently advised that contracts were being let for the construction of 10 miles of electric railway, of which 7½ miles will be along the road uniting the towns of St. Romuld, Levis, Bienville and St. Joseph, on the south shore of the St. Lawrence river, opposite Quebec city. The line is expected to be in operation by July 15. G. U. G. Holman, of Levis, is General Manager.

London Street Ry.—Approval has been given by the city council for the extension of the tracks on South and other streets. Work was recently started on the double tracking of the Railway st. line, but an injunction was obtained May 6, to prevent this being done. On the case being heard the action was dismissed with costs. The double tracking, the manager says, will be completed at once. (Oct., 1901, pg. 308.)

Lotbiniere and Megantic Ry.—See South Shore Ry.

Mabou and Gulf Ry. Co.—J. B. Cann, F. W. Huestis, Boston, Mass.; and R. Laidlaw, Cincinnati, Ohio, were incorporated at the last session of the Nova Scotia Legislature under this title to construct a railway from Mabou coal mines, N.B., to Mabou harbour, where a shipping pier will be erected; and to a junction with the Inverness and Richmond Ry., with a branch from Mabou to Orangedale on the I.C.R.; also from Hawkesbury on the I. and R. Ry. to Caribou cove, on the Strait of Canso, 8 miles. Surveys are reported to be