

trains, and the road generally is being prepared for a 20-hour service between Montreal and Halifax, and a 25-hour service between Montreal and Sydney which will probably be put in effect next season.

Work on an extension of the terminal wharf at North Sydney, N.S., was ordered to be commenced on July 1.

An extension of the line from North Sydney to Sydney Mines is said to be under consideration.

**International Transit Co.**—An agreement has been arrived at between the I.T. Co. and the Sault Ste. Marie, Ont., town council, under which the street railway is to be completed by Oct. 1. (June, pg. 192.) See also Trans-St. Mary's Traction Co.

**Inverness Ry. and Coal Co.**—Angus Sinclair, C.E., who spent the greater part of the winter in Toronto, has returned to Port Hastings, N.S., and taken charge of the construction of the I. Ry. and Coal Co.'s docks and other works. (June, pg. 192.)

**Irondale, Bancroft and Ottawa Ry.**—We are advised that definite plans for the extension of the line from Bancroft station easterly towards Renfrew have not been adopted, and nothing has been decided as to what work, if any, will be done this season. (April, pg. 125.)

**James Bay Ry.**—Grading has been commenced at Parry Sound, Ont., in extension of the 4½ miles constructed last year from the Canada Atlantic Ry. into Parry Sound. The line has been located for a few miles, but what route will be adopted through to French river has not been definitely settled. It is expected that the grade will be completed this year to the Magnetawan river. (June, pg. 192.)

**Kaslo and Slovan Ry.**—It is reported that a new station will be built at the north end of Front st., Kaslo, and that the line will be extended from its present terminus up the Duncan river valley. O. S. Bowman, assistant engineer of the Great Northern Ry., U.S., has been making surveys of the projected route.

**Kettle Valley Lines.**—Referring to the litigation between the K.V.L. and the Vancouver, Victoria and Eastern Ry. in connection with their respective lines between Grand Forks, B.C., and Republic, Wash., T. W. Holland, General Manager, recently stated that one company had a record of 22 injunctions against its opponent, which itself was the authority for 19 counter injunctions.

Owing to heavy rains early in May, two spans of the bridge over the Kettle river, near Curlew, Wash., were blown up with dynamite in order to save the rest from being washed away by the floods. Four spans of the temporary bridge crossing the Kettle river at Nelson, Wash., were washed away, and other damage done to the line. As a result traffic was suspended, and steps taken for the repair of the damage and the strengthening of the line.

T. P. Coffee, of Toronto, Vice-President, states that as soon as the line from Grand Forks to Republic is thoroughly completed and the spurs to the mines constructed, the Co. will consider the extension to Spokane, Wash. The distance from Republic to Spokane, via the San Poil river, is about 120 miles, and the cost of a railway between the two points would be about \$4,000,000. (June, pg. 193.)

**Kingston and Pembroke Ry.**—A survey party under the charge of Mr. Mitchell is going over the line between Kingston and Renfrew with a view of improving gradients, alignment, etc.

We were recently advised that nothing had been decided as to the projected line from Sharbot Lake to Carleton Jct., and it will

probably be some time before anything is settled. (April, pg. 126.)

**Klondike Mines Ry.**—A. Williams, Chief Engineer, before leaving Seattle, Wash., for Dawson, Yukon, early in June, stated that men and material were on the ground ready for the commencement of work at the end of June. The first section of 12 miles to Grand Forks, is expected to be in operation in Sept. (June, pg. 192.)

**Lake Bennett Ry.**—The B.C. Government has published the minute of the Privy Council of Canada disallowing the B.C. act incorporating the L.B. Ry. Co. The reasons for the disallowance are that the territory between the ocean and the country proposed to be traversed by the proposed railway is in dispute between the U.S. and Canada, and it is considered inexpedient, pending the settlement of that dispute, to permit the construction of railways which may complicate and increase the difficulty already existing; further, that it is doubtful whether it is competent for the B.C. Legislature to authorize the construction of such a railway, and further, it is not in the public interest or consistent with the policy of the Government that the act should remain in force. (June, pg. 193.)

**Lake Temiscamigue Colonization Ry.**—See under C.P.R. Betterments, etc.

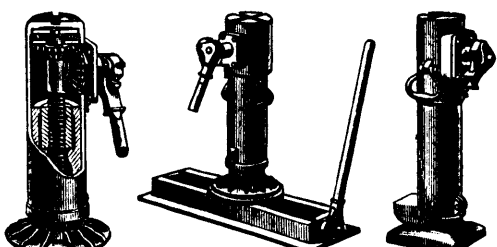
**Levis County Ry.**—The main line will be

along the lower river road of the St. Lawrence valley, connecting the towns of St. Joseph and St. Romuald on either side of Levis, the population along this valley being about 40,000 people, who are very generally engaged in business operations or work in mills, taking them up and down the line daily, and who have now practically no transportation to Quebec. There will also be a line of about two miles connecting the river line with the upper town of Levis and the market. This will also travel through the thickly populated part of the town of Levis. Between the lower and upper towns, near the Quebec-Levis ferry, will be an incline elevator connecting with a car line to join the railway route by a shorter way. The Levis County Ry. will be built in a first class manner, with 60 lb. A.S.C.E. standard T rails, stone ballasted roadbed throughout, the special work for curves and turnouts being of an approved standard pattern; 30 ft. cedar poles with 7 in. top will be used to support the overhead electrical construction, which will be of the flexible bracket type, with double grooved trolley, doing away with frogs at all turnouts overhead. Power will be furnished by the Canadian Electric Light Co. from its plant at Chaudiere Falls, being measured at the bus bars of the substation of the railway company. Alternating current will enter the substation at 10,000 volts, being transformed

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