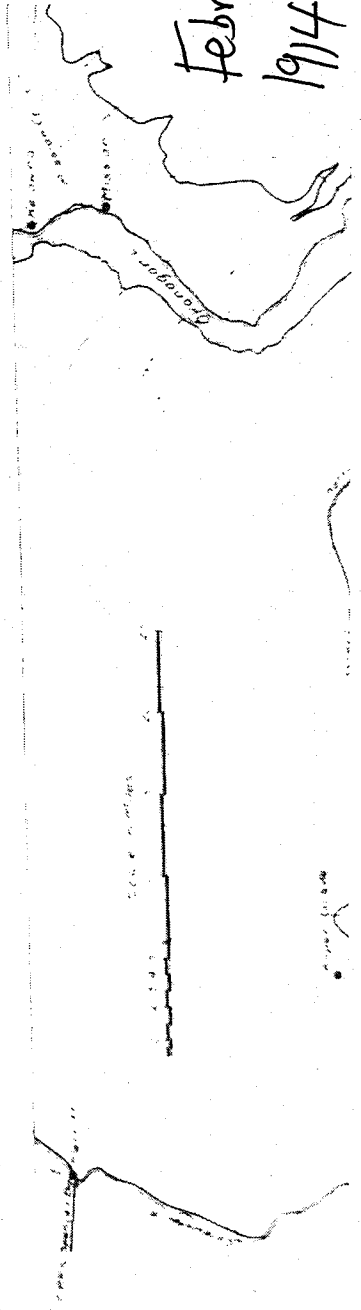


KETTLE
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Kettle Valley Railway Construction, Etc.

The Kettle River Valley Ry. was incorporated by the Dominion Parliament in 1901, to build a railway from the International Boundary Line near Cascade City, B.C., along the valley of the Kettle River to Carson City, with a branch from near Grand Forks for 50 miles up the Kettle River Valley, and another by way of Greenwood to the International Boundary near Midway, B.C. The British Columbia Legislature also granted similar powers, and a charter was obtained in the State of Washington, for the building of a line from Cascade City to Republic, and from Republic by way of the San Port River Valley to Spokane. Under these charters the company built and put in operation in 1902 a line from Grand Forks, B.C., to the International Boundary, 3.91 miles, and from the International Boundary to Republic, Wash., about 15 miles. The building of the lines, both in Canada and in the United States, was not carried on without overcoming a good many difficulties, particularly in connection with the Great Northern Ry., which

Some extensions were subsequently built in Canada, and in 1910 the company had in operation about 40 miles of line in Canada and the United States. In that year an arrangement was made under which the B. C. Government granted subsidies for building the following lines:—From Grand Forks for 30 miles along the valley of the North Fork of the Kettle River; from Midway to Penticton, and from Penticton to Merritt, effecting a junction there with the Nicola, Kamloops and Similkameen Ry., a branch of the C.P.R. Work was started on these lines almost immediately, the act providing that the work done by the Midway and Vernon Ry. should be taken over. The cost of this work between Midway and Rock Creek was ascertained by a commission, and the amount was paid to the creditors of the old company by the Government, out of the sum provided by the subsidy. In 1912 an extension of the line was granted for construction, and an agreement was entered into for further construction, viz.: for a line from 25 miles south of Merritt, along the

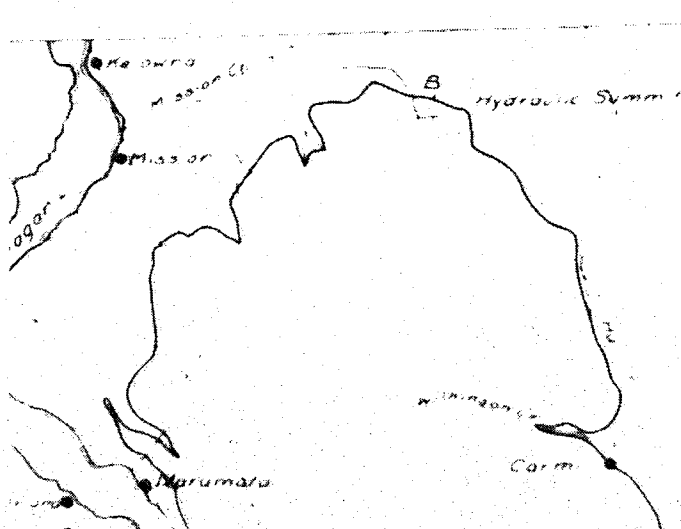


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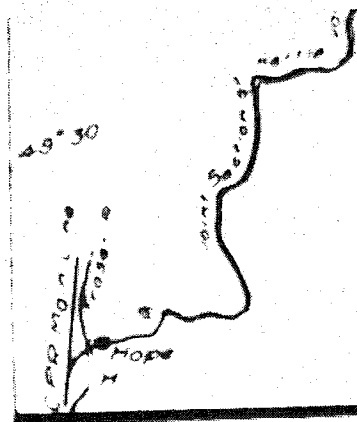
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The line as located from Midway to Merritt is 267.8 miles long, and the Coquihalla line from near Merritt to Hope, is 52.3 miles, making a total mileage of 320.1 being constructed under the two agreements. With the exception of the section D. W. E., Osprey Lake to Otter-Creek Summit, 65.5 miles, the entire line is under contract, and construction is well advanced. The accompanying plan shows the route being followed from Midway to Merritt, and along the Coldwater River Valley to Hope, with the connecting lines. The V.V. and E. Ry. runs west through Princeton, and is now in operation as far as Coalmount. It is under construction through Tulameen to the point where section G. H. starts, this being the joint section. At Hope the V.V. and E. will connect with its own line now in operation easterly from Vancouver and Port Guichon through New Westminster. We are officially advised that the state of construction at Dec. 31, 1913, showed 254.66 miles under contract, on which 213 miles



February 1914



February
1914

about the same time undertook active construction of the Vancouver, Victoria and Eastern Ry. Both lines were, however, built in the section along the boundary from Grand Forks westerly, the V.V. and E. Ry. running across the boundary at different points. The difficulty as to the projected extension southerly from Republic was ultimately settled by the withdrawal of the G.N.R., but the line is as yet only a projected one. In the vicinity of Midway, B.C., another difficulty was encountered in connection with C.P.R. proposals for a line through the same country, and by the commencement of active construction by the Midway and Vernon Ry. After having completed several miles of grading this company ceased work and abandoned its undertaking, and after lengthened negotiations an agreement was reached with the C.P.R., by which future construction was to be done by the K.R.V. Ry., the name of which had been changed to the Kettle Valley Ry., to conform with the title under which the lines were operated—the Kettle Valley Lines.

Kettle Valley Railway Map. Showing Construction.

Coldwater River Valley to the Fraser River to Hope, 50 miles, under a guarantee of bonds, and for the building of a bridge, for which \$200,000 was provided, across the Fraser River, so as to enable a connection to be made with the C.P.R. In regard to this 50 miles of line a controversy arose with the V.V. and E. Ry., as to the route to be adopted, and after many surveys had been made and much negotiating, it was arranged that a joint line should be built by the K.V.R., for 39.2 miles, the cost to be equally divided between the two companies, the section to be operated jointly. The agreement provides that no subsidy shall be paid in respect of the line from Midway to Penticton; that the subsidy for the line from Penticton to Merritt shall be \$5,000 a mile, payable in cash or in 3% inscribed stock of the Province at the option of the Government, the mileage guaranteed is not to exceed 150 miles; the subsidy on the line from the Coldwater River to Hope is at the rate of \$10,000 a mile, not to exceed 50 miles. The actual mileage of the located line from Penticton to Merritt is 134 miles,

of grading had been completed, 163.1 miles of track had been laid, and 104.5 miles of ballasting completed. The following statement shows in detail the work done on the several sections, with the names of the contractors:—

Section A to B.—Midway to Hydraulic Summit, 75.6 miles. Grading and bridging completed, track all laid, 67 miles of ballasting completed from Midway. Contractors for grading and bridging, L. M. Rice and Co.

Section B to C.—Hydraulic Summit to Penticton, 58.2 miles. Grading 95% done; bridging 12% done; track laid for eight miles from Hydraulic Summit; no ballasting. Contractors for grading and bridging, Grant Smith and Co.

Section C to D.—Penticton to Osprey Lake, 39 miles. Grading, bridging and track laying completed, ballasting done for 10 miles from Penticton west. Contractors for grading and bridging, L. M. Rice and Co. Section D to E.—Osprey Lake to Otter Creek Summit, 65.5 miles. Contract not yet let.

February 1914

February, 1914.]

CANADIAN

Section E to I.—Otter Creek Summit to Merritt, 29.5 miles. Grading, bridging, track laying and ballasting completed. Contractors for all work, McDowell, Gzowski and Co.

Section F. to G.—Coquihalla line, 12.8 miles. Grading and bridging completed, track laid 11 miles, ballasting done eight miles, from F. Contractors for grading and bridging, Twohy Bros.

Section G. to H.—Coquihalla line second contract, 39.5 miles. Grading 8% completed. No other work done. Contractors for grading and bridges, McArthur Bros.

A. McCulloch, Penticton, B.C., is Chief Engineer.

The Dominion Parliament is being asked to ratify the agreement with the Vancouver, Victoria and Eastern Ry., respecting the Coquihalla joint section; to extend the time for the building of the lines authorized by pars. a., b. and c. of sec. 2, chap. 110 of the statutes of 1912, and to authorize the building of an additional branch from near Otter Summit to Aspen Grove mineral district, 30 miles.

The company is making application to the Dominion Parliament for an extension of time for the building of its several lines, for the ratification of the agreement with the Vancouver, Victoria and Eastern Ry. re the construction of the Coquihalla-Hope line, and for the building of some additional lines. (Jan., pg. 21.)

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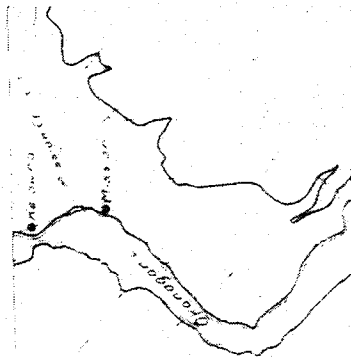
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