

or down dale by its own power, there being 1,700 ft. of  $3\frac{1}{2}$  in. steel cable. The whole outfit has been hauled to the second contract of McLean Bros., near the new town of Gladstone, where it will be set to work as soon as possible on some of the immense gravel fills & cuts. It will probably save a large amount of labor.

P. A. O'Farrell, writing to the Globe, says of this line: The Columbia & Western Ry. is being rushed with all speed to the Boundary Creek country. It will be completed to Midway. Between Arrow & Christina Lakes, a distance of about 50 miles, the new road will climb 3,000 ft. above the lakes, & the up & down grades will lead through a frightfully rough country. From Robson the road rises gradually till at Brooklyn it is fully 1,000 ft. above the lake, & then it cuts through a 3,000 ft. tunnel to reach Dog Creek. Western pioneers have an unhappy knack of inflicting inappropriate names on the mountains, creeks & rivers of this far northwest. Dog Creek is a noble torrent that rolls through a glen & valley of enchanting loveliness. One of its tributaries is Pup Creek, & the mountain at whose base it flows to a junction with Arrow Lake, is called Bull Dog Mountain.

From the summit of Bull Dog Mountain I recently beheld a vision of terrestrial scenic beauty, the peer of which my eyes had never yet seen.

Picture 10,000 rolling mountains lifting their heads proudly to the skies, hundreds hoary with everlasting snows, & thousands covered even to their crests with the great primeval forests of the land. Picture, too, a brilliant autumnal sun casting light & shade upon all that vast panorama of glen, & canyon, & torrent, & slope, & mountain. There, where the sun kissed mountain tops & shelving hillsides in the shadow & far below, in the midst of these glorious mountains stretched the waters of Arrow Lake, too unutterably beautiful to be portrayed by poet or painter, much less by this inartistic pen of mine. It were hard to tell whether forest, lake, glen, mountains, the light or the shade, the dark blue sky studded with fleecy clouds or the glorious autumnal sun added most to this magnificent scenery. It was the tout ensemble that made the picture so enchanting—a picture that must abide forever in the memory of him whom the Fates led thither to behold it. When the Columbia & Western Ry. is completed the traveller through the Kootenay will catch a glimpse of this magnificent scenery as he winds around the slope of Bull Dog Mountain. But the mountain-climbers only can behold it at its best. Were it not that nature had stored her richest treasures in these mountains of the Kootenay, these beautiful lakes & forest-clothed glens & glades & mountains must have for ever been given over to the empire of loveliness. Often for hundreds of miles there is not enough arable land to support a family, & yet in that same stretch there are mines of copper & gold, of lead & silver, sufficient to enrich an empire.

On the shelving sides of Bull Dog Mountain I examined a copper mine, called the Mountain Chief. I was amazed to find on this mountain side,  $2\frac{1}{2}$  miles from the lake, the finest copper prospect that I have yet seen in B.C. The Columbia & Western Ry. was projected to give an outlet to the world's markets to the almost unlimited copper ores of the boundary country. That is the country west of Kootenay. Within a year Boundary can supply smelters with 1,000 tons of copper ore a day, & from what I have seen on Bull Dog Mountain I am convinced that rich copper ore will yet be developed on the way from Robson to Midway. A good copper mine is the most valuable of all business investments. The demand for copper is always greater than the supply, & the price of copper is as steady as Government bonds. The Anaconda mine clears \$5,000,000 profit yearly. The mining, smelting & refining of Kootenay & Boundary copper ores can be effected as cheaply there as at Anaconda as soon as the railway from Crow's Nest Pass to Midway is completed.

More smelters must of course be built, more steamboats on the lakes & rivers, more coke furnaces, more villages, camps & cities. Lead, copper, gold & silver mining must then become the greatest industry of the Dominion, provided Canadians continue the smelting, refining & handling of the product of their rich mines at home.

Coming down the lake, on the fine C.P.R. steamboat, the Rossland, I looked over the freight which loaded it down to the gunwale. There was a carload of California peaches, 2 carloads of Manitoba flour, 2 carloads of hay from Regina, dry goods from Montreal, preserves from Ontario & machinery from Quebec, & the pursers of the Rossland & the Kootenay told me that all the boats on the lakes are busy as can be conveying freight & passengers. Their carrying capacity is strained to the utmost. Since F. A. Heinze turned the Rossland-Robson road over to the C.P.R. the express business on that road has increased threefold. It is booming now, & this business must be enormously increased in the near future. The Crow's Nest Pass Ry. will be in fine running order by January, & when it is in full swing they will start out shipping into the Kootenay about 200 tons of coke a day & about 500 tons of coal. Moreover, farm & food products of all kinds will be speedily forwarded over that line from Manitoba & the Northwest Territory, & the supplies that now reach Kootenay from Washington will then come from Canadian farms. The developments of the coming year will be the most astonishing that B.C. has yet seen, & will attract the attention of the world.

Frenchwoman (travelling for some time on Metropolitan Railway, London, to fellow passenger)—My station do seem very long to arrive at. I have passed Bovreel, Asbestos, Liebig, Pears' & Bouillon Fleet, but I come not to the Adeeson Road.

### The Crow's Nest Pass Ry.

The construction of this line has been pushed very rapidly. Construction commenced July 20th, 1897, & the last rail was laid Oct. 7, 1898, completing the line between Lethbridge, Alta., & Kuskanook, Kootenay Lake, about 290 miles. From Kuskanook the cars are taken on barges, each of which carries 15 cars, down Kootenay Lake, & down the Kootenay River to Nelson, where connection is made with the Co's Columbia & Kootenay branch, thus giving through traffic to Rossland without breaking bulk, besides effecting a considerable saving of time. The Co. has 2 years within which to complete the line to Nelson, & notwithstanding reports to the contrary, Vice-President Shaughnessy states that the terms will be carried out to the letter.

From Lethbridge the line runs via Macleod & Pincher Creek. After reaching the Crow's Nest Pass, which lies on the boundary line between Alberta & British Columbia, the line follows pretty closely the stream known as the Middle Fork, afterwards taking a southerly course along the Michel River to the region of the Elk River. Crossing the Kootenay River into the East Kootenay mining country, it goes up the west side of the river for 50 miles until it reaches Cranbrook. Thence it crosses the summit of the Purcell range of the Selkirks to the Moyie River, which it follows for 50 miles until it strikes the Goat River valley, & follows it to the head of Kootenay Lake, which is the temporary western terminus of the railway.

The coal mines, of which so much has been heard, lie in the Elk River district beyond the Crow's Nest Pass, & the great advantage of the road is that it establishes communication between the gold & the coke which is required for smelting it, all within the Dominion. Moreover, it opens up the East Kootenay mining country, which is most promising. Already several properties are working in the district. On the St. Mary's River, the North Star is in an advanced state of development, & the Sullivan group is also working. On the Moyie River the St. Eugene property is also being worked. Copper as well as gold is making a good showing in the country.

The country crossed by the railway is mountainous, but the valleys are wide & contain land good for agricultural purposes. Splendid grazing lands are to be found all along the route. Moreover, the lakes & waterways are navigable the year round. Owing to the Chinook winds they do not freeze in winter. Another advantage to East Kootenay & the Rossland district is the fact that the food products of the Edmonton district have direct access thereto. This is one of the chief boons of the railway.

From Fernie, 35 miles west of the summit of the Rockies, the junction of Coal Creek & Elk River, a branch line runs 5 miles up Coal Creek to the coal mines which are already working & where 300 coke ovens are building. The Coal Co. has also a reserve mine,

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