

GYP SUM.—Gypsum occurs in large quantities in the Devonian rocks of Bear Mountain, at the mouth of Bear River. (See p. 102.)

SALT.—Several salt springs drain into Salt River, near Fort Smith, about twenty-five miles above its mouth. Some of the springs have basins ten to twelve feet in diameter, which are encrusted with crystalline salt of excellent quality. (See p. 65.) Salt is also reported to occur on the head waters of a small stream which enters the Mackenzie about fifty miles above Fort Norman.

SULPHUR.—Mineral springs of large volume occur at Sulphur Point, on the south shore of Point Brulee on the north shore. In both cases small quantities of sulphur are deposited in the basins of the springs and along the channels of the streamlets which drain them.

COAL.—Small seams of impure lignite were found on the Liard, a few miles above the Little Canon, and large blocks of drift lignite occur on the same stream at the mouth of Coal River. On the Mackenzie the Tertiary beds at the mouth of Bear River hold several seams of lignite, ranging in thickness from two to four feet, and one seam which was concealed at the time of my visit, is reported by Richardson to be nine feet thick. The lignite here is of inferior quality, and has been burnt in many places for some distance from the surface by fires, which have been in existence since the river was first discovered. West of the mountains a small seam of lignite was observed on the Porcupine, a few miles above the mouth of Old Crow River, and seams of coal are reported to occur on a small stream which enters the Pelly-Yukon from the east below Forty-Mile Creek. The latter is probably of Cretaceous age.

We have every reason to believe that when the boundary award is made it will be found that the head of Lynn Canal is in British Columbia, and should this be the case shipping would be greatly facilitated. In the meantime we would urge upon the Dominion Government the necessity of making customs bonding arrangements with the Government of Alaska or the United States for the passage of goods in bond through the territory lying between Lynn Canal and British Columbia and the Northwest Territories. It is also necessary that the Dominion Government should have Customs Officers along the coast of this district.

At present the trade of the Yukon country is largely in the hands of the Americans, and we believe the time has come when steps should be taken to secure for the merchants and traders of this Province a portion thereof.

The great distance to be traversed and the difficulty of getting provisions into the mining regions necessarily make foodstuffs expensive. By establishing a route from the head of Lynn Canal the time taken in the transportation of goods would be shortened and miners thereby enabled to remain in the country later in the year, which would be a decided advantage to them.

Railway News.

The summer's work has already started on the C. P. R. A gang of masons is at work building a large stone arch near Keefers, and the filling of the approaches will keep a steam shovel going all summer. The quarry at Camp 16, west of North Bend, has been started. More work gangs will be put on, beginning at the first of the month to work west of Ashcroft, and repairs will also be made to the road bed between Kamloops and Revelstoke.

Considerable excitement was aroused in the Slocan lately, and all sorts of rumors were afloat on railway matters. The excitement was caused by some fourteen engineers arriving from Nakusp. They came, it is said, for the purpose of surveying a road from New Denver

to Slocan City for the C. P. R., which will branch at New Denver from the Nakusp and Slocan branch. Anything further is not ascertainable at the present time although many think the survey will extend down to the Slocan crossing of the Columbia & Kootenay Railway but this is a mere supposition.

A railroad in this direction is just that which is most needed in the Slocan, and will assist the development of the lower end of Slocan lake in a manner which this rich section deserves. It will also help greatly in the building up of Slocan City, Silverton and New Denver.

The route to be taken by the Columbia River & Western railroad as shown on the maps now before the private bills committee of the provincial legislature is as follows:

Beginning where the Trail Creek narrow gauge railroad ends on Nickle Plate flat adjoining the town of Rossland, it will skirt around the base of Red Mountain and cross Sheep Creek near Gold Hill. Here it will swing to the south, gradually ascending the range until it comes to the pass now utilized only by the Dewdney trail, about two miles from the boundary line. Here it will cross the range, and still keeping its elevation, run north up Main Sheep Creek about 30 miles and back south again till it crosses the main range between Sheep Creek and Christina Lake, also through a pass used by the Dewdney trail. Here it begins to descend, making about 25 or 30 miles of distance to the outlet of Christina Lake. From here it follows along the valley of Kettle River to Grand Forks, shortly after passing which point it turns north again and runs clear around the Summit camp and thence south and west down Eholts and Boundary Creeks to the Kettle River Valley once more. This valley it follows to Rock Creek and then from near the head of that creek it swings northwest to Incamp River. Crossing this river it keeps a fairly direct line to Okanagan Lake where it will connect with steamers, which in turn connect with the Shuswap and Okanagan branch of the C. P. R.

Branch lines are projected to all the camps in the Boundary district. From near summit camp a line runs south to Greenwood and Wellington camps and another northwest to the Long Lake camp. From the Providence camp a third branch runs to Deadwood and Copper camps.

An alternate route is shown for a portion of the distance. It extends from where the line reaches its most northerly point in the Sheep Creek Valley to the outlet of Christina Lake. This alternate route, instead of turning south again keeps on in a northwesterly direction and crossing over the divide, follows down McRea Creek to Christina Lake, joining the other line at the outlet of the lake.

The Commercial Journal says it is understood that the long talked of railway between Ashcroft and Barkerville, which will have the effect of opening up the great Cariboo country, is much nearer an accomplished fact than many people imagine. The latest report is that negotiations are progressing for the acquisition by the C. P. R. of the plant of the narrow gauge railway which formerly connected Lethbridge and Dunmore (the Galt railway as it is perhaps, more favorably known). The rolling stock is extensive and valuable, and has been lying idle ever since the gauge of the road was widened. The construction of a railway of the description proposed is much less expensive than one of the standard gauge, the cost of rock cutting and excavations being very much cheaper. We have always believed that the Cariboo railway would be an early development and with it