

the Elk River, down a portion of whose valley the western end of the line finds its course, plunges into the Kootenay. But this gloomy gorge is avoided, the line leaving the valley at the point known as the Elk River Bridge, the place from which the views have been taken.

The most important view is that of the Crow's Nest Lake; it shows what, from a political point of view, may be said to be the crucial spot in the line, for that is the only really narrow place in the pass. The view is from the eastern end of the lake; the steep mountain side to the right of the picture is the northern bank of the lake, if such a term can be applied. In 1893 the Canadian Pacific Railway had a line laid and graded up the pass from Lethbridge as far as this point, only a few miles from the apex of the pass at Summit lake. At that time the work of cutting a roadbed out along this steep mountain side was begun. The work should present no difficulty to the men who carried the line of the C. P. R. through the Kicking Horse pass with its far greater altitude, its far steeper gradients, and its immensely more difficult places to cross. The interesting point is, of course, the possibility of another line being built through the pass. This might be done by making the cuttings wider, as to leave a roadbed wide enough for two lines of rail. The second line might also run along the southern shore of the lake. The mountain side there rises steeply from the water to a considerable height, and then a wooded plateau occurs, which is shown in the view; from this again the mountain heights spring high into the air. At the western end of the lake, however, a bay curves around to the south and cuts off this plateau; its southern shore is a sheer precipice of great height. Should the bay prove of moderate depth, it will be bridged, and in that case the plateau could be utilized for the second line. Through the remainder of the pass, it may be stated, there is plenty of room for more lines than one, provided reasonable supervision be exercised over the laying out of the first line to prevent unnecessary sinuosities, which might bar the way to subsequent lines.

When this point has been passed Summit Lake confronts the roadmakers. Both sides of this lake afford equally good locations for railway construction, and from this lake the line enters upon the eastern descent, commencing it by running down the Michael Creek Valley, along the southern side of the great horn-shaped ridge which, running in a general way north and south, with the tip of the horn to the north, contains the coal-beds, and into the Elk River Valley, which runs to the northwest of the horn. The C.P.R. line has been located along the left bank of this river, as by so running it is close to the coal deposits. The right hand bank, however, offers as good a location. At Elk River Bridge the line leaves the river and enters the open, park-like country of the slope of the Kootenay. The view of the top of the pass will give some idea of the aspect of the country. The view of the splendid Crow's Nest Mountain, with its capping of snow, is from the southwest, from the head of Michel Creek, which has been already mentioned.

In the Winnipeg Free Press is also produced a map showing the route of the proposed railway, and thus describing it; From Lethbridge to the eastern end of the Crow's Nest Pass the line will follow, generally, the valleys of the Belly and Oldman's rivers, running through a high, rolling prairie, intersected by deep river valleys and ravines. Passing on the north side of Oldman's lake will reach the summit of the Rockies a few miles further west thence by the valley of the Michael stream (named for Mr. Michael Phillips, one of the pioneers of the country), it enters the valley of Elk River, which it

will follow to the head of the canyon. The mountains here are not unusually precipitous and rocky, as along the main line of the Canadian Pacific, but are more rounded and timbered well up towards their tops. The valley of Elk River is well timbered, except where it has been burnt over. Along the valley of the Michael stream and on the mountain sides above Elk River coal crops out in many places.

The course of Elk river is nearly south, and on leaving it the line will turn sharply to the west and northwest; and crossing the Kootenay River will pass by Cranbrook, the estate of Col. Jas. Baker, M. P. P. Then turning again to the south will run along the steep and rocky shores of Moyie Lake and down the Moyie River, and turning to the west and crossing a low divide reaches one of the branches of Goat River, which it will follow to the flats at the south end of Kootenay Lake. These flats or meadows are about two miles wide and are flooded during high water. Turning to the north the line will follow the west shore of Kootenay Lake to the outlet, and then run south-westerly along the outlet to Nelson, where it will connect with the Columbia and Kootenay Railway, the total distance from Lethbridge to this point being about 325 miles. At Robson, the western terminus of the Columbia and Kootenay Railway, the line will cross the Columbia River and climb the mountain slopes on the west side to Rossland.

From where the line leaves Elk River until it passes Cranbrook, the lower lands are open with scattered trees and clumps of pine and fir, but the mountains are thickly wooded. Along the Moyie and Goat Rivers and the shores of Kootenay Lake and River the country is all wooded, but much of it has been burnt over. The shores of Kootenay Lake are very rocky and rugged, and at this section of the road, as well as at some other points, heavy work will be encountered in constructing the road. There is available arable and considerable grazing lands along the route, but irrigation will be necessary.

Manitoba Legislature.

The legislature was prorogued on Tuesday last. Following were the bills passed during the session:

- An act to amend the public schools act.
- An act to amend the Queen's Bench suitors fund act.
- An act to amend the Manitoba magistrates' act.
- An act to declare and amend the law of partnership.
- The mines act of 1897.
- An act to amend the municipal hail insurance act.
- An act to amend the Manitoba Joint Stock companies' act.
- An act respecting limitation of actions on seed grain notes held by municipalities.
- An act empowering rural municipalities to borrow money to pay their indebtedness to the provincial treasury for seed grain loans.
- An act to amend the Manitoba insurance act.
- An act respecting corporations incorporated out of Manitoba.
- An act to amend the Manitoba schools act.
- An act to amend the assessment act.
- An act to amend the Queen's bench act, 1895.
- An act to amend the public health act.
- An act to amend the distress act.
- An act for granting certain sums of money required for defraying certain expenses for the civil government of the province for the

fiscal year ending the 31st day of December, 1897, and for other purposes connected with the public service.

- An act to amend the real property act.
- An act to amend the infants' act.
- An act to vest the property and assets of the Permanent Mortgage and Trusts Co. in the Central Canada Loan and Savings Co. of Ontario.
- An act to amend chap. 40 of 52 Vic. being an act respecting the town of Minnedosa.
- An act to amend the jury act.
- An act to amend the insane asylum's act.
- An act respecting mining companies.
- An act to amend the garnishment act.
- An act to amend the Manitoba railway act.
- An act to amend the municipal boundaries act.
- An act to amend the master and servants' act.
- An act respecting the municipality of Macdonald.
- An act to amend an act to incorporate the Brandon general hospital.
- An act to amend the Manitoba Methodist church act of 1891.
- An act for granting further sums of money required for defraying certain expenses of the civil government, etc.
- An act to amend the liquor license act.
- An act to amend the University act of Manitoba.
- An act to amend the education department act.

An act to regulate the immigration into Manitoba of certain classes of children.

After assenting to the bills His Honor addressed the house as follows:

Mr. Speaker and gentlemen of the legislative assembly—I congratulate you upon the termination of your labors at the close of this the second session of the ninth legislature of the province. The amendments to the public schools act embodying the settlement arrived at between the Dominion government and my advisers adopted during the session will, I am convinced, put at rest a prolonged and vexing controversy. It now remains for the law as amended to be administered that the advantages of the provincial educational system may be freely enjoyed by all classes of the community. I feel assured that this will be done and that the most complete harmony will be re-established between all sections of our population.

An important measure passed during the session has been the amending and declaring the law of partnership. Such modifications of the law are valuable in making their provisions intelligible and accessible to all.

The miners act and the act respecting mining companies have been passed in anticipation of a development of the mining industry within the province. A substantial revenue may be expected to be derived from this source.

In view of the experience of this and the other provinces you have found it necessary to pass an act regulating the immigration into this province of certain classes of children and providing for their supervision and return, if necessary.

I am pleased to observe that power has been given to erect a university and establish the nucleus of a university faculty. If agreement be arrived at on the terms set forth in the act it will be most advantageous to the province.

Important reforms have also been made in the acts amending the assessment act, the municipal act, the liquor license act and other measures which will no doubt be found beneficial in their operation.

I note with pleasure that you have adopted an address congratulating her most gracious majesty on the sixtieth anniversary of her accession to the throne.