

CANADIAN PACIFIC RAILROAD ENTERPRISE.

The "Mining Journal" of London, England speaks as follows of the Canadian Pacific Railroad's busy plans of development in British Columbia, and credits the great railroad with what it now certainly possesses, namely almost perfect control of the railroad situation in B. C. Quoth the "Mining Journal":

It is stated on good authority that leading financiers closely connected with the Canadian Pacific Railway and Canada's great Bank of Montreal will, with the aid of the ample transport facilities of the railroad, establish a big smelter, or possibly two smelters, in West Kootenay. Robson is a likely site for such an endeavor. Aided as the enterprise would be by ample capital, energy, and transport facilities, there would appear to be big scope indeed for such an effort in successful competition with American smelters. The low grade copper-gold ores of Rossland alone would keep a large smelter well employed, and there is big scope also afforded by the silver-lead deposits of the Slovan County, to say nothing of possibilities from East Kootenay mining. The Crow's Nest extension of the Canadian Pacific Railroad, now well in hand, will render available ample supplies of coke and other fuel, also of lime and iron for fluxing. It is now likely, too, that, aided by Provincial Government, if not also by Dominion Government subsidy, the Canadian Pacific Railroad will shortly open up the promising gold district of Boundary Creek, and connect this with the Coast on the one hand, and West Kootenay on the other. Friends of the C. P. R. in Messrs. Mann and Mackenzie, of Toronto, have purchased a controlling interest in the necessary railroad charter, and with them the trans-Atlantic railroad can easily make terms. This is a triumph for the C. P. R. over threatened opposition, for one avowed purpose of the promoters of the Vancouver, Victoria and Eastern Railroad Company—now practically "bought out"—was to establish a railroad service between Vancouver, the Okanagan country, and West Kootenay in competition with the Canadian Pacific Railroad. The latter railroad will, in respect of the extension to Boundary Creek, probably be compelled to compete against Mr. Heinze, the American capitalist of Trail, near Rossland and Butte, Montana, for State subsidy recognition, as he also has railroad charter rights, and seeks to connect his Columbia and Western short line of railroad with the Okanagan country, and make the latter in part support his smelting interests at Trail. But in all probability the C. P. R. and its smelting friends will easily win the day against their American competitor, for they have big

Canadian powers at their back—powers equally forceful monetarily and Parliamentarily. In fact, to sum up the situation, the C. P. R. now commands the railroad position as regards the British Columbian Mainland and its great mine and lumber country, and is able to "gridiron" it with rails and steamboat services, as is now being steadily done. Hence, all here recognize a very big future indeed for the C. P. R. in British Columbia, where the railroad has now almost a complete monopoly of the chief means of transport—a virtual monopoly which the people only hope may be wisely and fairly, albeit profitably, used. Canada's great trans-Atlantic railroad has at Ottawa borne down all opposition, and it now commands the situation as fully as it did when its former close friends of the Macdonald, Bowell and Tupper administrations were in power. The present Liberal Government of Sir Wilfrid Laurier has, it is true, imposed some modest new restrictions on the grant of further State charter rights to the C. P. R., but the members of the Government are all apparently most friendly disposed towards the railroad. Its western traffic returns are meanwhile increasing greatly, and certain further to increase in 1898 with big mining developments well assured throughout British Columbia. The Klondike mining boom will also "bring big grist to the mill" of the C. P. R., which means early in 1898 to command the best all-Canadian route to the Yukon, and make that route as easy as is well possible by railroad, stage catch, and steamship services fully equipped.

VANCOUVER AND KLONDIKE.

The New York "World" in a recent London despatch, gives the following interesting information as to excellent new steamship services, that will next season be provided for the big freight and passenger traffic that is certain to develop between Vancouver and the Yukon country:

London capitalists seem to be resolved to share in the big profits anticipated from a rush to the Klondike next Spring. The Vancouver & Northern Shipping & Trading Company, working in connection with the Canadian Pacific Railway, with a capital of \$750,000, privately subscribed by six shareholders, to-day purchased two old Cunarders, the Bothnia and the Seythia, and two Cape mail steamers, as the nucleus of a fleet to run from Vancouver to Klondike ports, commencing on March 10th.

Both the Cunard ships are chartered for freight by Mr. Lipton, the millionaire provision merchant, for the voyage out, and he is said to have a scheme for building a new town to be called Liptonia, near Skagway. This enterprise is said to be the result of a visit to Skagway of the Mon. James Burke Roche, who has just returned here.

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Leave Nelson for Kaslo and way points, daily except Sunday, 5:30 p. m.

Leaving Spokane 8 a. m.; Rossland, 10:30 a. m.; Northport, 1:50 p. m.

New Service on Kootenay Lake.

Leave Nelson for Kaslo, etc., Tues., Wed., Thurs., Fri., Sat., 8:30 a. m.

Arrive Kaslo 12:30 p. m.

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Author "Hidden Mines," etc.; late engineer in charge for the British Canadian Gold and Silver Mines Co., Limited,

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