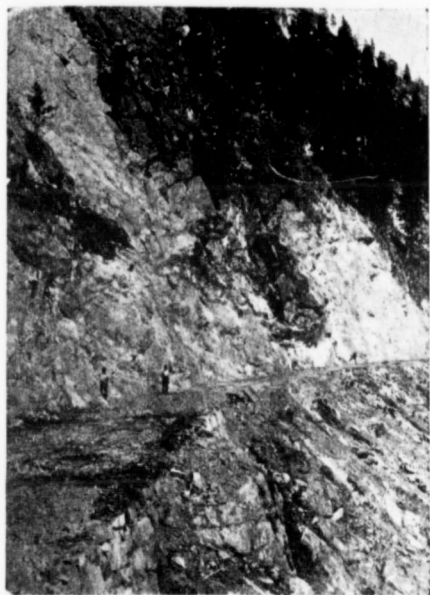


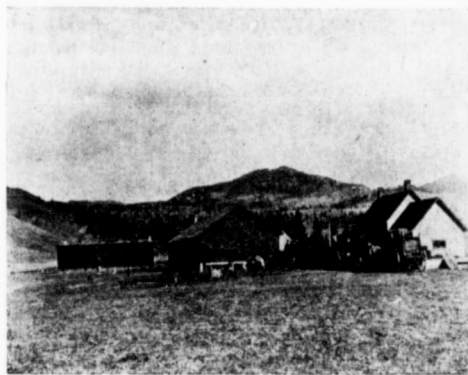
and continuing westwards, Eholt creek is followed for seven miles to its confluence with Boundary creek, and thence south two miles to Greenwood, where is the junction with the Deadwood branch. From Greenwood it goes nine miles down Boundary creek to its present



ROCK CUT NEAR NIAGARA, COLUMBIA & WESTERN RAILWAY.

terminus at Midway, passing Anaconda at one mile and Boundary Falls at five miles from Greenwood.

The work of construction was particularly heavy in parts. Altogether about 1,500,000 yards of rock were



WESTERN TERMINUS COLUMBIA & WESTERN RAILWAY.

moved, the rock work, outside of the big tunnel, having been heaviest along the North Fork. Besides the Bull Dog tunnel there were six other tunnels, three along Arrow lake, on the Columbia, one on McRae creek, near Gladstone, and two along the North Fork, these tunnels aggregating about 2,200 feet in length. The

longest bridge and trestle is the one approaching and crossing the Kettle river at Grand Forks; the highest bridge is that over Porcupine creek, between Summit and the big tunnel, this being 190 feet high; but the bridge requiring in its building the greatest amount of labour and material is the one over Kettle river as Cascade approached from the east. This last bridge is 1,500 feet long and 90 feet above river level, and in its construction some 1,500,000 feet (board measure) of lumber were used. There are as well numerous small bridges along the line. The rails used are steel, running 73 lbs. to the yard on all heavy grades, and lighter weights, chiefly 60 lbs., on levels or where grades are easy. The road is very substantially built, has excellent passenger and freight building accommodation at



BOUNDARY FALLS.

all stations, and is well equipped with rolling stock.

The chief engineer of construction was Mr. W. F. Tye, C. E., who made the exploratory surveys during the time of Mr. Heinze's connection with the Columbia & Western. His principal assistant throughout was Mr. J. G. Sullivan, C. E. The divisional engineers were Messrs. F. M. Young, G. Farr, Oscar Englund, L. M. Rice and A. Dennis. Mr. J. W. Stewart, C. E., superintended construction on behalf of the contractors. The average cost of construction was about \$40,000 a mile, making the total cost about \$4,000,000. This is exclusive of about 25 miles of branch lines afterwards made to Deadwood, Summit, Phoenix and Wellington camps.