

THE KOOTENAY DISTRICT.

The Kootenay district, which the Nelson and Fort Sheppard railway is meant to tap, is one of the richest not only in British Columbia, but in the world. Within the past two years a strong impetus has been given to mining in that section, and population is rapidly pouring in. The existing means of ingress are these: the traveller takes a steamer at Revelstoke, a point upon the C. P. R., proceeds down the Columbia river to Nelson; thence he travels to Kootenay by rail, a small line, thirty miles in length, having been recently constructed there by the C. P. R. The Canadian Pacific, in fact, is pushing forward with its accustomed vigor to open up the country. Not satisfied with the short line above mentioned, it is already engaged in supplying the missing link between Revelstoke and Nelson, so as to dispense with the water trip down the Columbia river. More important still, our great Canadian company is about to construct

a branch line from Lethbridge through the Crow's Nest pass to Kootenay.

Sir John Macdonald's objection to the former application of the Americans was that if their request were granted the trade of that district would be diverted into American channels, the supplies for the mines being imported from Spokane Falls, and the product of the mines sent out of the country by that route. Canada has spent too many millions upon the Canadian Pacific Railway, and upon the opening up and development of the West, to allow such a game to be successful. In many respects we have in past times been dilatory and foolishly compliant in dealing with our American neighbors. It is to be hoped that in the present instance, and in every similar transaction hereafter, effectual measures will be taken to prevent foreigners from exploiting our resources, and coming in to reap the benefit of our national and private enterprise.