

enable him to build into the Boundary Creek district of B.C., Vice-President Shaughnessy pledged himself that if the application was refused the C.P.R. Co. would build in there this year. This pledge has been promptly redeemed, the Co. having already let a contract for about 100 miles of line from the Columbia River at Robson to Midway on Kettle River, the route being shown on the map of the Kootenay District presented with this issue. The contract has been given on schedule prices to a syndicate composed of McKenzie & Mann, of Toronto & Montreal; Foley Bros., of St. Paul, Minn., who have been contracting on the Crow's Nest line; & P. Larson, of Larson & Connelly, one of the largest firms of railway contractors in the west. The work is to be completed by the end of the year. W. F. Tye, C.E., will have charge of the work for the C.P.R.

It is believed that the cost of the 100 miles will average \$30,000, an aggregate of \$3,000,000. The construction of the line from Robson to Christina Lake will require engineering skill of a high order. McCrae Pass, which is 13 miles in length, is even more difficult than the C.P.R. pass in the Rocky Mountains. There will be a number of tunnels & numerous bridges & every mile will represent a vast outlay. From Robson the line will run along the Columbia River to Dog Creek. The route from there on is up Dog Creek to McCrea Creek Pass, thence down McCrea Creek to Christina Lake to Cascada City; along Kettle River to Grand Forks; up the north fork & Brown's Creek to Eholt Pass; down Eholt Creek to Boundary Creek, & through Greenwood, Anaconda & Boundary Falls to Midway.

The construction will be done under the charter of the Columbia & Western Ry., which is the property of the C.P.R. By a recent arrangement with the B.C. Government, the C. & W. Co. surrendered its right to a land grant of 20,000 acres, accepting in lieu of it a cash subsidy of \$4,000 a mile.

In a recent interview Vice-President Shaughnessy, in reply to several questions regarding the railway situation in the Boundary Creek country & Mr. Corbin's desire to build into that region, said in substance that he did not know of any arrangement that had been or would likely be made between the C.P.R. & Mr. Corbin by which the latter would use the C.P.R. tracks along the Kettle River as far as Midway, nor did he know of the reported deal in which the C.P.R. would gain an entrance to Spokane over the Spokane Falls & Northern tracks on a basis advantageous to the Canadian route. He remarked that to have granted to Mr. Corbin a railway charter along the Kettle River valley would have been a terrible mistake on the part of Parliament. Had Mr. Corbin been given the right to build this line, he said, the ores of the Boundary Creek country would, to a great extent, have been smelted at Northport instead of on this side of the international boundary.

The total distance between Robson & Penticton, at the foot of Okanagan Lake, is estimated at 216 miles. From Midway to Penticton it is expected a line will be built under the charter of the Vancouver, Victoria & Eastern, which is controlled by McKenzie & Mann.

Colossal Expenditure.—In a recent interview Vice-President Shaughnessy stated that the work the Co. is now carrying out in the West will involve an expenditure of at least \$25,000,000, of which \$15,000,000 has already been provided for, & the remaining \$10,000,000 will be provided as soon as it is required.

H. W. Van Every has been appointed agent for the Ogdensburg & Lake Champlain Ry., with headquarters at Toronto.

H. D. Annable has been appointed Traveling Agent of the C.P.R. at Montreal, succeeding J. E. Millward, deceased.

Construction & Betterment Notes.

Atlantic & Lake Superior.—This line is now in operation between Metapedia Station, on the Intercolonial, & New Carlisle, 98 miles. The eastern terminus will be Gaspé Basin, 80 miles from New Carlisle, & it is expected to build 20 miles or more of 1st-class road in that direction this year. The country in that region is more beautiful than any person who has not seen it has any idea of. The Co. has purchased from the C.P.R. the line between Sorel & Yamaska, including the bridge over Yamaska River, & acquires the Government subsidy of \$50,000 for the reconstruction of the bridge. This purchased line will form a part of the A. & L. S. Co.'s line between Montreal & Lévis, the proposed termini between Montreal & Gaspé, the Co. having by its charter power to acquire running rights over the I.C.R. between Lévis & Metapedia. Considerable work was done on the Montreal-Lévis line last autumn, & the Co. announces its intention of resuming work very soon, so as to construct the line as far as Lévis this year. (Official.)

Bay of Quinte.—At the last session of the Ontario Legislature this Co. was voted a subsidy of \$90,000, being \$3,000 a mile for such extension or branches of, or additions to, its projected & authorized line northerly of the village of Tweed as will enable the Co. to connect its existing line with the iron ore deposits or other mineral lands lying northward of Tweed, in renewal of the amount voted the K. N. & W. Ry. in 1893. We have so far been unable to ascertain anything as to the intentions of the Co. in regard to this work.

British Yukon.—Chrysler & Bethune, Ottawa, solicitors for this Co., make this announcement:—"The Co. is actively engaged in the construction of its railway from Skaguay through the White Pass to Lake Bennett & onward to Fort Selkirk. The portion of the line between Skaguay & Lake Bennett will be completed & in operation not later than Sept. 1. The U.S. Congress has passed a law extending bonding privileges to Canadian goods shipped into the Yukon district via Skaguay, & as soon as the railway from Skaguay to Lake Bennett is opened, Canadian goods can be shipped through in bond without payment of U.S. duties. Shippers & travellers may rely upon this route being opened as stated."

Steamers arriving at Vancouver & Victoria during the 1st week of June reported that when they left Skaguay work was in full swing on this line, some 700 men & 300 horses being employed. The men were getting \$3 a day, paying \$1 for board, & the Co.'s officials stated that 1,000 would be put on if they could be got.

It is said the charter of the British Yukon Co. has been secured by the Pacific & Arctic Rys. & Navigation Co., of West Virginia, & that the work above referred to is being done by it.

The British Yukon Mining, Trading & Transportation Co., sometimes called the Duke of Teck's Co., from the fact that his name is 1st on the list of incorporators, was incorporated by the Dominion Parliament in 1897. In addition to extensive powers as to mining, trading, & operating vessels, the Co. is authorised to build & operate a railway of any gauge it may elect from a point in B.C. or in the N.W.T., near the north-western or western boundary of B.C., between 134° & 136° west longitude, near the head of the Lynn Canal, or at some point in a n.e. direction therefrom, across the White Pass, thence northerly & westerly to Fort Selkirk. The Co.'s capital stock is £1,000,000 sterling.

Canada Atlantic.—President Booth visited Quebec recently & had a conference with President Garneau & Manager Scott of the Great Northern with reference to pushing

work on the latter road so as to give the Canada Atlantic connection with Quebec city.

The Canada Eastern has built a commodious wharf at Marysville, N.B., the old one being out of date.

Canadian Yukon.—In our May issue information was given of a contract having been made between the B.C. Government & Mackenzie & Mann for the construction of a line from an ocean port in B.C. to Teslin Lake, the Province of B. C. giving a subsidy of \$1,600,000. It was also stated as probable that the Dominion Parliament would aid the work with a land grant & a postal subsidy. The Dominion Government, however, decided not to submit any proposition to Parliament, & at the end of May it was announced from Ottawa that Mackenzie & Mann had notified the B. C. Government of their intention to abandon the contract. On June 10 Faith Fenton sent a dispatch from Glenora to the Globe, stating that Mackenzie & Mann had stopped work & withdrawn their outfit. A meeting at Glenora passed resolutions urging the Dominion & B. C. Governments to aid Mackenzie & Mann to complete the wagon road from Glenora to Teslin Lake, 14 miles only of which have been built. The dispatch added that Mackenzie & Mann had ceased giving the men supplies, & that the situation was critical. D. D. Mann reached Victoria June 9 to confer with the B. C. Government, but no announcement of the result has been made.

The Hudson's Bay Co. with its unending enterprise is putting a pack train of from 200 to 300 horses on the trail between Glenora & Teslin Lake.

The Supplementary Dominion Estimates provide \$5,000 towards defraying the expenses of an exploratory survey to ascertain the most practicable route for an all-Canadian railway from some point on an existing railway into the Klondike district.

The Stikine River Journal, Fort Wrangel, of June 4, says, on the authority of J. H. Russell, who has built a brewery & hotel at Glenora:—"There are about 2,000 persons encamped at Glenora. McKenzie, Mann & Co. have 250 men at work on the wagon road 12 miles out of Glenora. It was to be completed to the summit by June 4. Neil Keith, Superintendent of Construction, told Mr. Russell the road would be completed to Lake Teslin by July 4. People are already packing over the trail from Glenora to Lake Teslin. At Glenora McKenzie, Mann & Co. have 4 warehouses 50 x 100 ft. stored full & 3 at Shakesville. They had cleared, when Mr. Russell left, about 7 miles of the right of way out of Glenora, & have some 200 men at work on it all the time."

Central Ontario.—This line runs from Picton to Coe Hill, Ont., 104 miles. At the recent annual meeting it was decided to extend it 18½ miles, from Coe Hill to Bancroft, but no definite decision has been come to as to when this will be done. It is quite likely that a preliminary survey, & possibly a location, will be made this summer, but no further work will be done until next season at earliest, when it is possible that construction will take place. (Official.)

Great Northern.—The title of this line is really a misnomer. It belonged to roads chartered to run north, but which have been diverted into another channel, the chartered name not having been changed. The charter (Dominion, 1892,) authorized the construction of a line from Hawkesbury, Ont., including a bridge over the Ottawa River, near that point, to a point on the Quebec & Lake St. John Ry., in the vicinity of Quebec city, a distance of about 226 miles, 55 of which have been completed & accepted by the Dominion & Provincial Governments. For the present it is intended to build only 73 additional, as that mileage will suffice, by utilizing 58 miles