

Mr. Wheaton's statements certainly appear conclusive, & we cannot help thinking that the questions raised, as indicated at the commencement of this article, were for the purpose of injuring the Co. by some one who had an interest to serve thereby.

The Stikine-Teslin Railway.

Since the defeat by the Senate of the bill



ON THE TRAIL NEAR TELEGRAPH CREEK, B.C.

confirming the agreement between the Dominion Government & Mackenzie & Mann for the construction of a railway from Glenora or Telegraph Creek to Teslin Lake & up to the time of writing (May 14) no further action has been taken by the Government in connection with the matter. In an interview on May 3, Mr. Mackenzie said there was still a large force of their men at work which had not yet been recalled, for the reason that it was impossible to reach them at the present time owing to the conditions of travel in that part of the country. They had received their instructions when they went north, & as they had not been countermanded, he supposed they were still at work, & would remain there until such time as it was possible to get word of the condition of affairs to them. Communication would soon be opened again, & they hoped to be able to recall the force at an early date. This recall is not, however, likely to take place as the British Columbia Government has acted with considerable promptitude. Early in April this Government determined to go on with the construction of a wagon road between Glenora & Teslin Lake, & this was followed by a decision to secure the construction of a through line of railway from an ocean port in B.C. to Teslin Lake.

The B.C. Government at the end of April entered into an agreement with Mackenzie, Mann & Co., represented by Lewis Lukes, for the construction of a through narrow-gauge line from Teslin Lake to an ocean port in B.C., to be selected jointly by the Dominion & B.C. Governments. Following are the principal provisions of the contract:—The railway to be divided into 2 sections. The northern section from the Stikine River to Teslin Lake. The southern section from the Stikine to the ocean port. Work to be commenced simultaneously on both sections at the Stikine before June 1, next. Northern section to be finished by Aug. 31, 1899. Southern section to be finished within 2½ years after selection of ocean port. Government to grant cash subsidy of \$4,000 a mile for both sections, the whole of such subsidy not to exceed \$1,600,000. The subsidy to be pay-

able upon completion of each section. The railway to be assessed at \$2,000 a mile when completed. The Government to receive 4% of the gross receipts of the railway. The Railway Company to have the option of repaying at any time the total subsidy. Mackenzie, Mann & Co. to immediately construct, for the purposes of the railway, a wagon road over the northern section along the located line of railway. The wagon road to be free to the public for transportation purposes during the construction of the railway. Mackenzie, Mann & Co. to take over & assume all expenditure in respect of any such wagon road under construction by the Government at date of contract with them. Security for the due performance of the whole work to be given to the satisfaction of the Government in the sum of \$75,000 for each section forthwith upon the execution of the contract. The Government to have supervision of the construction of the wagon road, also of the railway rates.

The impression prevails that the Dominion Parliament will also be asked to aid the work, & a pretty well informed Ottawa correspondent says there is likely to be a postal subsidy of \$80,000 a year for 20 years, & a land grant in the Yukon of 10,000 acres a mile, or about 5,000,000 acres.

Work on the Canadian Pacific.

The spur from Outremont to Montreal Junction, a distance of 6 miles, is being double-tracked. When this is completed the entire line between Viger Square & Windsor Street Stations will be double-tracked. This has been rendered necessary on account of the demand for more convenient connection between the two stations.

The great increase in passenger traffic has made it necessary for the C.P.R. to increase the accommodation at nearly all its hotels. The principal addition is at Quebec, where over 100 bedrooms have been added to the Chateau Frontenac. A number of improvements are being made in the Hotel Vancouver. The chalet hotels at Field, Glacier & North Bend are having their dining-room accommodation increased. At Glacier the annex is having an additional story put on to provide more bedrooms, & a billiard room is being built. At Revelstoke the hotel built last year has already proved too small & is being enlarged. At Moose Jaw a station & dining-hall is being built. The Moose Jaw, Revelstoke, Field, Glacier & North Bend places will be heated with hot water & lit with acetylene gas.

The Co. has recently built a small dock at Wabigoon, as several boats will be plying there this year for mining traffic.

The Co. has leased the Caldwell Block, opposite the post-office, Winnipeg, for a term of years, & it is having it fitted up as an uptown ticket office, & for the commercial telegraph office.

The Dominion Estimates of 1898-9 provide

\$8,600 to pay the C.P.R. balance for work in B.C. under award.

Estimates have been prepared for changing the line from Trail to Rossland, recently bought from the Columbia & Western Ry. Co. to standard gauge. It has not yet been decided whether the switch backs will be retained or done away with, but probably they will be kept.

Surveys are proceeding under Mr. Tye, C.E., for the line from Robson to the Boundary Creek district. The work will be very heavy, largely rock.

The first stone of the Vancouver station was laid April 19, & work is proceeding satisfactorily under Contractor Tompkins. It is expected this splendid building will be completed next year. The Co. is also building several hundred feet of docks.

CROW'S NEST PASS BRANCH.

Owing to the large number of structures on this line between Lethbridge & Macleod, a list of which was given in our March issue, it was impossible to complete that section of the work first; so track-laying was started from Macleod westward, & material & supplies were taken in by the Macleod branch from Calgary on the main line. The track-laying between Lethbridge & Macleod was completed at the end of April, & the passenger train from Dunmore Jct. on the main line now runs through to Macleod via Lethbridge. All construction material from the east is now going in this way. Up to May 5 track had been laid on the branch to a point 107 miles west of Lethbridge.

In the House of Commons, April 14, the Minister of Railways stated that \$453,730 has been paid to the C.P.R. on account of the construction of 43¾ miles on the Crow's Nest Pass Ry.

An agitation was started by the Rossland & Trail Boards of Trade to induce the C.P.R. to change the proposed route of the Crow's Nest Pass Ry. so as to cross the Columbia River at or near Trail, place Rossland on the main line & sidetrack Nelson. Vice-President Shaughnessy, in writing the Rossland Board of Trade on the subject, said: "I do not think we would be inclined to consider



ON THE STIKINE RIVER.

any departure from our original plans, nor are we of the opinion that any practical route for a railway can be found between the south end of Kootenay Lake & the Columbia River via the Salmon River without going south into U. S. territory. Meantime, I have requested our engineers to make an examination, so that we may have the necessary data at hand if at any time in the future we decide to build a branch line through there."