

### Crow's Nest Railway.

Crow's Nest Pass Railway, in camp 25 miles west of Macleod, Aug. 14.—We are an actual reality. I mean the Crow's Nest Pass railway. The grading and roadbed formation from Lethbridge to the Crow's Nest Lake is well advanced, and completed in many places, and several sections of the mountainous country through which the line will run west of the lake are now being vigorously cut through.

The 330 miles subsidized by the last session of parliament is being located by a corps of engineers, under W. Lumsden, whose office is at Macleod. Next comes the divisional engineers, each of whom have charge of fifty miles while under construction. Next the resident engineers, one to every sixteen miles. These latter lay out the line, put in the necessary grade pegs, and see that the contractors make the road according to every detail of the specifications prepared under Mr. Lumsden's supervision, from the location and original surveys. The whole business is supervised by Mr. Harey, assisted by Mr. J. R. Turnbull, C. E.

There is just as much difference between the plant now used by Mr. Egan and the other contractors on this road, and that used on the Intercolonial railway in 1870-1876, as there is between the 1837 fire grate, pot, and crane, and the 1897 cook stove which attracted so much attention in Mr. Ashdown's window during jubilee week. It may interest many who are not familiar with the details of railway work to know just what constitutes a contractor's outfit, and how he does the work. One thing certain, the wholesale houses in Winnipeg and the tradespeople generally should already be peculiarly interested to a very respectable extent.

Mr. E. C. Egan left Winnipeg on the night of the 22nd of July with a complete outfit necessary to construct or make the roadbed through prairie country, from mileage 55 to 65; some of it very hilly, containing deep fillings and heavy cuttings, and reached the site selected for the main camp—about mileage 57—just east of the junction of Pinelands' Creek and Old Man's River, and close to Mr. LeGrandeur's ranch and the Pegan Indians' reservation and camping ground, on Monday night, July 26, without a break or hitch of any kind. There was a full train of 18 cars and a colonist coach; 100 men, 80 horses, wagons, plows, slashers or scrapers, wheelers (a new kind of scraper for long haul fillings), tents, spades, picks, shovels, hammers, and steel for rock work, a competent blacksmith's field forge and tools, harness-makers' outfit, cooks' outfit complete for two camps, and an abundant stock of provisions, embracing every variety necessary to run the Leland house.

The party was in charge of Mr. Kavanagh from Winnipeg to Calgary, where Messrs. M. Egan and Haverly joined it, and Mr. E. C. Egan took command and superintended all details from Macleod to the camp. On the 27th of July the party was divided in two, and the second camp pitched about one and a-half miles east, under Mr. M. Egan. Work was commenced next morning, Wednesday, July 28, and has continued ever since without a hitch of any kind.

The weather has been beautiful; fine warm days, cool nights, clear, dry,

bracing atmosphere. So far everything has been in Mr. Egan's favor, so much so that No. 2 camp shifted three miles ahead yesterday and there is between four and five miles of the road ready for the ties, rails and ballast. The outfit has, since the camps were formed, been increased to seventy teams and 200 men. Everything in the shape of harness, wagons and working plant is new and hence the continuous work without intermission. Messrs. Kavanagh, Haverly and McDowell are the foremen, all thoroughly experienced and remarkably intelligent young men, natives of Ontario and residents of Manitoba for some years. Two first class cooks are employed, an experienced blacksmith who also happens to be a first class shoeling smith and an experienced harness maker, make the necessary repairs in their respective lines. The men in charge of the horses vie with each other in regard to feeding, grooming and general care of their teams. The whole of the men are all experienced and intelligent workmen, showing that care and good judgment was used in their selection, and in this, coupled with the quality and variety of provisions supplied together with fair wages and reasonable hours lies the secret of success in railway construction.

Out in Australia, where men work only eight hours and never get less than \$2 per day on railway work they cannot come up to the Americans and Canadians in manual labor, simply because the men board in shanties which follow every new line being made and are kept by an unscrupulous set of scoundrels who depend more upon what they make out of the bad liquor supplied the men than the profits from boarding them. The whole of the contractors on the line are supplied with fresh beef by Mr. Nanton of Winnipeg, who has the meat contract.

I am, although quite ripe, only in my infancy so to speak and this sketch may therefore be taken as a fair outline of what all the other contractors have and are doing. It is impossible to visit them all at once. If they are all as well treated and as enthusiastic in their work as Mr. Egan's men then there will be very little grumbling on the Crow's Nest railway.

Track-laying is now being done on the new line and the rails are laid for a distance of nearly a mile besides the sidings and other tracks near the junction. The first of the timber for culverts and bridges arrived here on Saturday, and a gang of men were put to work putting in the culverts on Monday afternoon. It will only be a short time now before the road will be built to the hill at Scotty Ross, where the heavy work will be which will take some three months to complete. Mr. Stewart, who has several gangs at work in that locality, is making good progress and a busy scene may be witnessed any working day by a drive along the proposed line in that section, as some 140 men are engaged along the hill from Ross' bottom to McNabb's ranche.

Mr. G. Strevel has finished his grading out as far as the Six Mile Coulee, and moved his camp to the other side of the Coulee on Friday last. He has cleaned out the spring on the south side of the Coulee below the trail and finds plenty of water there for his stock. Water for cooking purposes has to be hauled from town.—Lethbridge News.

### Will Open Roads.

Mr. L. A. Hamilton, land commissioner of the C. P. R., leaves to-day with a party of surveyors to commence operations looking to the opening up of the Wabigoon country. They will first lay out a road to connect Wabigoon with Lake Minnetakie. That road will connect Lac Seul and the northern waters tributary to it. The road will ultimately be used as a steam tramway. A steam tramway route will be located so as to connect Lake Wabigoon with the Upper Manitou, a distance of seven miles, and also from the south end of the lower Lake Wabigoon to connect with Rainy Lake, a distance of five miles.

These roads will make it so a traveller can leave Rat Portage by steamer and reach Devil's Cascade, at the north end of Rainy Lake. From there steam trams can be taken to the Manitou and Wabigoon water stretches, which connect with the main line of the C. P. R. at Wabigoon.

This will be a decided boon to those working mines in the Manitou district, and will also provide one of the most charming and picturesque tourist routes in Canada. The scenery over the Pickerel Lake and the Lower Manitou is said to be the best in Western Ontario. Canoes can be taken on the steamers from Rat Portage, and with the short portages from Devil's Cascade to Wabigoon, a most enjoyable trip can be had.

As soon as the surveyors' report is in it will be decided when to proceed with construction work. The party, which is composed of seven, people, goes out under instructions from Vice-President Shaughnessy, of the C. P. R.

### SHINGLE COMBINE.

Tacoma, Wash., Aug. 18.—Representatives of all the shingle mills on Puget Sound met here in secret session to form a combine for the purpose of establishing a uniform scale of prices. Star shingles were set at \$1.20 to \$1.35; clears at \$1.40 to \$1.45, with the usual differences on lower grades. An advance of \$1.00 a thousand was made on cedar and spruce siding and all other grades of rough and dressed lumber are held at the prevailing scale of the larger mills.

Buffalo, N. Y., Aug. 18.—A special dispatch from Omaha, Neb., contains information that will be interesting to Canadian cattlemen. The dispatch is as follows: "The demand for stockers and feeders in Nebraska has become so heavy since the new corn crop was assured, that prices of that class of cattle have reached unheard of amounts. The yards here are besieged daily by cattle buyers from Nebraska and Iowa. More than one hundred men are here for the purpose. In addition hundreds of cars of Texas stock are being received here daily to be sold as feeders. Canadian cattle are coming in; for the first time in the state's history, feeders are being sent west from the extreme east. A train had arrived at Omaha last night direct from Buffalo, which had been bought in that locality for the Nebraska market. They were bought at \$44.10 per hundred, and sold here for \$5.15, leaving a good margin over cost and freight. These are stiff prices for stockers and feeders, but Iowa and Nebraska men, who have thousands of bushels of corn in sight and hundreds of tons of hay, are ready to pay it."