or rather under it, as a subway is talked of. (June, pg. 172.)

Snowflake Branch.—E. C. Egan has the contract for building this branch from the first siding on the Pembina Mountain branch, 118 miles southwest of Winnipeg, to Snowflake, a distance of 16.3 miles. The character of the grading is average & the line will be completed in time to take out this year's crop. (June, pg. 172.)

Deloraine to Waskada.—It is said a contract for this branch in Manitoba, some 23 miles, has been let to E. C. Egan & that it will be built this year. (July, pg. 208.)

Pipestone Branch.—Track has been laid this season from Reston, 18 miles west to Antler, which is 49 miles from Menteith Jct. It is expected that 50 miles more will be built on this extension this year, into the Moose Mountain district. G. H. Strevel has the contract. The Dominion Parliament has voted a subsidy of $3,200 a mile for a line from Antler to Moose Mountain, but the Government declined to name the C.P.R. in the resolution, leaving itself free to deal with the Northern Pacific if it should feel so inclined. In the course of the discussion the Premier said the C.P.R. Co. had not applied for a subsidy for this line. (July, pg. 208.)

North Star Mine Branch.—Work was started July 20th on this line, which leaves the Crow's Nest Pass Ry. 2 miles east of Cranbrook, & will be 20 miles long. The North Star Mining Co. will contribute $50,000 towards the cost, which amount will be refunded by a rebate of 33⅓% of the charges on all freight going over the line until the $50,000 is fully repaid, when the C.P.R. will own the branch. (July, pg. 208.)

Vancouver to Steveston.—W. Whyte, manager of the Co.'s western lines, recently drove over the route from Vancouver to Steveston to see what the business prospects for a line are. He subsequently stated he could not say whether the Co. would seriously consider an extension to Steveston.

Arrowhead to Kootenay Lake.—A strike of good ore was made recently 1½ miles from Duncan City. After the men had stopped work several blasts were fired, with the result that they uncovered some fine looking gold ore. J. McVeigh, one of the contractors, located a claim, & A. L. Dolan another. Since then there have been 8 claims located on the lead, which is about 20 in. wide. Samples of the rock were sent to Nelson & high assays are said to have been obtained.

Columbia & Western Ry.—Rapid progress is being made with the extension of this line from West Robson to Midway, & work is also being pushed on the branch lines described in our May issue, pg. 139. (July, pg. 208.)

A correspondent writing from Grand Forks, B.C., says :—"After many months of surveying & the expenditure of much money, the C.P.R. engineers have discovered a feasible route for a railway over the divide between the Kettle & Okanagan River valleys & to the south of Camp McKinney. Strange as it may seem, it is said the crossing of this divide at the point indicated has offered the greatest difficulty to engineering skill met with west of the Columbia River, & this was owing not so much to the elevation attained as to the sudden drop off from the summit to the valley of the Okanagan, necessitating a circuitous route or zig-zagging down the mountain. Even this seemed difficult to attain, until lines were run to the north of what is known as Camp McCuddy ; but, as apparently engineering skill has triumphed over nature, it may be inferred that the C.P.R. will now take this route over which to build its main line from Midway to Penticton. Should such be the case, branch roads will be run to tap the main & western tributary of the Kettle River, & a junction formed at some point near to & yet east of Rock Creek."

Minneapolis, St. Paul & Sault St. Marie.—Winston Bros. & Halverson have the contract for grading the branch from Rapid River, Mich., near Gladstone, to run northwest 30 miles into Alger County. The maximum grade is 35 ft., & the maximum curvature 4 degrees. There will be ordinary pile & trestle bridges. There are about 200 men & 20 teams at work. The road will tap an agricultural & hardwood timber country.—Official. Railroad Gazette.

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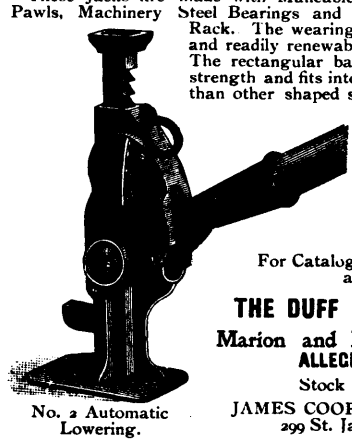
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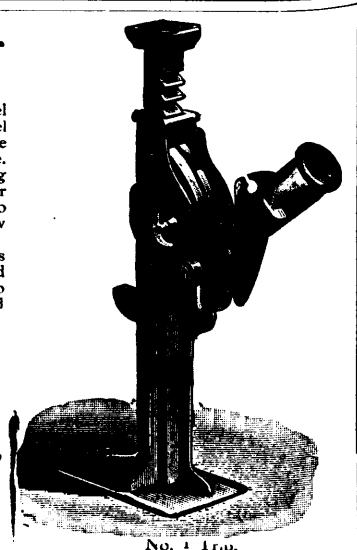
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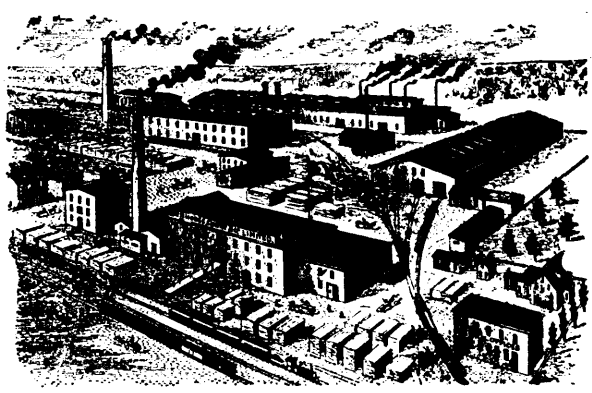
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