

mit of transfers from Kootenay Landing being made in about 2 hours by a car barge. (Sept., pg. 267.)

The Deputy Minister of Railways, C. Schrieber, who recently went over this line, said, on his return to Ottawa, speaking of the portion between Lethbridge & Kootenay Landing, that the Co. had done excellent work this season, notwithstanding the tremendous amount of rain which had fallen. A large force had been at work, & considerable money had been spent on the gumbo cuttings, the banks of which were being sloped so that there will be little trouble from gumbo slides hereafter.

The North Star Mine Branch is a branch of the B.C. Southern Ry., familiarly known as the Crow's Nest Pass Ry., leaving the latter line a mile east of Cranbrook station, thence running north-westerly for 8 miles to the St. Mary's River, which is crossed with two 150-ft. deck Howe truss spans with pile approaches. From this the line follows the east side of the valley for 4 miles, thence bearing north-westerly through Kimberley to the vicinity of the North Star & Sullivan group of mines. Total length of line 19.5 miles. Maximum grade, 147 ft. per mile, & maximum curve with radius of 410 ft. The line is expected to be open for traffic in Dec. (Sept., pg. 267.)

The North Star Mine Co. is building a wire rope tramway, 6,000 ft. long, to convey ore from the mine to the track. It will be operated by water-power.

Arrowhead & Kootenay Lake Branch.—The roadbed is finished & ready for the rails from Lardo, the southern terminus, to Duncan City, a distance of 12 miles. The clearing is completed beyond Duncan City to within a few miles of Trout Lake. A wagon road is finished to Trout Lake, & ties, timber, etc., for bridge work ready. It is expected work will be resumed early next March & then will be carried on rapidly to Trout Lake. Delay in forwarding rails prevented completion this season. A wharf is to be built at Lardo. (Oct., pg. 292.)

Columbia & Western Ry.—Negotiations are going on between the Co. & the city council of Rossland with respect to the establishment of divisional facilities at that point.

At the end of Oct., C. C. McCarthy left Rossland with a survey party & a train of pack horses to run the preliminary lines for a survey for a line to Sophie Mountain, where the Velvet mine, which is owned by a company of which Sir Chas. Tupper is Chairman, is situated. In an interview during his recent visit to Rossland, President Shaughnessy said he had been given to understand that there was considerable tonnage of ore available at Sophie Mountain, & as the C.P.R. was in the transportation business the road would be constructed, provided a practical route could be found. The C.P.R. tracks, he said, would have to be built for about 12 miles in order to reach the mines on Sophie Mountain, while the Red Mountain Ry. could tap these mines by a spur of about 6 miles. If, however, the tonnage was there & a road would pay the C.P.R. would endeavor to reach that section.

On the extension from West Robson to Midway, B.C., track has been laid to Greenwood, 95 miles from West Robson, & this portion of the line is being operated. Five miles of track has also been laid on branch lines from this line to various mines, but operation of the branches has not been commenced. (Oct., pg. 292.)

A large amount of freight has already been carried over the line, & it is going in faster than consignees can accept delivery. Several carloads reach Grand Forks each day, containing freight for Republic, Wash.

Reports from the Similkameen district are to the effect that several parties of C.P.R. surveyors have been taking the elevations of the various passes between the Similkameen

& Fraser valleys, & that it is probable that the route from Midway west will be by way of Princeton, One-Mile Creek, Quilchena Creek & Nicola River to Spence's Bridge, on the main line. This would be a considerably less direct route than to Hope & is hardly likely to be adopted unless the latter prove impracticable owing to the mountain difficulties. When at Vancouver recently President Shaughnessy said the Co. must move very carefully before deciding what to do west of its present operations in the Boundary Creek district, as the work now going on is the heaviest ever undertaken by the Co., the expenditure in B.C. during the past twelve months having aggregated \$14,000,000.

Revelstoke Shops.—In reference to the rumor that the capacity of these shops is to be considerably increased, we are informed that at present they are large enough for the amount of business done, but, of course, will be enlarged as demand requires. A lot of first-class machinery has recently been installed & the shops are well equipped. (Oct., pg. 292.)

Seamous, B.C.—The station & hotel building are expected to be completed ready for occupation about Dec. 1, but the hotel will probably not be opened till about May 1, 1900. No official announcement has been made as to the running of the hotel, but an unconfirmed press report says that Mr. Patmore, ex-lessee of the Kalamalka hotel, Vernon, B.C., has secured a lease. (May, pg. 140.)

Application to Parliament.—The Co. gives notice of application to the Dominion Parliament next session for an Act authorizing it to construct or acquire & to operate the following railways:

From Deloraine, Man., south-westerly to township 1 or 2, thence westerly 100 miles. A portion of this line, the Deloraine-Waskada Branch, 18 miles, has been built this year, as stated on pg. 324.

From the Manitoba South-Western Colonization Railway, between Manitou and Pilot Mound, Man., southerly to or near the International Boundary. This line, known as the Snowflake Branch, 17½ miles long, has been built this year, as stated on pg. 324.

From a point on the last-mentioned railway in township 1 or 2 easterly 50 miles, also from a point in township 1 or 2 on the said line between the Manitoba South-Western Colonization Ry. & a point at or near the International Boundary, westerly 50 miles.

From McGregor, Man., on the Co.'s main line, westerly & north-westerly to Varcoe, about 56 miles. This line is already under construction. See page 324.

From West Selkirk, Man., northerly & north-westerly to a point on the west shore of Lake Winnipeg, about 60 miles.

From the Co.'s main line at or near Molson, Man., north & north-easterly to Bonnet Lake, or Winnipeg River, about 26 miles. A contract has been let for grading the first 10 miles of this line. See pg. 324.

From the Co.'s main line at New Westminster, B.C., to Vancouver, by such route as may be found most direct & feasible. This is the proposed line to place New Westminster on the main line.

Surveys, Construction, Betterment, &c.

Algoma Central.—The organization of the Ontario, Lake Superior Co., with a capital of \$20,000,000, is attracting attention to the Michipicoten mining district, where some valuable discoveries of iron have been made within the last year or two. F. H. Clergue, of Sault Ste. Marie, is the owner of one of the richest iron deposits, & he has been a leading figure in the formation of the Co. It is expected that the company will devote itself to iron mining, but as the development of the Michipicoten district promises considerable

freight, it will also pay some attention to railway business. A charter exists for the construction of the Algoma Central Ry., which will give connection between the iron mines & deep water on Lake Superior, a distance of some 40 miles. This railway is at present under way, & will be completed to the mines early next season. The extension of the line northwards for a little over 100 miles would enable a junction to be made with the C.P.R. at Missanabie, & this, it is stated, will ultimately be carried out. The O.L.S. Co. is said to have completed arrangements for acquiring the charter of the A.C.Ry., & with it the title to 2,000 square miles of timber & mineral lands. During the first year it is expected to handle no less than 1,500,000 tons of ore from the Consolidated Lake Superior Co. with whom it will have intimate business relations. (Oct., pg. 293.)

Bangor & Aroostook.—The extension of this line from Caribou to Van Buren, Me., 33½ miles, has been completed & is being operated. It is intended to connect at St. Leonards, N.B., with the Restigouche & Western, when the latter line, part of which has been built from Campbellton, N.B., reaches St. Leonards.

Canadian Northern.—On the extension from Cowan, last year's terminus, towards the Saskatchewan, it is hoped to lay rails this season to about 30 miles beyond Swan River. (Oct., pg. 293.)

Fair progress has been made with grading on the branch from Dauphin into the Gilbert Plains & it is hoped to complete 15 miles this season ready for track laying. (Oct., pg. 293.)

The Cape Breton Ry. Extension Co., which was incorporated by the N.S. Legislature early this year, proposes to build a line from Louisburg, on the east coast of Cape Breton Island to Port Hawkesbury (Point Tupper) on the Strait of Canso, a distance of about 86 miles. At Port Hawkesbury connection can be made with the Intercolonial Ry. Louisburg, which is 2,240 nautical miles from Liverpool, is said to have an excellent harbor, & it is contended that by the completion of the proposed line considerable saving could be made in the carriage of mails from Europe. Press reports say that the Vanderbilt interests are behind the scheme. A survey party is at work under Chief Engineer Armstrong, making surveys from the Port Hawkesbury end. Col. Alton, who is stated to be the General Manager of the Co., is reported to have stated that the scheme has been financed, & that work will shortly be commenced.

Cassiar Central.—An unconfirmed press report says that about 4 miles of grading has been done on this line from Glenora, B.C. (July, pg. 209.)

Coast Ry. of N.S.—We are officially informed that on the 20 miles extension from East Pubnico to Barrington the grading is all completed, including the Y at Barrington. Sixteen miles of track have been laid, & 9 miles have been ballasted. The bridges have been erected. Thirteen miles of wire fencing have been completed. Four of the 6 station buildings have been completed, & with two trains working at track-laying & ballasting with a large force of men, it is expected that the entire line will be completed ready for operation early in Dec. It is probable that grading will be carried on during the winter season towards Shelburne, but no definite arrangements have been completed in this regard. A small steamer has been secured to connect with the line at Barrington Passage, to run between that point & the important places on Cape Sable Island, also to Port La Tour, North East Harbor & the adjacent islands, in connection with the live lobster shipments general traffic. It