

about 70 miles, or from Marcus, in the State of Washington, which is about the same distance.

In the year 1897, a charter was granted to the Columbia & Western Railway. This road traversed the Boundary country from the Columbia river to Penticton, and its construction was divided by the Act into a number of sections as follows:—

- (1.) A line extending from the mouth of Trail Creek on the Columbia River to the town of Rossland;
- (2.) A line from Trail to Robson along the Columbia River, a distance of twenty miles;
- (3.) A line from Robson to Christina Lake, in the Boundary country;
- (4.) A line from Christina Lake to Midway;
- (5.) A line from Midway to a point half way between Midway and Penticton;
- (6.) A line from the last mentioned point to Penticton.

These sections were to be constructed within the following periods:—

- One and two before the end of 1898;
- Three before the end of 1899;
- Four before the end of 1900;
- Five and six before the end of 1901;

A land grant of 20,000 acres of land a mile was provided for this railway, and was to be earned and granted in the following manner:—

Within two years after the passage of the Act, that is to say, before the 17th of April, 1898, the Columbia & Western Railway Company were bound to locate their line, and file a projection thereof, with the Commissioner of Lands and Works, and to lay off blocks of land on each side of the said located line, having a frontage of six miles on the railway by a depth of sixteen miles. The Company were entitled to select every alternate block of land for their own use. If it should be that an insufficient quantity of land to make up the 20,000 acres a mile was thus provided, or if in the selected blocks prior alienations by the Government decreased the quantity which the Company were entitled to, the Lieutenant-Governor in Council was empowered to make up the deficiency by other grants of land in the said districts, and as far as possible in blocks contiguous to the railway.

The selection having been made as aforesaid, the land was to be granted as follows:—

When section One was completed the land under that section was to be granted;

When section Three was completed the land under that section was to be granted;

When section Five of the railway was completed, the land earned under section Four was to be granted;

And when section Six was completed, the lands earned under sections Five and Six were to be granted.

In the year 1897 the Government inaugurated a comprehensive railway policy, under which it was intended to grant aid to a number