

no doubt be heard from. Some placer mining for gold has been done on the streams of East Kootenay.

Besides coal and other minerals there are considerable stretches of timber country tributary to the Crow's Nest Pass road. The Canadian Pacific Railway company has erected a large saw mill at Coal Creek with a capacity of 100,000 feet per day of ten hours. It is estimated that there are tributary to this point 300,000,000 feet of standing timber, consisting of a fine quality of fir, cedar, spruce, tamarac, etc. A shingle mill plant has also been put in at this mill. At Cranbrook a private company has also established a saw mill. This mill was burned recently, but it is understood it will be rebuilt at once. This timber supply ensures cheap lumber for the district, and no doubt lumber will also be shipped from these

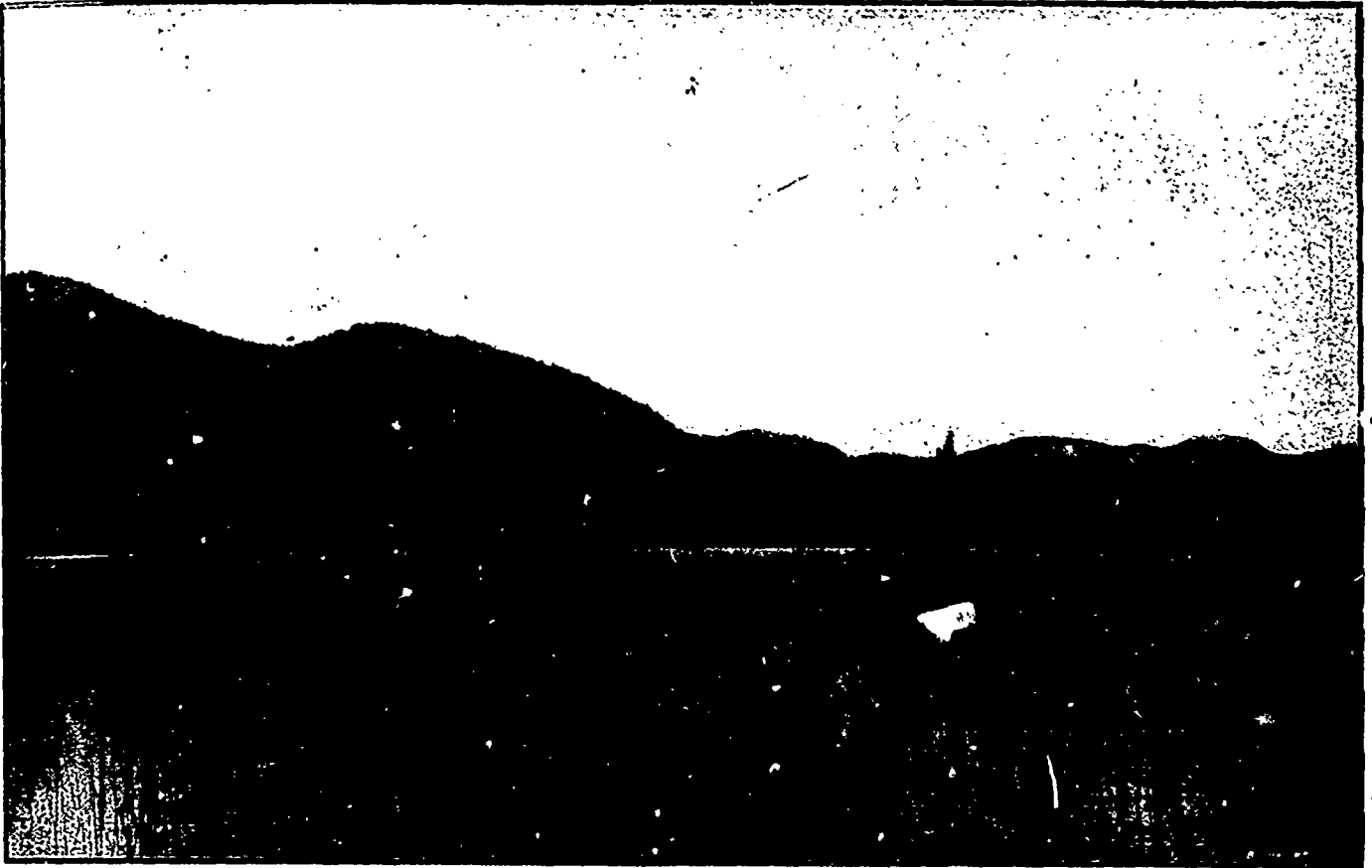
company had some heavy work in crossing the deep and wide valley of the St. Mary's river at Lothbridge.

The Canadian Pacific Railway company last year purchased the short railway between Robson and Rossland. This purchase included the Trail smelter. The portion of this line between Trail and Rossland, which is a narrow gauge, will be widened to standard gauge in the spring. Coke from the Crow's Nest mines has been used at the Trail smelter, and it has been found that it leaves less ash than the famous Connellsville coke.

THE BOUNDARY CREEK ROAD.

Another railway enterprise of first class magnitude, in addition to the Crow's Nest Pass railway, is in progress in southern British Columbia and is being pushed forward with great vigor. This is the railway

under contract and the work has been pushed with such vigor that it is expected the road will be opened for traffic during this spring or early in the summer. From 4,000 to 5,000 men have been employed building this road and the work has been going on actively all winter. This is one of the most rapid stretches of mountain railway building in America, especially considering the heavy nature of much of the work. The contract was let early in June last, for the first 105 miles of the road, so that according to present expectations it will be completed within a year. The contractors are Mann, Foley Bros. & Larson. Not far from the eastern end of the road a 3,000 feet tunnel has to be built, the plant for which work alone cost \$15,000.



CHRISTINA LAKE, NEAR CASCADE CITY, COLUMBIA & WESTERN RAILWAY

mills to the prairie country east of the mountains.

While the general nature of the country is mountainous, there are some valleys and bench lands in East Kootenay, tributary to the Crow's Nest Railway which are adapted to cultivation and stock raising. There are several fine water-powers in the district which can be utilized for manufacturing and mining purposes.

Besides this work on the Crow's Nest road, the Calgary and Macleod branch of the Canadian Pacific railway in Alberta was extended south two miles, to connect with the Crow's Nest road. This included the construction of a bridge over the Old Man river at Macleod. The Crow's Nest Pass itself is one of the easiest passes of the Rocky Mountains for railway construction.

At the eastern end of the line the

which is being carried through from the Columbia river to the famous Boundary Creek mining district. The Canadian Pacific Railway Co. is also building this road, for which object the company secured the charter of the Columbia & Western railway. The road starts at Robson, on the Columbia river, which point is also the western terminus of the Columbia & Kootenay road. Thus the Columbia & Kootenay will form a connecting link between the Crow's Nest road and the Columbia & Western, making practically one through line under one management. From Robson the Columbia & Western is located in a generally westerly direction, though owing to the heavy nature of the country the course of the railway is very irregular. During the past year 105 miles of this railway, from Robson to Midway, were put

THE WONDERFUL DISCOVERIES

of mineral wealth during the past year or two in the country extending westward from Rossland, led to the establishment of a number of new towns throughout the region, and newspaper readers have already become familiar with such names as Greenwood, Grand Forks, Cascade City, Midway, etc., names which were unknown in the geography of the West until quite recently. These towns are situated in the region through which the Columbia & Western railway is being so rapidly built. The location of these towns as well as the railway itself are shown on the map prepared to illustrate this article.

The country which will be opened up by the construction of the Columbia & Western railway seems destined