

Merritt May Be On Main Line of Two Big Railroad Systems

**Understood both Canadian Pacific and
Great Northern Have Project
in View**

MERRITT, Nov. 15.—With the opening of the Diamond Vale Collieries is the prediction by the men of affairs of Merritt who have been in close touch with the transportation situation, that Merritt, instead of being only on a branch line of the Canadian Pacific Railroad, will be on the main line of that system, and also on the main line of the Great Northern route.

The Great Northern is constructing at present from Coalmont to Canyon House, through Tulameen and Otter Lake, and the indications now are that the road will go through Aspen Grove instead of Brooks' Summit; and thence up the Coldwater River to the summit of Coquahalla, thereby getting the prospective tonnage in the Aspen Grove district and that ready to be had in Merritt.

In order to get from Edmonton to Vancouver the Great Northern would have only to construct a railway from Quilchena Hotel to Edmonton to secure a main line from the rich northern country through Merritt. The Great Northern could build from Quilchena Hotel to Kamloops, parallel the Canadian Northern on the opposite side of the North Thompson River to Tete Jaune Cache, and then through Yellowhead Pass to Edmonton or to any portion of the northern Peace River country which has been much sought by the railroads. The Great Northern would have to build only from Quilchena Hotel to Edmonton to get into that rich country, as against the Canadian Northern and the Grand Trunk Pacific having to build from Edmonton to Vancouver. The Great Northern would be closer by about 250 miles and would find it necessary to expend only about half what it would cost the other roads.

In addition to what the Great Northern is planning, it looks as though also the Canadian Pacific intends to put Merritt on its main line by constructing about sixty-one miles of scratch work from Merritt to Kamloops, as against about 170 miles of heavy rock work down the Fraser River Canyon to Ruby Creek from Kamloops to Merritt and down the Coquahalla to Ruby Creek would be one leg of the main line instead of double tracking from Kamloops to Ruby Creek.