

## RAILWAY CONSTRUCTION IN BRITISH COLUMBIA.

Rapid Development of the Vast Mineral Wealth  
of the Pacific Province.

In a recent number we gave a review of the new railway work in the eastern portion of Western Canada, including Manitoba, the Territories and that portion of Ontario lying west of Lake Superior. This week we continue the subject, taking the remaining portion of the West where new railway work has been carried on during the past year. This takes in the southern portion of the great province of British Columbia, where some very important work has been done during the year. Operations in British Columbia have not been on as extensive a scale as during the previous year, when the Crow's Nest Railway was under construction, but nevertheless the work done has been of a nature calculated to develop vast and rich mineral regions in this great province.

The most important work done during the year was the construction of the railway into the now well-known Boundary Creek country. This district, though unknown a very short time ago, is now familiar to thousands of Canadians all over the country. Several flourishing towns have grown up in the region within the past two years, and travellers from wholesale centres both east and west are contending for the trade of the district. A good deal of development work has already been done in the district, and several rich mining camps are now thoroughly established.

### COLUMBIA & WESTERN.

The Boundary Creek road, known also as the Columbia & Western, was put under construction during 1898, and work continued on the line throughout the past year. The road is being built by the Canadian Pacific Railway Co., and will virtually form a western extension of the Crow's Nest line, the Columbia & Kootenay line forming the link between the Crow's Nest and the Columbia & Western or Boundary Creek road. The new road begins at Robson and extends in a westerly direction to Midway, a distance of 105 miles, though owing to the heavy nature of the country the line is not a very direct one. This road has been a very difficult piece of railway building, but these difficulties have been overcome and the road is now about completed. The rails have been laid to Midway, which is the terminus of the section under construction. Eventually the road may be continued beyond Midway and surveys are being made to find the best route for this purpose, but there is nothing settled about this as yet. A

regular train service had not been established as far as Midway at the time of writing, but may be announced before this is in print. At any rate it is only a matter of a few days.

The work on the main line of this road has been delayed considerably in order to allow of the construction of several branches to mining camps in the district. The road will develop a rich mining territory and add immeasurably to the wealth of the country at large.

### COLUMBIA & WESTERN BRANCHES.

As already noted, the work of completing the main line of the Columbia and Western was delayed considerably in order to allow of the construction of several branch and spur lines to mining camps in the district. Some of these spur lines are quite short, but they nevertheless represented a great deal of labor and expenditure of money, owing to the heavy nature of the country. These spurs will be of immense value to the mines in the district, which they are intended to develop.

One of these branches starts from Greenwood. It is a short line of 5.1-2 miles in length, and is known as the Motherlode branch. It reaches the mining camp north of Greenwood. Another branch starts from Elolt, and is about ten miles long. From this short branch there are six spur tracks, ranging from about half a mile to three and a half miles in length, and reaching various mines in the district about Phoenix. There is also a half mile spur to Greenwood smelter. In all, these branches and spurs aggregate over 26 miles of road. The district about Phoenix is very rich and already a large number of mines are showing good results there.

### CRANBROOK BRANCH.

Another short but important new line, which has been undertaken during the past year, is a branch of the Crow's Nest road, extending from Cranbrook to Kimberley, and the North Star mines, a distance of about nineteen miles. This road will be finished, it is hoped, about the end of this month. The road is intended to give railway facilities to the North Star and other mines in this rich mineral section. It will be a valuable feeder to the main line, and a great advantage to the mines in the district.

### TROUT LAKE BRANCH.

Another short line which is being built in the Kootenay country for the C. P. R. is the Trout Lake branch. This line will run from Lardo, on Kootenay Lake to Duncan Lake, and Trout

Lake, a distance of about 28 miles. There are many valuable mines in this district, to which the railway will be a great advantage, affording them shipping facilities for their ores. On this new line about 12 miles have been cleared, and grading is being pushed forward. It is hoped to have the road completed during the early portion of 1900. This road may be extended north to connect at Arrowhead with the branch running south from the Canadian Pacific railway main line at Revelstoke.

### GREAT NORTHERN EXTENSIONS.

The Great Northern has also been doing some work during the past year in extending its interests in the Kootenay districts of British Columbia. A branch runs north from the Great Northern at Spokane, Washington state, known as the Spokane & Northern. This road reaches Nelson, under the name of the Nelson & Fort Shepherd. There is also a branch from the Spokane road to Rossland. These lines are controlled by the Great Northern. There is also a short line from Kaslo to Cody and Sandon, controlled by the Great Northern. This line is connected by steamers on Kootenay lake, with the Great Northern system.

During the past year the Great Northern has built a road or roadward from Bonner's Ferry, Idaho on its main line, to a point west of Creston, on the Crow's Nest branch of the Canadian Pacific railway. This is known as the Bedlington road. The Great Northern secured an order from the railway committee of the privy council, giving it running power over about eight miles of the Crow's Nest road, from the junction with that road to a point near Kootenay lake. The line then branches off a distance of about three miles to Kootenay lake, having its terminus at a point called Kuskanook, on the lake, where connection will be made with the steamers on the lake. This makes three lines controlled by the Great Northern, which cross the boundary from the United States into the Kootenay district of British Columbia, namely, the Nelson & Fort Shepherd to Nelson, the branch to Rossland, and the new branch from Bonner's Ferry, via Bedlington, and the Crow's Nest line to Kuskanook. The Kootenay Railway & Navigation Co., which controls the steamers on Kootenay lake, is a part of the system. The length of the new Bedlington road in Canadian territory, exclusive of the portion of the Crow's Nest over which it has running power, is about ten miles. The new line via Bedlington gives the Great Northern much shorter communication with the Kootenay country than by the old road from Spokane.

Another new line which will form a part of the Great Northern system,