

this season as is necessary to enable the Great Northern Ry., U.S., to obtain access into Republic, Wash., from Marcus. This will be from the International boundary near Cascade, B.C., along the Kettle river to the International boundary at Carson, a distance of 15 miles. The contractor is P. Siems, who is also reported to have the contract for the portions of the line in Washington territory. The V.V. and E. has several survey parties out under the general charge of J. H. Kennedy, chief engineer, locating the line westward from Midway, B.C., traversing the Okanagan and Similkameen districts. The distance from Midway to Vancouver is about 335 miles by the route proposed. It is not expected construction will be undertaken on this part of the line this year. Mackenzie, Mann & Co., and the Great Northern Ry., U.S., are jointly interested in the V.V. & E. R.

Negotiations are in progress for the amalgamation of the towns of Grand Forks and Columbia, B.C. The latter town suggests that both places consent to the location of the V.V. & E. depot at the dividing line, and that each town furnish the road free of cost whatever land it may need for station or other purposes, the passenger station to be located in one town, and the freight sheds in the other, subject to the decision of the railway.

White Pass and Yukon Route.—Press reports recently stated that during the next two years this railway would be extended 200 miles from White Horse to Fort Selkirk, on the Yukon 200 miles above Dawson, thus ob-

viating the necessity of steamers passing through the Five Finger rapids, where steel cables have to be used to line them up and down. We are informed that the management does not at present contemplate any additional construction.

Crow's Nest Southern Ry.—The proceedings instituted by the C.P.R. to stop construction, to which reference was made Aug., pg. 227, arose out of the proposal of the C.N.S.R. to build a spur up the Morrisey creek, for which surveys were made and plans filed at Victoria, June 19. The C.P.R. was also surveying for a line along the creek parallel to the C.N.S.R., and filed its plans at Ottawa, June 6, and at Nelson, June 24. Both companies commenced work, the C.N.S.R. on the north side of the creek, and the C.P.R. on the south side, but at a lower level. With the filing of the injunction the work was stopped by the C.N.S.R. The grounds upon which the C.P.R. wished to have the C.N.S.R. Co. enjoined from entering upon the lands of the B.C. Southern Ry. Co., or interfering with its right-of-way up Morrisey creek, rested largely upon the facts that the former Co. is a competitor, that it will connect its lines with an U.S. company, that its line is being constructed under a B.C. charter, and that according to the Railway Act a company crossing into a foreign country or an adjoining province, must secure the consent of the Dominion Government before starting construction. When the application to make the injunction permanent came up before the court in Victoria, the injunction was dissolved.

The line under construction starts at the International boundary, where connection will be made with a line from Jennings, Montana, now being constructed by the Montana and Great Northern Ry., a company promoted by the Great Northern Ry., U.S., and extend to Michel, B.C., 65 miles. The route to be followed from the International boundary at Tobacco Plains northward to Elko, is through an excellent farming country, though there are numerous indications of the presence of minerals. The principal difficulties of the route will be near Elko, where in rising from the valley of the Kootenay to that of the Elk, a number of step-like terraces are encountered. There will not be much rock work, but a number of cemented gravel cuts will have to be made. Above Elko the line will probably run on the opposite side of the river to the C.P.R. Between Elko and Fernie the grade will traverse bottom land, closely following the course of the river through a heavily timbered tract. From Fernie the river will be followed, and the line will open up a well-timbered country, cedar predominating, with strong mineral indications, and large tracts of land suitable for farming. It is stated that the limit of present construction will be at Fernie, and that the extension to Michel will be proceeded with, probably next year.

The section of the line south of the International boundary is reported to be well under way, and that it will be opened for traffic by winter. The line is for coal and coke traffic only. (Aug., pg. 227.)

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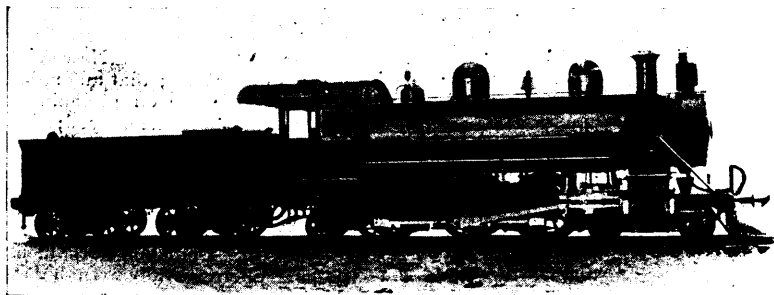
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