

RAILWAY CONSTRUCTION IN WESTERN CANADA

Developing the Rich Mineral Regions of Southern
British Columbia

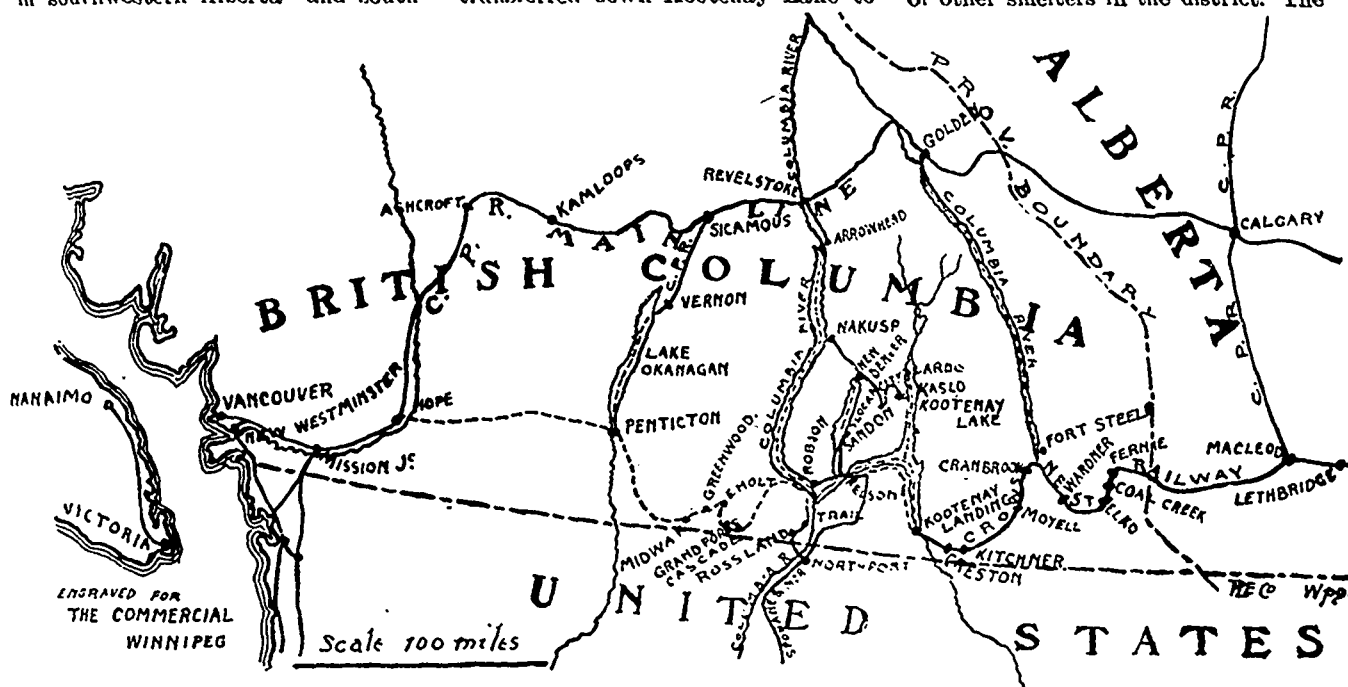
Last week we gave a review of the new railway work in the eastern portion of Western Canada, including Manitoba and that portion of Ontario lying west of Lake Superior. This week we continue the subject, taking the remaining portion of the West where new railway work has been carried on during the past year. This takes in the southern portion of the great province of British Columbia and southwestern Alberta.

About the most important railway work carried on in Canada last year was the construction of the CROW'S NEST PASS RAILWAY in southwestern Alberta and south-

erny. From Nelson there is railway communication through to Robson, Trail and Rossland. Thus a direct line of communication has been established right through the richest portions of east and west Kootenay. These inland navigable waters referred to are very deep and navigation remains open on Kootenay Lake practically all winter.

The Crow's Nest railway starts from Lethbridge, a town on the Canadian Pacific railway system in the southern portion of Alberta territory, from which point the distance to Kootenay Landing is 287 miles. The cars are transferred down Kootenay Lake to

of these great coal deposits, and active mining work has been going on at this point for some time. Fifty coke ovens were put in at this point, and the owners of the mine have recently called for tenders for 200 more ovens. The development of these coal mines is one of the important features in connection with the building of this road. In a mining country coal is very necessary for smelting and other purposes. The lack of coal and coke greatly retarded mining operations in the Kootenay country heretofore, but now those who are interested in the silver, gold and other mines of the region will have an abundant supply of coal and coke right at their doors, as the construction of the railway has brought the other mining centres into direct connection with the coal districts. A large business in coal between Fernie and points west has already been developed. The development of this home supply of coal has proved a great boon to the smelting interest, and no doubt will lead to the establishing of other smelters in the district. The



RAILWAY MAP OF BRITISH COLUMBIA AND PART OF ALBERTA

New Mileage—Crow's Nest Line (commenced in 1897), Lethbridge to Kootenay Landing, 287 miles. Calgary-Macleod Railway extension, 2 miles. Columbia & Western Railway, under construction from Robson to Midway, and which will be soon completed, 105 miles. Total, 394 miles.

ern British Columbia. A charter for this road was passed by the parliament of Canada in 1897, and construction began late in July of the same year. Early in October last the road was completed to Kootenay Lake, a navigable body of water centrally situated in the rich Kootenay country. The completion of the Crow's Nest Pass railway to Kootenay Lake at once brought the great Kootenay country into direct communication with the country to the east. The point where the railway reaches Kootenay Lake has been named Kootenay Landing. From this point the navigable water is used to reach the town of Nelson, where connection is made with the Columbia & Kootenay branch of the C. P. R., a short line of railway built some years ago to provide communication between the navigable waters of the Columbia river and the navigable basin of the Koot-

Nelson on barges, so that connection is made right through to Trail without breaking bulk. According to the terms of the charter the company has two years to complete the sixty miles or thereabouts of line between Kootenay Lake and the town of Nelson. There is some very heavy work on this portion of the road, and the time allowed may be consumed in building this portion, but ultimately the road will be carried right through to Nelson, so as to avoid the necessity of using the lake as a link in the system.

A number of new towns have sprung up along the railway. The more important points are shown on the accompanying map.

GREAT COAL DEPOSITS
of fine quality exist at several points along or in proximity to the Crow's Nest road. A short spur line of a few miles runs from Fernie to one

coal is of a high quality and excellent for coking purposes. Spur tracks to other coal deposits in close proximity to the railway are contemplated. A spur track northward from Cranbrook is also talked of, where there are a lot of mines and mineral claims in various stages of development. It is not for its coal alone that

EAST KOOTENAY,
is likely to become famous. Gold, silver, lead, copper, iron, etc., have been found, and many believe that the eastern district is quite as rich as the famous West Kootenay in other minerals, aside from the coal deposits. Owing to the inaccessible nature of the country previous to the construction of the railway, however, there has not been as much development work here as to the west of Kootenay Lake. Thousands of mining claims have been taken up and within the next year or two East Kootenay will