

steamer to go from Kingston to Belleville without a pilot. A chart now exists showing the shoals & indentations of the land. The scheme we propose for the accomplishment of the work is that the Federal Government should do the preliminary 'triangular' work, to use a technical term; then the data as to features, natural & otherwise, should be collected by the Provincial Governments. The new organization of engineers & members of other scientific professions recently formed in Toronto at once appointed a committee to take up the matter. This was on the suggestion of Kivas Tully, C.E., who is fully convinced of the importance of such a work."

Railways in Canada.

One of the earliest references to a transcontinental Canadian Railway was that of Carlyle. His New Downing Street, one of the Latter Day Pamphlets, published in 1850, is full of allusions to the rebellion losses bill, the annexation movement & other burning questions of half a century ago. The favorite notions of the Seer are exhibited in this essay. Of the constitutional remedies which it was proposed to apply to Canada he spoke with his usual scorn. The Governor of Canada was to be one of Carlyle's "strong men." Downing street was to be reorganized, British men-of-war were to be employed carrying to British colonies "our war soldiers industrial," & the prisoners in the jails were to be shipped off & set to work building a railway "quite across America," a suggestion which Carlyle obtained from a pamphlet by Major Carmichael Smith. "And surely were the colonies once enfranchised from red tape, & the poor mother country once enfranchised from it; were our idle seventy-fours carrying out streams of British industrials, & those scoundrel regiments all working under divine drill sergeants at the Grand Atlantic & Pacific Junction Railway, poor Britain & her poor colonies might find that they had true relations to each other; that the Imperial mother & her constitutionally obedient daughters were not a red-tape fiction, provoking bitter mockery as at present, but a blessed God's fact, destined to fill half the world with its fruits one day."

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The "Atlantic & Pacific Junction" was built, but under somewhat different circumstances from those conceived by the great philosopher. The strong Governor never arrived, while the Parliamentary institutions, for which in the colonies as in Great Britain he had so little respect, grew more powerful & more democratic. But in the strong Imperial spirit which pervades the essay, Carlyle was in advance of his day; one transcontinental railway is now an accomplished fact, & we are beginning to talk of another. The route of the new line will contribute to a new conception of the extent of this country. It has been jokingly said that it fulfilled the geometrical idea of length without breadth, or that it resembled a string of fishing-poles tied together at the ends. But recent events have been working against the scoffers. Draw a line north from Pelee Island to the latitude of Dawson, & you will find that it is not very different in length from a line drawn west from Pelee Island to the Rockies. The gap in settlement between old Ontario & Manitoba is being rapidly filled up by the development of northwestern Ontario; & the Rainy River Railway will give an immense impetus to this movement. From Lake Superior to Manitoba there will be two railways, & apparently plenty of business for both. The western peninsula of Old Ontario, extending, say, from Toronto to Windsor, has for some years been a network of railways, but the multiplication of railways in the eastern portion is a more recent development, the latest step in which is the Ottawa, Arnprior & Parry Sound. It is not many years since Gravenhurst was the terminus of the Northern Railway; to-day, at a point more than twice as far north, there is railway connection with Montreal, Toronto & Winnipeg; and it is only a question of a few years when the locomotive will reach the shores of Hudson's Bay.

The same extension of settlement north is to be seen in the prairie country. The northwestern part of Manitoba has recently been opened up, & the country is so promising that settlement has pushed on ahead of the railway, which has now reached the border of Saskatchewan. From this point

the new railway is to run to Prince Albert, & thence to Edmonton. Passing through Alberta in a north-westerly direction, the railway will strike the Yellow Head Pass in the Rockies, & then will come the most novel & difficult part of the undertaking—the construction of the line through British Columbia to Fort Simpson, some 500 miles north of the western terminus of the C.P.R. To realize what an extension of our railway system this will be, consider that a straight line drawn from Vancouver to Fort Simpson is as long as one drawn from Toronto to James Bay.

What will be the result of opening up the northern part of British Columbia, now inaccessible except to hardy explorers, is largely a matter of speculation. But when all this work is finished the possibilities of railway development in this country will be by no means at an end. A railway 150 miles long from Prince Albert to Edmonton would give communication into the great territory of Athabasca. The projectors of the new line seem to have their eye on Hudson's Bay, the western shore of which is less than 400 miles from the eastern limit. It would not be surprising if "the study of small maps," that fascinating but sometimes misleading occupation, should have suggested the dream of a transcontinental railway of an entirely new kind, connecting the Pacific Ocean and Hudson's Bay. It looks like a dream now; but perhaps not more of a dream than the C.P.R. seemed to be 50 years ago.—Globe.

The Chilkoot Pass Tramway, which has been sold to the White Pass & Yukon Ry., is said to have been closed down for a time at least.

The Great Eastern Ry., which runs from the C.P.R. at St. Michel de Yamaska to St. Gregoire on the G.T.R. in Nicolet county, Que., & is 23 miles in length, is to be sold by the sheriff at Sorel Aug. 29, at the instance of Mayor Prefontaine, of Montreal, in his suit against the Co. & C. N. Armstrong. This line is included in the Atlantic & Lake Superior system, having been purchased in 1894 for \$115,000 cash, \$150,000 1st mortgage bonds & \$420,000 in paid up capital stock.

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