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Our readers are requested to send us court decisions and newspaper clippings relating to railway interests.

It is desirable that communications, new advertisements and changes in old advertisements be handed in before the 10th of the month.

W. B. CAMPBELL, *Publisher.*

Offices—64 Bay Street, Toronto.

TORONTO, MARCH, 1887.

THE SAULT CONNECTION.

WORK on the Canadian Pacific line to the Sault is proceeding rapidly and in a few months will be completed. The Grand Trunk awaits only the solution of some legal problems to proceed with its projected branch. It is announced that the Brockville, Westport and Sault Ste. Marie have completed financial arrangements, not only for the rapid completion of work immediately contemplated, but for the extension of the line to the Sault. The Pontiac and Pacific Junction, a road not now much known, but representing large capital and immense influence, is applying for an amendment to its charter, which will authorize its extension to that magical point, the Sault. Other projects are being made ready and will be heard from ere long.

These projects represent the ambitious of at least three important points, each of which seeks to direct as much of this trade as possible to its own advantage. The Canadian Pacific will carry the trade direct to Montreal and, when necessary,

on to ports which are open the year round. The Grand Trunk will bring a large part of this important traffic through Toronto and so to Montreal or other ports. By the Brockville, Westport and Sault Ste. Marie line, Brockville would be made the jumping-off place, so far as Canada is concerned, connections having already been provided, it is said, for New York and Boston. This plan, if successful, would establish a metropolis in the midst of the Thousand Islands. The Pontiac and Pacific Junction project is more to the benefit of Montreal than any other place, and the road would have a choice of routes from Hull, either by the Canadian Pacific, or by the Canada Atlantic and Grand Trunk to Montreal. If cordial relations existed with either, the connections to eastern ports would be ample. Important local interests would be promoted by this line.

It is safe to say that the connection with the Sault by the Grand Trunk would have been established before now but that the Villard interest on the Northern Pacific insisted upon the extension of the line to the Pacific ocean, instead of seeking as Villard's predecessors proposed, the most advantageous eastern outlet for the road from the first. The Northern Pacific may well regard itself, as Sir Henry Tyler says he believes it does, as the "natural ally" of the Grand Trunk. When it became clear that the Northern Pacific would build west and not east, there was no object in the Grand Trunk building a road which could only lie idle until the necessary connection was furnished. Now that an extension of the Northern Pacific is building, there is every inducement for the Grand Trunk to proceed as early as possible with the construction of the Sault line. One of the greatest claims put forth by the Canadian Pacific is that its line from ocean to ocean is under one management. With the Sault line constructed, the Grand Trunk and the Northern Pacific would each practically have a through line from ocean to ocean for they are "natural allies" and that line throughout would command a larger local traffic than the Canadian Pacific, owing to the fact that the latter traverses a newer, and therefore less thickly settled country than the former. The possibilities of traffic on such a line are simply limitless. The importance of it to Toronto is so great that this city

will wholly reverse its record if it does not assist in every way to hurry it forward.

One of the difficulties in the way of the Grand Trunk is the litigation at present pending respecting the located line. The Grand Trunk interest has appealed to the courts to prevent the construction of the Canadian Pacific over the location, as they claim, that was made for their line. The road is to be built under the charter of the Ontario & Sault Ste. Marie Company. But the technical expiring of the time allowed for the work occurred a few days ago, and on this ground, as well as others, the Canadian Pacific allege that the rights, if any were established, have lapsed. At present a Bill is before the Ontario Legislature to extend the time, and this doubtless will be passed. The greatest lawyers are engaged in this case, and it is being argued at great length. With the proverbial "laws delays," it will probably be some time before a final decision is reached. Should the case go against the Grand Trunk, it will, of course, facilitate the work of Canadian Pacific and retard that of the Grand Trunk. This will keep Toronto so much the longer out of the Sault trade; but that the Grand Trunk line must be built before long, there is no room to doubt.

The immense sums of money spent by closely competing roads in order to save every fraction of a mile of distance on the through trade proves that the Sault line, notwithstanding all disadvantages of present lack of local traffic over part of the route, and notwithstanding the vexatious barriers of international restriction, is the route of the future. It is the air line from east to west for all points north of a line drawn from San Francisco to the Canadian sea ports, and these sea ports are nearer to Europe than those further south. With every Canadian sea port there is some disadvantage, of ice, lack of existing trade, want of necessary accommodation, etc. But these are disadvantages which can be overcome or neutralized, while the shorter distance is a matter which no human device can alter, and every mile saved is a set-off against whatever disadvantages skill and capital cannot overcome. If the Sault turns out to be the best route for a great portion of the North-western States, all four projected roads might be