

- (c) The Ontario Sault Line from Gravenhurst to Sault Ste. Marie.
 (d) The Northern Pacific and its eastern extensions from the Sault to the southern boundary of Manitoba.
 (e) The Manitoba South Western from the frontier to Winnipeg and other points in the North-west.

The Grand Trunk from Montreal to Toronto is one of the oldest pieces of railway in Canada and therefore it is unnecessary to say anything more about it here. The Midland is also an old line from Port Hope to Lake Simcoe, but the section of it known as the Grand Junction, connecting Belleville with Peterborough is now, and the loop line from Peterborough to Omamee, which is really a continuation of the Grand Junction, is at present under construction. The Midland is connected with Gravenhurst, the southern terminus of the Ontario Sault line, by the Northern Railway, but an independent connection is probable, and it can be effected by extending either the Midland towards the north or the Sault line towards the south. The Ontario Sault line is now located from Gravenhurst to Sault Ste. Marie by way of Contin's Island in French River. After crossing that stream it skirts the shore of the Georgian Bay and St. Mary's River till it reaches the Sault Ste. Marie, which it will cross by an international bridge to connect with the eastern extension of the Northern Pacific. The Northern Pacific proper commences at Montreal River, the boundary line between Michigan and Wisconsin, and runs to the Pacific Ocean. From Casselton, a few miles west of Red River, a branch runs northerly towards the Canadian frontier, and by means of this branch it is expected that connection will yet be made with the Manitoba South Western. The latter line is projected from Winnipeg in a south westerly direction towards the Souris district. The first fifty miles are finished and the remainder of the line, which will be over 300 miles long, is under contract. For a considerable part of its entire length it runs almost parallel to the frontier and within twenty miles of the latter, but the point from which the southern spur to connect with the Northern Pacific is to be thrown out has not yet been announced. The following table of distances by this route will give some idea of the merits of the scheme in comparison with other transcontinental routes:—

GRAND TRUNK.—Montreal to Belleville.....	220 miles.
MIDLAND.....	
{ Belleville to Peterborough	66 "
{ Peterborough to Lindsay by way of Omamee	23 "
{ Lindsay to Orillia	43 "
{ Orillia to Gravenhurst	28 "
ONTARIO SAULT.—Gravenhurst to Sault Ste. Marie	340 "
NORTHERN PACIFIC.....	
{ Sault Ste. Marie to Superior City	350 "
{ Superior City to Thompson Junction	25 "
{ Thompson Junction to Fargo	230 "
{ Fargo to Casselton	20 "
{ Casselton to the Canadian frontier, say	130 "
MANITOBA SOUTH WESTERN.....	
{ Winnipeg to the same point, say	145 "
{ Montreal to Winnipeg	1620 "

NEW DISTRICTS IN THE NORTH-WEST.

The Dominion Government have, by Order-in-Council, divided the North-west Territory into four districts for certain purposes of administration. These, with their boundaries and areas, are as follows:—

1. ASSINIBOIA, which is bounded on the south by the 49th parallel; on the east by the western boundary of Manitoba; on the north by the ninth correction line,* near the 52nd parallel; and on the west by a line dividing the 10th and 11th ranges of townships, numbered from the fourth initial meridian.* It contains about 95,000 square miles and includes the Qu'Appelle, Souris, and part of the South Saskatchewan rivers, Fort Pelly, Fort Ellice, and the Touchwood Hills.

* In the Dominion system of land surveys.

2. SASKATCHEWAN, which is bounded on the south by Assiniboia, on the east by Lake Winnipeg and Nelson River; on the north by the 18th correction line, near the 55th parallel; and on the west by a continuation northward of the western boundary of Assiniboia. It contains 114,000 square miles and includes Carleton, Battleford, and Prince Albert settlements.

3. ALBERTA, which is bounded on the south by the 49th parallel; on the east by Assiniboia and Saskatchewan; on the west by British Columbia; and on the north by the 18th correction line. It contains about 100,000 square miles, and includes the Battle, Bow, and Belly river countries.

4. ATHABASKA, which is bounded on the south by Alberta; on the west by British Columbia; on the east by a continuation northward of the western boundary of Assiniboia and Saskatchewan until that intersects Athabaska River, then by that river and Athabaska Lake and Slave River to the 32nd correction line, near the 60th parallel; on the north by the 32nd correction line. It contains 122,000 square miles, and includes what is known as the Peace River country.*

MISCELLANEOUS.

The British North America Act provides for a revision of the scale of representation of the various Provinces of Canada in the House of Commons of the Dominion Parliament after each decennial census. The unit of representation is fixed by giving sixty-five members to Quebec, irrespective of population, and then allotting to each of the other Provinces the number of members it is entitled to on a comparison of its population with that of Quebec. The census taken last year showed that Ontario was entitled to four members in addition to those she already had, and effect has been given to this arrangement by Act of Parliament. In view of the rapid increase of her population an additional member has been given to Manitoba, and for some time to come, therefore, the membership of the House of Commons will be 211, made up as follows: Ontario, 92; Quebec, 65; Nova Scotia, 21; New Brunswick, 16; Prince Edward Island, 6; British Columbia, 6; and Manitoba, 5.

The Dominion Parliament has voted a subsidy of \$150,000 a year for twenty-five years in order to secure the construction of a ship railway across the Isthmus of Chignecto from Baie Verte to the Bay of Fundy—a distance of seventeen miles. The project of connecting the Gulf of St. Lawrence with the Bay of Fundy is an old one but no Canadian Parliament has ever approved of undertaking the work, and the ship railway project, the chief promoter of which is Mr. H. G. C. Ketchum, has been offered as a cheaper substitute. The Bay of Fundy terminus is fixed at the mouth of the La Planche River, and the Baie Verte terminus at Tignish Head. If vessels can be carried from the Gulf of St. Lawrence to the Bay of Fundy by such a railway the length of the ocean voyage from Shediac and points further north to St. John, N.B., will be reduced by about 500 miles. It is estimated that the railway and the necessary docks and other works will cost nearly four and a half millions. The annual subsidy just voted by Parliament is equivalent to a capital sum of less than two and a half.

* The boundaries of these districts can be traced on the ordinary school maps of the Dominion with sufficient accuracy for all practical purposes. Beginning at the 49th parallel, at a point midway between the two points where it is crossed by the Souris River, draw a line due north to a point in the latitude of Fort à la Corne, and from this latter point draw a line due east across Lake Winnipeg; these lines will be the new western and northern boundaries of Manitoba. From the point where the northern boundary of Manitoba strikes the western shore of Lake Winnipeg draw a line northward along the Lake and down Nelson River to a point slightly south of the 55th parallel, and from this latter point draw a line due west to the 120th meridian and north along that meridian to a point near the 60th parallel of latitude. Beginning again at the 49th parallel slightly west of the 110th meridian, draw a line due north till it strikes Athabaska River; from the point of intersection continue it along the west shore of Athabaska Lake and Slave River to a point just south of the 60th parallel; and from this point draw a line due west to the one previously indicated on the 120th meridian. Finally through a point slightly north of Fort Pelly draw a line due west from the Manitoba boundary to the line just west of the 110th meridian.