

100 ft.; 2 branches of the Nosquetiwan river, spans of 100 ft. over each branch; Magneta-wan river, 1 span of 100 ft.; Key river, 1 span 100 ft.; French river, 2 branches, 1 span of 150 ft.; 1 of 250 ft.; Wahnapiatae river, 1 span of 100 ft. The line goes through the heart of the Muskoka tourist district, tapping both Muskoka lake and Lake Joseph, and it would shorten the time between Toronto and Lake Joseph by several hours.

The C.P.R. has no charter for a line from Toronto to Sudbury, but it would appear that it could be built under the powers conferred by the Co.'s original act of 1881, which gave the Co. the right, from time to time, to lay out, equip, maintain and operate branch lines of railway from any point or points along its main line to any point or points within the Dominion. In 1895 W. Mackenzie, H. D. Lumsden, C.E., G. A. Cox, F. Nichols and D. D. Mann obtained a Dominion charter for the James' Bay Ry. Co., with power to build a line from Parry Sound to Doke's Indian reserve, thence to the easterly line of Lake Wahnapiatae, and to the mouth of Moose River, James' Bay. In 1897 another act was passed, empowering the Co. to extend its line

from Parry Sound to Toronto, it being provided that the railway from Parry Sound to James' Bay, and the extension from Parry Sound to Toronto should be commenced within 2 years therefrom, and 15% of the capital stock of \$1,000,000 expended thereon. This charter is controlled by Mackenzie, Mann & Co., and work has been started by building about four miles between the Canada Atlantic Ry. and Parry Sound.

No official announcement has been made by Sir Thos. Shaughnessy as to the C.P.R. Co.'s intentions. Mr. Lumsden has, it is said, been looking over the ground again lately and plans are reported to have been deposited with the Dominion Department of Railways and with the Provincial Secretary of Ontario, also in the registry office of the County of Simcoe, but it is not likely that any further move will be made until the G.T.R. shows its hand a little more. The C.P.R. will probably wait and see what G.T.R. legislation may be secured at the next session of the Dominion Parliament. The impression is that if the G.T.R. builds from Gravenhurst or North Bay, westward, the C.P.R. will build from Kleinburg to Sudbury, to secure a shorter

route between Toronto and the west than it now has, a share of the Muskoka tourist traffic, and better facilities for handling the largely increasing business of the Sudbury district.

Since the above was put in type we have been informed that plans have not been deposited with the Provincial Secretary of Ontario.

The pension fund for the employes of the C.P.R., for which an appropriation of \$250,000 was made at the annual meeting in 1901, will be inaugurated Jan. 1, 1903. The administration of the fund will be placed in the hands of an executive body with Sir Thomas Shaughnessy at its head. The officials and employes will not be required to contribute directly out of their salaries or wages to the fund, as is the case with the pension fund scheme on the Pennsylvania Rd., the plan adopted being based on the lines of that followed by the Illinois Central Rd. The details of the plan are being worked out by W. R. Baker, Assistant to the 2nd Vice-President.

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