

For navigation, the coast is provided with numerous natural harbors, and many bays that can be rendered safe for shipping purposes by the construction of protection works more or less extensive. One of the best natural harbors in the world exists on this coast, that of the Bay of Seven Islands, for which nature has done her best in producing something better than anything else in America. But when nature turned over this harbor to us, she "kept a string on it," for she closes it up nearly every year with ice. I say nearly every year for there have been years when but little ice has been seen in the harbor, and from what can be ascertained from personal observation and enquiry, navigation could be maintained all the year round, with an ice-breaking ship of very modest proportions. The question of navigation all the year round from and to Seven Islands appears to be one of harbor facilities only, for once outside, there are no obstructions not even from the ice, at any season of the year, except such as may arise from ice coming through Belle Isle, and this is, of course, common to all navigation in the Gulf, and occurs in the early summer months.

From the facts before us, we must look upon the development of such a harbor as that of Seven Islands as not only a possibility, but a probability. It becomes an objective point farther east than Quebec as an outlet for trans-Atlantic commerce, and in the regular order of progress must sooner or later be reached by a railway from the West.

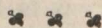
Geographically considered, Seven Islands occupies a favorable place, its latitude is 50 deg. 13' N. and its longitude 66 deg. 24' W., and is about 200 miles farther south than Liverpool. The following table of distances may serve to illustrate its relative location more clearly, taking Liverpool as the point of destination:

Sailing Distance from	Miles.
New York	3,105
Boston	2,807
Portland	2,789
Montreal	2,778
St. John	2,700
Quebec	2,633
Halifax	2,450
Seven Islands	2,304

Seven Islands is 800 miles nearer Liverpool than is New York. The objections to the opening up of a new trade route are always strongly urged, and sometimes facts are ignored which tend to strengthen the claims of the new route for recognition, so it is well to state the main facts in its favor and these are, the shortest sailing route across the Atlantic, the coast is accessible all the year, and the harbor itself is magnificent. These are certainly good things to start with. Who will develop this new route?

It must also be borne in mind that having the rail terminal at Seven Islands also shortens the length of rail haul from the West if a northerly trans-continental route be built, and as Canada is now served with a trans-continental rail route to the south, it will be a matter worth careful consideration for any future trans-continental route, as to whether Seven Islands should be the terminus. Northeastern Canada has received in the past but scant attention, yet as there are certain elementary conditions which render it valuable as a producer, and as a channel for the products of the West, it must at no distant date receive the attention of the manufacturer, and of those interested in transportation in its larger sense, and this is emphasized by the fact that having Seven Islands as the eastern railway terminus, affords a route very considerably shorter than any existing trans-continental railway. A short study of the accompanying map clearly shows the comparison between the routes.

(To be continued.)



It is stated that the Dominion Coal Co. will extend their general machine shop at Glace Bay, C.B., this spring. Also that a large dam will be constructed on McAskill's brook, a reservoir built, and an improved water system provided around the collieries.

TELEPHONE AND TELEGRAPH.

The long-distance telephone line between Sydney, C.B., and Halifax, N.S., was formally opened on March 15th by an exchange of messages between the Mayors of Halifax, Sydney, North Sydney, Sydney Mines, Glace Bay and Louisburg.

It is proposed to erect an independent rural telephone system in Ontario, from Thornbury and Clarksbury up to the Tenth Line, taking in Heathcote, Redwing, Ravenna, and Kolapore, with possible extensions to Feversham, Duncan, and Kimberley.

The C.P.R. Telegraph Co. will extend their system in the North-West this year, and will construct additional circuits between Quebec, Montreal, and Winnipeg, and between Peterboro, Toronto and Windsor. When completed, the system will comprise 66,000 miles of wire.

The Bell Telephone Co. will erect new premises at Winnipeg, Man., to accommodate 10,000 telephones. Extensions will also be made from Morris to Emerson, via Letellier, St. Jean and Dominion City. A new exchange will be erected at Carman, and the Calgary exchange enlarged.



RAILWAY NOTES.

The Edmonton town council have granted a 30-years' street railway franchise to Mr. Tretheway. The system is to be in operation by September 1st, 1905. A deposit of \$25,000 is required. The company is exempt from taxation for ten years, after which it will pay, in addition to taxes, \$20 per car per year, and 5 per cent. on its gross earnings until they reach \$500,000, when the percentage will be 8 per cent. The town has the right to acquire the system by arbitration when the franchise expires.

The Sydney and East Bay Railway Co. has been incorporated to build a road from Sydney, C.B., to Johnstown Harbor, Richmond County, with power to acquire mines, hire or construct ships, barges, ferries, etc.; build hotels and establish summer resorts on the Bras d'Or lakes. The route will be via the south side of East Bay, with a branch from the head of East Bay to Eskasoni, on the north side. The line will not enter Sydney, but will connect with the Intercolonial near Gibbons' Bridge, on the Sydney river. It has not been decided whether the motive power will be steam or electricity. A. C. Ross is the chief promoter.

The G.T.R. report for the half year ending December 31st shows gross receipts of £3,138,468; increase, £326,590; passengers carried, 5,159,073; increase, 451,423; tons of freight and live stock, 5,738,702; increase, 590,172; working expenses, £2,214,084; net receipts, £924,000; net revenue charges half-year, less credits, £526,000; balance, £398,400. Maintenance and equipment increase, £52,485; cost of transportation increase, £179,616, due to increased cost of materials and higher wages. Total increased expenditure, £239,263. Surplus, including balance of £5,500 from June last, £404,300. Full dividends for half-year on 4 per cent. guaranteed stock and first and second preference stocks, and dividend of 2 per cent. for the third preference stock have been paid. Balance carried forward, £2,000.

The irrigation scheme of the C.P.R., in the North-West, will be under the direction of J. S. Dennis. It will cost \$2.75 per acre, and will affect five million acres. In India, where the British Government has carried on for years extensive irrigation works the price has been \$6.65 per acre. \$127,000,000 has been spent in the work, resulting in the reclamation of 19,000,000 acres. The results are much more valuable in a densely populated country, like India, than they will be in Canada for a long time to come. In India the irrigated soil produced seventy times as much as an equal area of dry soil. The C.P.R. looks forward to a profitable return, especially through the cultivation of vegetables and other garden truck. Mr. Dennis will commence in the spring the digging of a large central canal through the territory which is to be irrigated.