

power to connect with the Canadian Pacific at Teeswater.

The following notice, signed by Mr. John Bell as solicitor for applicants, is one of the most important given:—Notice is hereby given that the Ontario Sault Ste. Marie Railway Company will apply to the Parliament of Canada, at its next sittings, for an Act, to enable it to enter into arrangements with railway companies in the United States of America for working traffic between Canada and the United States of America, and to enable the company to work its traffic across the St. Mary's River, at Sault Ste. Marie, and to connect with lines of railway in the United States of America, and to own lands on either side of the boundary for its purposes.

Messrs. Myer & Dickinson give notice of application for a charter to build from Teeswater to Port Elgin with power under consent of the crown, to take over Port Elgin harbor.

A charter will be applied for a road from a point on the Canada Atlantic, in Glengarry County, to a point on the Ottawa River, in Prescott County, with branches to L'Original, Caledonia Springs and Vankleek Hill, if necessary. The notice is signed by Messrs. Pinhey, Christie and Christie..

A line from Bow River from a point on the Canadian Pacific Railway by way of Kananaskis Pass to Kotenay Lake, B. C., is proposed and notice of application is given by Messrs Eberts & Taylor, Victoria.

The Teeswater & Inverhuron Road, under the proposed charter, will run from Teeswater to Inverhuron, and with the charter power will be asked to take over Inverhuron Harbor.

Mr. J. A. Gemmill, Ottawa, announces another Hudson's Bay Road from Winnipeg to some point near the mouth of Albany River.

The following notice is signed by Mr. R. T. Heneker, solicitor for the applicant:—Notice,—Application will be made by the Atlantic & North-West Railway Company to the Parliament of the Dominion, at its next session, for an Act confirming the contract, purchases and lease to the Canadian Pacific Railway Company, made in connection with the establishment of the line of railway between Montreal and the Atlantic seaboard, commonly called the Short Line Railway; and providing for the regulation of all matters incidental thereto.

The Ontario & Quebec will apply for power to acquire the West Ontario Pacific.

The Ontario Pacific will apply for power to build a spur from Ottawa to Manotick.

The following important notice is signed by Mr. R. T. Heneker, solicitor for applicant: Application will be made by the Canadian Pacific Railway Company to the Parliament of the Dominion, at its next session, for an Act granting power to acquire by lease or otherwise, the remainder of the line constructed or acquired or to be constructed or acquired by the Ontario & Quebec Railway Company; confirming the terms and conditions of the lease to the Canadian Pacific Railway Company of the consolidated line of the Atlantic & North-West Railway Company; making provisions respecting the construction of a

bridge over the St. Mary's River, forming the continuation of the Algoma branch, either by the company or by an independent organization; approving the location of the branches constructed or in course of construction by the company; granting power to issue bonds upon any new branch line to be constructed under the powers already possessed by the company; and making all necessary provisions incidental thereto.

Last of all is the scheme to build from New Westminster, B. C., to the International Boundary between Semiahmoo Bay and Township 10 of New Westminster district, notice of application for charter being given by Mr. W. Norman Bole.

ONTARIO & RAINY RIVER RAILWAY.

A RAILWAY which is expected to open up an immense stretch of country rich in minerals and timber and richer still in its fertile soil, to compete with the Canadian Pacific from Winnipeg to the Lakes, and to take through the older provinces a large part of the traffic which it is proposed to draw off to the Hudson's Bay, is necessarily one of very great importance. Such is the Ontario & Rainy River Railway, which is projected from Port Arthur, the head of lake navigation and the most promising place, except Winnipeg, touched by the western portion of the Canadian Pacific, to Pembina, on the boundary, thence northward to Winnipeg, thus reaching from the head of navigation to the capital of the North-West, tapping, on its way, northern Dakota and Minnesota, and southern Manitoba, the best settled and richest portions of the new North-West. The company was organized in 1885, and applied for a charter both to the Dominion and Ontario Legislatures, as, owing to the unsettled state of affairs in relation to the boundary, it was not known where the authority rested. But the Ontario Legislature could not charter a line beyond the boundaries of the Province, and the Dominion Government would not countenance the proposed charter owing to the clause of the Canadian Pacific charter prohibiting the building of lines of railway southerly or south-easterly between the Canadian Pacific line and the international boundary. The company accepted the charter under a Provincial statute, to the western boundary of Ontario, and arrangements have since been made under which the line can reach Pembina through American territory. The only question still unsettled is whether the company has power to build across the boundary without the special authority of the Parliament of the Dominion. The promoters are confident that this difficulty can be overcome.

The line, as projected, will run from Port Arthur through the village of Fort William, and up the valley of the White Fish River, in the vicinity of the famous Rabbit Mountain and Silver Mountain Mines, and will pass westward along the southern boundary of the province, including a considerable mileage along the Rainy River. The vast mineral resources of the region west of Port Arthur are becoming more and more widely known, and

are attracting perhaps more attention among English capitalists to-day than any other mineral region in the world. The Rainy River region has lately been the subject of a series of letters in the *Globe*, of this city, making it clear, if there were any who doubted it, that that region is one of the most promising for the agriculturist in this whole Garden Province of Ontario. There is a large tract also offering special advantages to the lumberman. In this connection the advent of the railway will be specially noteworthy for this reason: The divide of the waters between the Atlantic and Pacific, west of Arrow Lake, is the section where some of the best timber is found. There is a large pine-covered area in which the trend of the rivers is generally northward. As these natural carriers, which flow to the market in the older parts of the Province, would bear the logs off to unknown Arctic regions, the railway is absolutely necessary to lumbering operations. Settlement, and the active prosecution of the agricultural, mining and lumbering industries, would very rapidly follow the building of the road.

The proposed line is of special interest to Port Arthur, but in every way in which that rapidly advancing town hopes to benefit the eastern portion of the Province and the Atlantic sea ports of the Dominion would receive advantage also. Port Arthur is the head of the inland navigation of the continent, and in order to develop the possibilities of her situation competition with the Canadian Pacific to and from the great prairie region of the West is deemed necessary. While this is not regarded as a rival scheme to the Hudson's Bay Road, it is believed that Port Arthur is for the present the natural outlet for the grain producing region. And, should the rapid development expected in the future make the Hudson's Bay Road necessary, this line will furnish an advantageous eastern connection and free the Hudson's Bay Road proprietors from the danger of being at the mercy of the Canadian Pacific. Wheat shipped by Port Arthur will reach a market within the season it is gathered, whereas under the Hudson's Bay scheme as at present outlined until the following season, storing will be necessary. Taking Brandon as the centre of the grain growing region the Port Arthur route has the advantage of that by Hudson's Bay in a hundred miles of rail carriage. As there are well established lines of vessels, now plying between Port Arthur and Montreal, as large vessels will soon be available in the improved and water-ways and as the ocean trade canals is already established it is expected by the promoters that the shorter ocean voyage of the Hudson's Bay Road will at least be neutralized. Moreover produce shipped by the eastern route passes in its way to the Atlantic, the chief markets of America, and in view of the immense quantities of all kinds of natural produce we ship to the United States, this is an important point. The scheme appeals to those in the east, as it develops trade between east and west instead of sending the goods through a channel yet to be opened and of benefit to comparatively few. The scheme is a practical and feasible one and there are no problems yet to be solved in connection with