

to be pushed in this large region would be a line southwest from Port Arthur. The Port Arthur people have for some time been agitating for such a road, and now that the dispute between the Dominion and the province of Ontario regarding mineral and timber titles has been decided in favor of the province, it is expected the Ontario Government will assist the scheme more liberally. The proposed road would open up a rich mineral and timber region. It might be extended westward to the Rainy River district, with connections southward to Duluth.

West of Manitoba, in the Territories, railway construction is also likely to be active during 1889. The Manitoba Northwestern Railway, the western terminus of which road is now in the Territories, will no doubt be extended some distance next summer. The charter now only calls for the construction of twenty miles of new road each season, but the Company has always exceeded this distance. Just what the Company may do we are not able to conjecture, but it is safe to count upon 25 miles of new road for 1889, and possibly a much greater mileage may be added to the line. It has been stated that 50 miles of this road will be built next summer.

The Northwest Coal & Navigation Company will likely do considerable railway construction this year. This Company now operates 110 miles of road, extending from the main line of the C. P. R., at Dunmore, westward to Lethbridge, where the Company operates what are generally known as the Galt coal mines. The Company has for some years been desirous of extending its road to Fort Benton, Montana, where it would have a large market for its coal, but it has been prevented from building the road on account of the monopoly privileges secured to the C. P. R. These monopoly privileges having now been removed, it is understood the company will extend its line from Lethbridge to Fort Benton next summer. It is said the material for the construction of the road has been purchased in England, and surveys are being made. The road now operated by the Company is a narrow gauge road, but it is understood it is the intention to widen it to the standard gauge. The extension of the road into Montana would tend to increase the development of our western coal fields, and especially build up the town of Lethbridge. The Company has been operating successfully of late. In-

terest payments upon bonds have been met and recently a dividend of 5 per cent was paid upon the ordinary stock.

Another road about which a good deal has been heard of late, is the Regina and Long Lake. Some twenty miles of this road were completed some years ago, but since then nothing has been done. This road has now fallen into the hands of the C. P. Ry. Co., and with the aid of a liberal bonus from the Dominion, such as all C. P. R. schemes receive, it is pretty generally believed the road will be pushed forward next summer. C. P. R. officials and engineers have recently inspected the route of the proposed road. The road is intended to reach the Saskatoon settlement and Prince Albert district. Prince Albert is almost due north of Regina, about 200 miles. The road would open up a new country, now largely uninhabited, with the exception of a few scattered settlements, such as Saskatoon and Batoche. At Prince Albert there is a large settlement, which has been in existence for several years, this being one of the earliest, and is now one of the most important settlements in the Territories. The chief benefit to be secured from the construction of this road is to open up the isolated Prince Albert settlement to railway communication with the outside world.

There are a number of other railway schemes for the construction of roads in Manitoba and the Territories, but only those which are likely to go on at once have been mentioned. It has also been rumored that the St. Paul, Minneapolis and Manitoba road, which now connects at the boundary with the C. P. Ry., will seek independent entrance into Manitoba. While this is not at all improbable, especially should a rupture of the friendly relations between the C. P. R. and the St. P., M. and M. occur, yet it is probably a good deal conjecture at the present time.

In British Columbia, the Westminster Southern railway seems pretty certain to be built this year. This road is intended to connect Westminster with the Puget Sound cities and with the Pacific coast system of railways. The road has been heavily bonused by the city of New Westminster.

It is also understood the C. P. R. Co. will build a branch southward from Mission station on its main line east of Vancouver, to the boundary of Washington Territory, where it will be met by a

northern extension of the Seattle, Lake Shore and Eastern railway. This will give the C. P. R. connection with the Pacific coast system of railways, and through all rail connection to all Pacific coast cities. The distance from Mission station to the boundary is about fifteen miles, and the Seattle road will have to build about 145 miles to connect with the C. P. R. at the boundary. It is said an agreement has been made between the two companies to make connection by August next.

Several other railway schemes have been originated in British Columbia, such for instance as the one to connect Victoria with the mainland, via Saanich peninsula, and thence by ferry, but they have not been sufficiently developed to be considered as likely to be undertaken at an early date, though of course a few months hence they may take practical shape. There is also the Kootenay canal and railway enterprises. Considerable work has been done on the canal, and it will be completed in the spring, thus rendering available a considerable stretch of inland navigation. The rumor that the C. P. R. intend building a new line through the mountains, via the Crow's Nest pass, can hardly be considered probable at present.

There is also the Shuswap and Okanagan railway scheme, which has been before the British Columbia public for some time. The local legislature gave the company which proposed to build this road some valuable privileges, but so far the company has not done much. It is hoped, however, that the road may go on. The road would open up connection with the Kootenay country, which is said to be the largest and most valuable agricultural district of the province. It would also open up rich timber and mineral regions. There are some fine navigable water stretches in the interior of British Columbia, which, with a little improvement, and the construction of some connecting links in the shape of canals (which work could be accomplished without very great cost), would render available a very extensive system of inland navigation.

Leaving out of consideration the more improbable schemes, there are a number of railway enterprises remaining which are tolerably certain to be gone on with during 1889, and altogether the outlook for the present year is more favorable than it has been for any year since 1882.

These railway enterprises, if carried out, would exert a very considerable influence upon general business, and in a direction which will be felt to the advantage of the commercial community.