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GREAT NORTHERN OF CANADA.
 The Great Northern Railway of Canada will be running trains into the city of Montreal during the month of September. Work on the Chateaugay & Northern, which will form this extension, is being rapidly pushed according to the Wall Street Journal.
 The Chateaugay & Northern is 37 miles in length running from a connection with the Great Northern at Joliette, in the city of Montreal, where it will have its own freight and passenger terminals. This line is being constructed in a first-class manner, with 70-pound rails and steel ties throughout. The steel bridge across the Ottawa river at the head of the Island of Montreal will be with approaches, over one mile in length. Between Montreal and Joliette, the country is almost dead level, there being no perceptible grade.
 The Great Northern Railway of Canada has been leased for 999 years, the Chateaugay & Northern, together with all franchise rights along the docks and wharves, are valuable. Besides giving the Great Northern a line of its

own between Montreal and Quebec, it is estimated that the local earnings of the Great Northern will be doubled, as the local business of a large part of the territory through which the Great Northern runs, is tributary to Montreal. It also reduces by from 20 to 30 miles the distance between Montreal and Joliette, Shawinigan Falls, Grand Mere, and all points on the Quebec & Lake St. John Railway to Roberval.

The Canadian Northern Railway (Mackenzie, Main, Co.) which has lately acquired a large interest in the Great Northern, has placed one of its superintendents in charge of the operating of the Great Northern, and in the future the line will be largely operated from the local office of the Canadian Northern at Toronto. This should result in economies in operation which cannot fail to benefit Great Northern securities.

When the connecting links have been built the Great Northern will be the eastern terminus at Montreal and Quebec, of the Canadian Northern transcontinental line.
 The Canadian Northern is now operating some 1,600 miles of road and is building 500 miles of new road this summer.

The Canadian Northern people have just successfully brought out in London an issue of 4 per cent. debentures over-subscribed.

THE GREATEST SPOUT OF ALL.

The statement of Alexander McFee, president of the Montreal office of reference route will be matter for gratulation all over the Dominion. Mr. McFee is reported as saying that Boston, New York and other American ports are being eclipsed by the St. Lawrence route in the ships that have come to the port this season. Mr. McFee continued, "have left with full cargoes. The abolition of the canal tolls by the government has made the St. Lawrence route the cheapest and the most desirable route from the great lakes eastward. The American railways are not competing with the Canadian route in their rates. In other words, they are adhering to their agreements with respect to freight tariffs. They are charging the lowest rate at which the traffic can be made to pay. The wheat can be brought down cheaper by water, and still be made to pay. The port of Montreal is benefiting in this way, and the first time in the history of the country practically the Northwest is coming down here. In addition to the abolition of the canal tolls, an important factor in the development of the St. Lawrence route is the large capacity of the vessels employed in the transportation of grain from the great lakes through the canal. We are introducing on this route



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which can carry between 70,000 and 80,000 bushels of grain. The steamer Melville, now in port, brought down a cargo of 77,000 bushels.
 All this will be heard with satisfaction by those of us who believe that the great lakes and the mighty river which bears their waters to the ocean are the natural summer channel for the heart of the North American continent. Mr. McFee's testimony is corroborated by facts, that are said to be such stubborn things. For almost the first time largely capitalized navigation companies are being formed to exploit the free highway to its fullest extent and from its most westerly limits to the ocean. The route has had a puzzling and disappointing history. An unkind fate seems to have emptied on it everything that could hinder it and prevent it fulfilling the uses which its

continental capacity seemed to promise. The great gulf which the earlier explorers believed from its vast tide to be the way to China became on our hands the vehicle for a petty commerce. We were always doing something to it, but that something was always belated. Just as our improvements were finished land transportation methods had advanced so rapidly that the improvements were still more than matched, or at least held in equilibrium, by the modern inventive and roadheads that approached the possible in grade and curvature. There was no hostile rivalry on our part. It was a resolution to afford a means wider area, than would be feasible if it had to be brought all the way from the wheat fields to the ocean by rail.—Toronto Globe.