

The Rainy River Railway will open up a great extent of rich mineral country. Commencing at Stanley, up to which point it has running powers over the Port Arthur, Duluth & Western Railway, the line runs close to Kakabeka Falls, a vast water power, and proceeds through the east end of the Matawin iron range, which is twenty miles long, of which two-thirds is soft hematite, and the remainder, at the western end, magnetic. Skirting the Shebandowan and Kashabowie lakes, the line then passes through a copper region, the most known mine in which is the "Tip Top," having a vein of a hundred feet wide; thence it runs close to Moss township, where there are several gold locations, not at present being developed. The line next passes close to Lac des Mille Lacs and Partridge Lake, twelve miles to the south of the Saw Bill mining region, running nearly parallel to the Ati-Kokan iron ranges, a distance of twenty miles. It is stated upon excellent authority that here is the largest iron deposit in the world, there being in one place 2,000,000 tons of iron ore in sight on a plot of 160 acres. The Seine River waters are next reached, which will give ready access to the mines, and here there are many valuable water powers. Running along the Seine River valley, the line goes near to Bad Vermilion and Little Turtle lakes, where it will cheapen supplies for more than a hundred prospects and mines, the principal of the latter at present being the Golden Star and the Olive. It next runs along Rainy Lake, crossing the western arm of the same on a succession of six islands, two miles west of Pither's Point, necessitating the building of five bridges. Between Pither's Point and Fort Frances is an excellent site and prospect for a large city, the Couchiching Falls being estimated to supply a water power of fully 50,000. From Fort Frances the line runs along the Rainy River, where there is a large area of fine agricultural lands, and reaches Hungry Hall, at the river's mouth. Here the line leaves Canadian territory until it reaches Buffalo Bay, a distance of 35 miles, and enters Manitoba at the latter point. The land is well wooded from Buffalo Bay to Winnipeg, and considerable revenue has been derived from this source to assist the 60 miles of railway already constructed. Besides the subsidy proposed for this Rainy River Railway, the Government has included a subsidy in the estimates for 40 miles of the 160 miles of the proposed Central Algoma Railway, and if these two lines should be built, as now seems almost certain, they will not only help to develop the interior of New Ontario rapidly, but may be expected to act as great feeders to the St. Lawrence route.

THE STOKER CASE.

Our readers will remember an action taken by the General Engineering Company, of Toronto, against the American Stoker Company, of New York, and the Dominion Cotton Mills Company, of Montreal, which has been pending in the Canadian Courts for more than a year past. This was a suit brought by the plaintiffs against the two defendant companies for damages for infringement of the Jones-Underfeed Stoker patents, and for an injunction to restrain the defendants from using these stokers in Canada. The case was regarded as a very important one to manufacturers, and both parties to the suit had retained eminent counsel. J. L. Ross, of Rowan & Ross, Toronto, and C. A. Ducloux, of Atwater & Ducloux, Montreal, appeared for the plaintiffs, while Donald McMaster, Q.C., of Montreal, and Gifford and Bull, of New York, represented the defendants. The trial lasted four days. The action was a test case, the object of which was to determine the validity of the Jones' patents, not only in Canada, but for the whole continent of America. The judgment of the Exchequer Court, in which it was brought, was a very

strong one, and Mr. Justice Burbridge upheld the validity of the Jones patents, and granted the injunction asked for, with damages. These damages were not fixed at the time, but would depend on the number of the defendant's stokers set up in Canada. The total damages would probably reach \$10,000, or over. The defendant's, however, are continuing the litigation in another form on a point raised by them since the previous action was decided, and have obtained a stay of proceedings in the main action by putting up a bond in the American Surety Company for \$5,000. The result of the action will be of considerable interest to owners of Canadian patents in general. Up to the present the General Engineering Company have succeeded at every stage of the legal contest.

—One of the oldest bridges in Europe is soon to disappear, under the demand for better navigation of the river it spans. This is the stone bridge, with fifteen arches and a total length of 994 feet, built across the Danube at Regensburg (Ratisbon), in Bavaria, by Duke Henry the Superb, in 1135-1146.

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